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Vol. XXX, No. 6 (Jan. 1, 1960)

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PACIFIC ISLANDS Monthly

JANUARY, 1960
Vol. XXX. No. 6



This photograph graphically depicts the trail of destruction left at Vila in the New Hebrides, after a hurricane had struck in December. About 90 per cent. of homes were destroyed or damaged. Aid, in the form of men and supplies, is now being given by several Pacific territories, including Australia. In the harbour is the French frigate "La Confiance", which raced in with supplies and later itself had to leave for repairs.

Photo: Australian Consolidated Press

lished 1930

ered at the G.P.O., Sydney,
nsmission by post as a newspaper]

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FLY ONE JETLINE



AROUND THE WORLD

QANTAS

AUSTRALIA'S ROUND-THE-WORLD AIRLINE

Q50.74.119

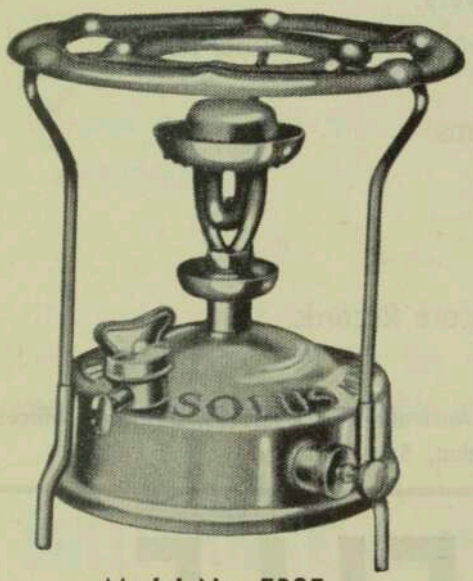
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Coleman

Solus STOVES

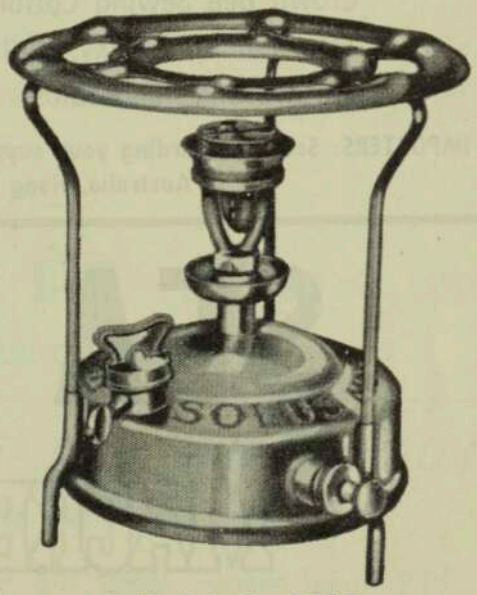
MADE IN ENGLAND

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



Model No. 532E
SILENT TYPE

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



Model No. 531E
ROARER TYPE

Representatives for the Pacific Islands

22 YOUNG ST., SYDNEY

ROBERT GILLESPIE Pty. Ltd.

Phone: BU 2221
Cables "Robergill"

ALSO 334 QUEEN STREET, BRISBANE, QUEENSLAND.

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

PEARCE & CO. LTD.,
Suva for Fiji Islands

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C. SULLIVAN (New Guinea) LTD.

Augusta House, Rabaul

Cables: "CHASULL". P.O. Box 214. Phone: 2275

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Timex Watches
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Alex Grahame Rotary Motor Mowers.
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Celnik and Power Cutlery.
Crown Bee Sewing Cottons.
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Spica Transistor Radios.

IMPORTERS: See us regarding your supplies from Australia and Overseas. Associate offices in Australia, Hong Kong, London, San Francisco.

SEA BELLE

MACKEREL PIKE

Highest Quality *Lowest Price*

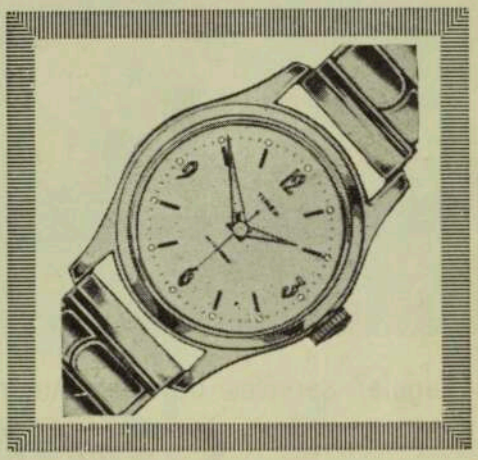
SALMON — TUNA — CRABMEAT — OYSTERS — CLAMS — SQUIDS — OCTOPUS — SUKIYAKI, etc.

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TIMEX

—The World's most Popular Watch

Shockproof — Dustproof — Waterproof



In the United States of America TIMEX watch sales are easily first, while in England in 1957 more TIMEX watches were sold than all other makes combined.

•

Made in a wide range of styles from Boyproofs to men's self winding models, also in glamorous new models for the modern miss—beautifully styled and splendid timekeepers—all with unbreakable mainsprings.

Agents:—

C. SULLIVAN (Export) PTY. LTD. 66 PITT ST., SYDNEY

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C. SULLIVAN (EXPORT) PTY. LTD.
66 Pitt Street, Sydney
(Corner of O'Connell and Pitt Streets)
Telephone: BL 5071 (6 lines). Telegrams & Cables: CHASULL, Sydney.

C. SULLIVAN (Queensland) PTY. LTD.
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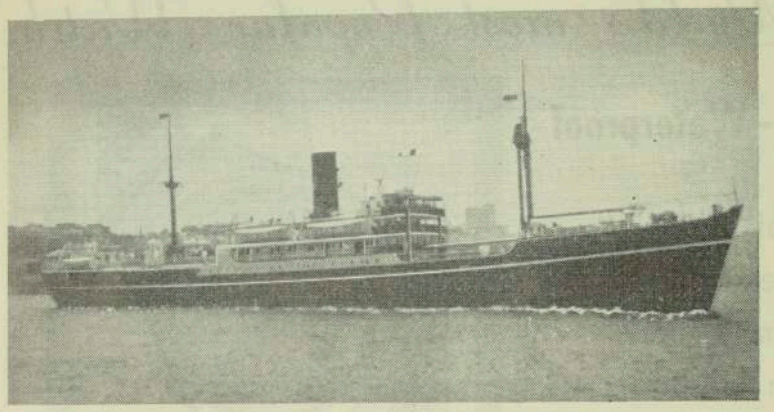
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THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom.)

New Guinea Australia Line



Passenger and Cargo Liners:

M.S. "SINKIANG"

M.S. "SHANSI"

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

South Pacific Service

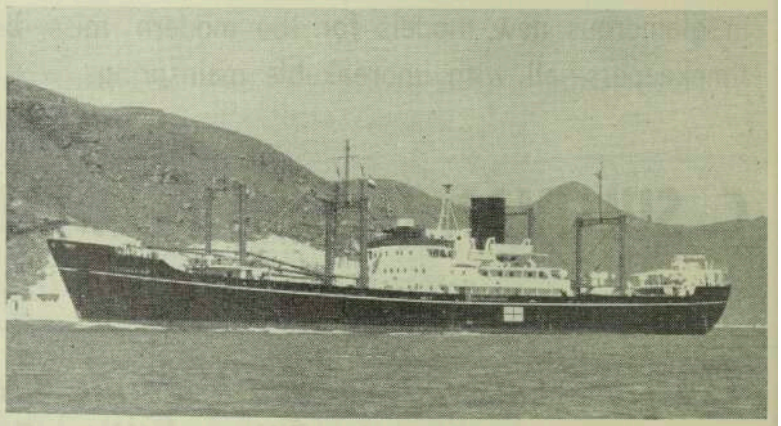
Regular monthly service with the modern motorships:

"CHUNGKING"

"CHEFOO"

"CHEKIANG"

Connecting Japan, Hong Kong, New Guinea, New Hebrides, New Caledonia, Fiji and Tonga, thence return Japan direct.



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

AGENTS:

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 Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

NUKUALOFA: Morris Hedstrom Ltd.

TAHITI: Etablissements Donald.

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

General Agents in Australia

SWIRE & YUILL PTY. LTD.

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

PEOPLE

our P-NG Territorians were in-
ded in the Queen's New Year
ours list. Mr. Bob Bunting,
C, prominent businessman and
sident of the P-NG Branch of
urned Soldiers' League, and Mr.
E. Macinnes, Director of Lands
e 1952, were honoured with the
E; British Empire Medals were
ferred on Mr. W. Berlin, who
been in the Commonwealth De-
tment of Works in P-NG, either
Assistant Superintendent or
erintendent of Stores since 1939;
to Mr. A. D. McDonald, CDW
ervisor at Rabaul, not only for
Department of Works record
also for his part in the Mt.
nington eruption in 1951.



Sydney in early January were Mr. and Mrs.
nk Johnson, down from New Guinea, on
ir honeymoon. The bride was the former
s Lois Niall, only child of the Morobe
trict Commissioner, Mr. H. R. Niall, and
. Niall, of Lae. They will return late this
nth to Finschhafen where Mr. Johnson is
h the Department of Education. This photo-
graph was taken at their wedding.
Photo: O. Brabant.

All races shared in Fiji's New
ear's Honours. Dr. Charles H.
urd, physician-specialist and
edical Superintendent at the



your attention please!

". . . Announcing the departure of flight No. 335 on the Bird of Paradise route to Sydney via . . ."

Going south this year? A mainland furlough, meeting old friends or seeing your children at school, is an event to look forward to.

Make it a carefree holiday. Let the Commonwealth Savings Bank's Travellers' Cash System take care of all your holiday finances.

Call at any of the following branches for further information:—

Port Moresby
Goroka
Madang
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Kavieng
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Bulolo
Lae
Norfolk Island

COMMONWEALTH SAVINGS BANK

SB.128.83

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Keep your home valuable and beautiful with



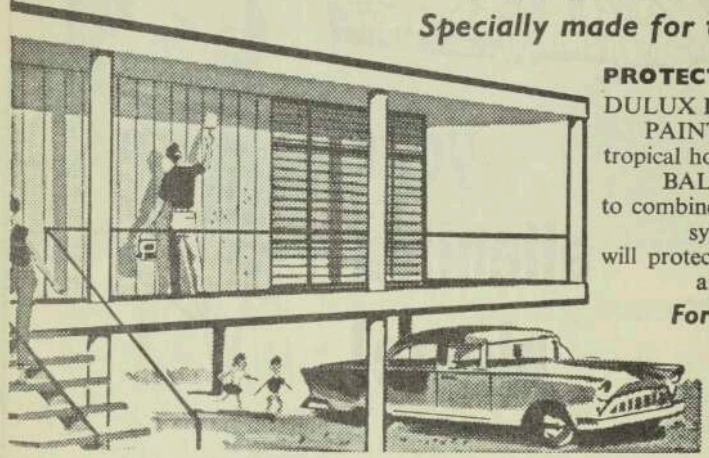
DULUX REG'D LINSEED OIL

HOUSE PAINT



LEAD FREE! ANTI-MOULD

Specially made for tropical conditions!



PROTECTS AND PRESERVES!

DULUX Linseed Oil HOUSE PAINT is specially made for tropical homes. After years of research in the BALM Laboratories, this paint was formulated to combine the purest linseed oil with the latest synthetic resins and selected pigments, which will protect and preserve your home better than any other paint has ever done.

For free colour schemes:

Send to the DULUX COLOUR CENTRE, 1st Floor, Dymocks Building, 426 George St., Sydney, for a FREE DULUX Colour Questionnaire.

LO1655A

KODAK FILM.. the best film for your camera!

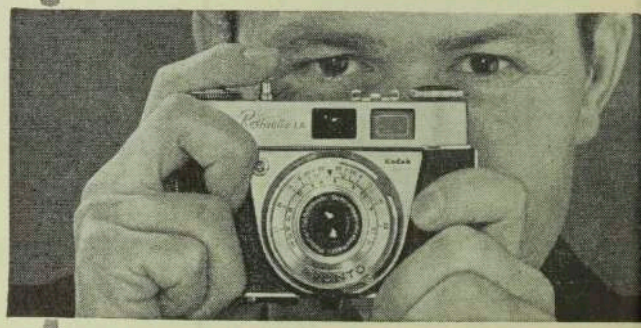
Kodak Verichrome Pan Film for clear, bright black-and-white snapshots, even on dull days — for all roll-film cameras.

Kodachrome Colour Film for brilliant, true-to-life colour transparencies and colour prints — for all 35 mm. and 828 cameras.

Kodachrome Colour Film for sparkling, action-packed, full colour movies — for 8mm. and 16mm. movie cameras.

Kodak Tri-X is super-fast, ideal for those difficult pictures in dull light or under ordinary home lighting conditions — for all roll-film cameras.

Kodak Ektachrome Film for sharp definition, brilliant high-speed colour transparencies — for all 35mm. cameras.



Always look for the familiar yellow box

Kodak

From all Kodak Dealers throughout the Islands.

KODAK (AUSTRALASIA) PTY. LTD.

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olonial War Memorial Hospital, uva, received the OBE. To mark i s retirement as Government rinter on December 31, after 25 ars in the Fiji Government Print- g Department, Mr. Alfred Elphick ceived the MBE. Joni Misikini, a ijian Magistrate, with 30 years of yal service, also received the MBE. ssistant Superintendent Lal Singh, pre-retirement leave, after 31 ars in the Fiji Police Force re- ived the Colonial Police Medal.



r. and Mrs. A. E. Walker recently left Sydney r Rabaul on their first trip to the Islands spend a short time with their son, Norman, ho has been teaching for the last two years.

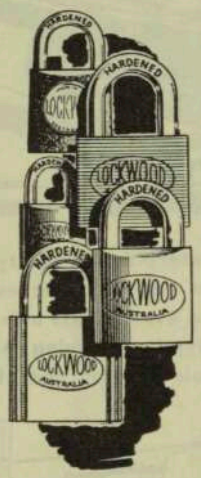
Two names of Islands interest in he Australian Honours announced n January 1 were: Knight achelor to Professor Edward Ford, ead of the School of Public Health ropical Medicine, Sydney Uni- ersity, and OBE to Mr. J. R. alligan, who retired in November fter many years' service in con- ection with Australian Pacific erritories and as Australia's Senior ommissioner on the South Pacific ommission.



arried at the Lutheran Church, Lae, Miss atherine Galiatsatou, a Greek girl who had een in Australia only a month and knew ttle English, to Mr. George Malanof, of Lae Club.

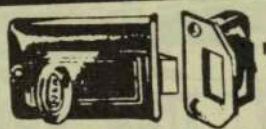
Photo: O. Brabant.

LOCK UP WITH Lockwood

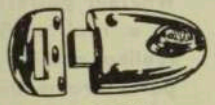


for top security..

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

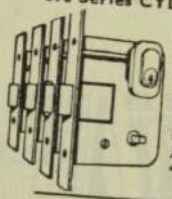


NIGHT LATCHES. Sturdy, reliable mechanism. Available with or without snib. Nos. 100, 201 and 206 illustrated.



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

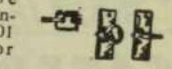
570 Series CYLINDER MORTICE LOCKS. Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.

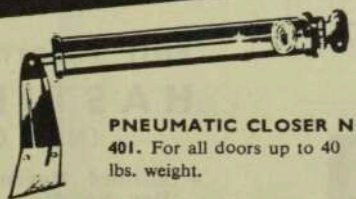


307 SCREEN DOOR TOUCH LATCH. Just push door to open, pull it to close! Easy to install and features strong snib.



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





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



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

OGDEN INDUSTRIES PTY. LIMITED

Edward Street, Huntingdale, Victoria.

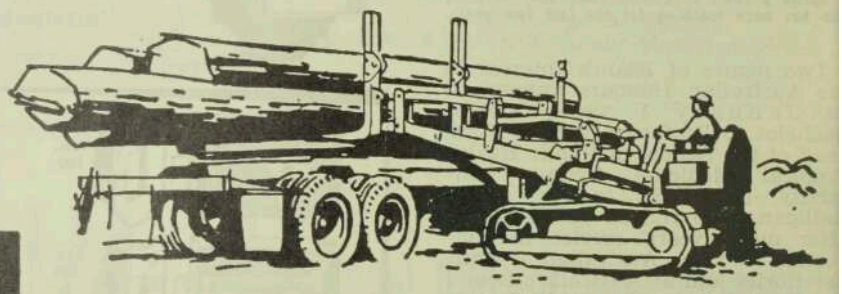
Largest manufacturers of cylinder locks in the Southern Hemisphere.

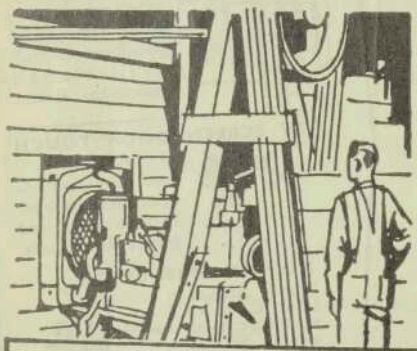
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LOGS TO LUMBER AT MINIMUM COST!



All Caterpillar track-type Tractors are available with Hyster Towing Winches, for increased pull and easier logging even across hills or swamps. The further addition of a Hyster Logging Arch allows a greater volume to be hauled faster and cleaner.





For loading logs, Caterpillar builds log and lumber lift forks, interchangeable with the buckets of its Traxcavators. The buckets are useful in road building, sawdust handling and many other jobs.

Whether powering a tractor or a sawmill, a Cat Diesel Engine is a real profit-maker. It burns non-premium fuel without fouling, and it responds quickly to load changes. Its component parts are made for the most severe duty.

The proper choice, application and maintenance of machinery help the logger to operate at minimum cost. Our equipment specialists will gladly supply the facts for your consideration.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co., U.S.A.

Full information & prices from

HASTINGS DEERING

(NEW GUINEA) PTY. LIMITED

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  Box No. 61 Telephone: Lae 2487
- Blanche Street, Rabaul, New Guinea
- Port Moresby, Papua
  Box No. 138 Telephone: Kone 4328

HASTINGS DEERING

HD437

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n the Solomon Islands, Mr. ldemar Jens Andersen, Secretary Protectorate Affairs, was raised m MBE to OBE in the New Year nours.

* * *

Mr. and Mrs. T. W. Canter-scher arrived at Mangaia Island, ok Group, in December, where . Canter-Visscher has been ointed Agricultural Extension icer. A Dutchman, he held a ilar post in Tonga.



B. W. Booth, of Rotorua, NZ, was bound Tonga in the December "Matua" to take a position as assistant mechanical engineer with the Government.

Dr. Rene Catala, who established Noumea aquarium, succeeded in cember in successfully transport-specimens of fluorescent coral m New Caledonia to the big vers aquarium, Belgium. Many empts have been made to achieve s, but without success. However, Catala made special prepara-ns and the colourful specimens ich left Noumea by plane in De-nber were delivered alive in rope a few days later.



and Mrs. N. R. Robinson, with Denise and nt, were bound from Auckland to Fiji in ember, where Mr. Robinson was paying a iness visit on behalf of NZ Forest Products, Ltd.

Mr. Jim Leahy, Goroka, New uinea, "coffee baron", was visit-g New Zealand in December. nned in a corner he told a news-per man that he harvested his st 20 tons of coffee in 1953, and is year he expected a record rvest, which might gross £500 per n.
He said that in 1948, after 19 years

ANNOUNCEMENT

In recognition of the need for expanding banking facilities to meet the growth of Lae and for the convenience of clients, residents and business people of the district

THE

NATIONAL BANK

has much pleasure in announcing the opening of a

NEW BRANCH

AT

Cnr. Coronation Drive and 4th Street

LAE

Under the management of

Mr. DONALD HOWE

A full-time Banking Service for all classes of business

Enquiries welcomed

THE

NATIONAL BANK

OF AUSTRALASIA LIMITED

(INC. IN VIC.)

G. C. Hill *Chief Manager*

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



Aunt Mary's Baking Powder is always fresh and maintains 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.

You'll love Aunt Mary's Tomato Sauce . . .
Aunt Mary's is a concentrate of juicy sun-ripened, red tomatoes — only a little is needed to give a new rich appetising flavour to even the plainest foods.

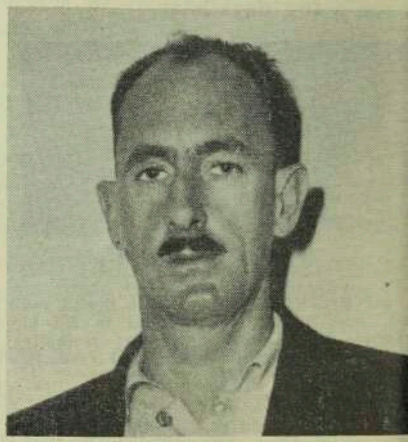


of gathering gold from the ground he saw that there was going to b more and easier gold to be picke from coffee shrubs, so he switche over, and things turned out just lik he'd guesed.



Married in the Paton Memorial Church, Po Vila, recently, were Miss Rosemary McFarlan of Suva, and Mr. Peter Erbsleben, of Hambur Germany. They met in Suva, and are now livin in Vila where Mr. Erbsleben is with Wn Breckwoldt and Co.
Photo: Fung Kue

Mr. G. Lock, a South Africa expert on sisal growing, visited th NG Highlands and other areas i the Territory in December to stud the possibility of introducing th crop in P-NG on a paying basi He was for 25 years sisal researc officer in Tanganyika.



Mr. D. E. Carson, a native labour officer wit the Department of Civil Aviation since 195 returned to Port Moresby in the "Bulolo" re cently after a leave in Sydney.

Mr. Alan Lennox-Boyd, who wa Britain's Colonial Secretary befor the October elections arrived in Suv on January 12, on the first stag

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a Pacific tour, with Lady ricia Lennox-Boyd. Mr. Lennox-rd, who is still Conservative MP Mid-Bedfordshire, was made member of the Companions Honour before he left the UK. e two-months' tour is in a pri-e capacity—he recently became naging director of Guinness Son Co., the large UK brewers. The vspapers have made much of the t that his great-uncle, Aus-ian-born Ben Boyd, who founded rdtown, on Twofold Bay, NSW, killed by natives in October, 1, in the Solomon Islands, when went ashore from the *Wanderer*, that Mr. Lennox-Boyd "was ng to find out what happened to ".



land residents Misses Josephine and Freda paid a holiday visit to their home island polu, West Samoa, in December, travelling in the "Matua".

Mr. Jack Thurston, well known v Guinea shipping and plantation n, was in New Zealand in Jan-y "looking at ships".



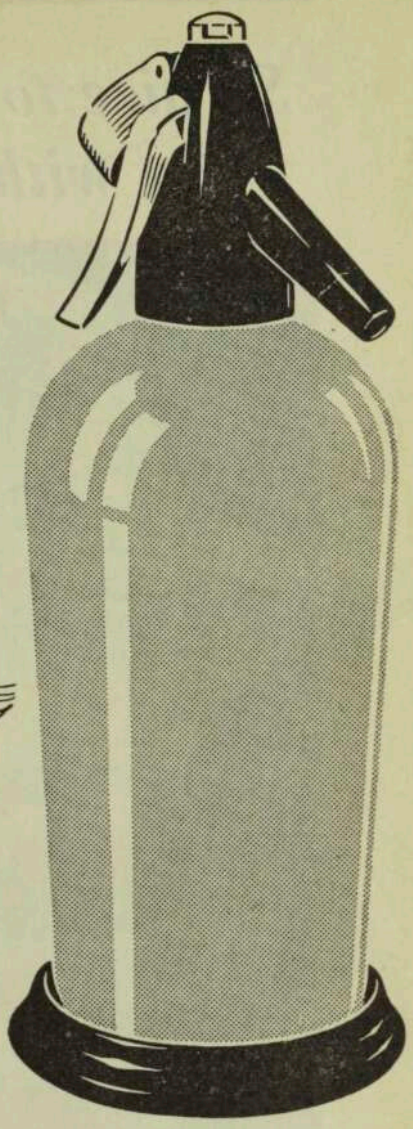
cent visitor to a meeting of the Polynesian ciation of Sydney—Mr. Leslie Harmon, of Fiji.

—Tele-Photo.

Miss Norma Journeaux, a World alth Organisation nurse-educator, ived in the Solomons recently to e charge of nurses training at ntral Hospital, Honiara. She is

For a long cool drink on a long hot day





Never any risk of running out of soda-water with a Sparklets syphon. You make the soda yourself—the easy way. Just fill the syphon with water, screw on a Sparklets bulb . . . and up comes the soda, crisp and lively. And you know without doubt that it's fresh and pure.

If you keep your *new* Sparklets syphon in your refrigerator you'll have a supply of ice-cold soda always ready. There's a fine range of colours to choose from and it makes a wonderful gift.

*Sparklets syphons

SPARKLETS LIMITED LONDON N17 · ENGLAND

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So nice to go home with . . .



. . . a bottle of

GILBEYS

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working under a plan agr
to by the BSIP Governme
the WHO and UNICEF. Appro
mately $5,000 will be supplied
UNICEF to purchase textboo
medical instruments, charts, a
filmstrips as well as bicycles an
Landrover. The programme, cov
ing three years, will train nurses
maternity and child welfare wo



Among the travellers in the December "Ma
from Auckland: Miss V. A. Parton of Ch
church, and Miss J. H. Petterson of Ne
(front) were having their first look at
Islands, and Mrs. S. Sene (right) was retur
home to Apia. They were farewelled in A
land by Mr. Edward Lio (left), and Mr.
Galo, both formerly of W. Samoa but
resident in Auckland.

Mr. Arthur Affleck took up
post of Regional Director of C
Aviation for Papua-New Guinea
month. He is no stranger to
Territory, though—he was a p
with Pacific Air Transport Co.
NG in 1932-33, then returned
Queensland to grow tobacco; w
back to NG to evacuate women a
children by air in 1941, when
Japs were coming southwards; f
with the RAAF in the Pacific w
then, in peacetime, led a party t
surveyed P-NG air facilities and s
vices, in 1947. His job for the p
11 years has been Superintendent
Flying Operations for the Depa
ment of Civil Aviation in NSW.



Another recent Port Moresby wedding—
Anne Morris to Mr. David Adams, at the Ro
Catholic Church. Mr. Adams is a member
well-known Port Moresby family.
—Papuan Pri

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Judge R. V. Kay, completing his ond term as Chief Judge in the ok Islands, returned to Auckland December with Mrs. Kay. His cessor had not been announced to early January.



s Ania Fatu, and Miss Tauesi Paga, now Auckland, recently returned to Western Samoa on holidays.

Mr. Douglas C. Berry, chief survey aughtsman in the Cook Is. for a mber of years, will transfer to a nilar position at Auckland in arch. Mr. Ron L. Carrad, of apier, has succeeded him at Raronga.

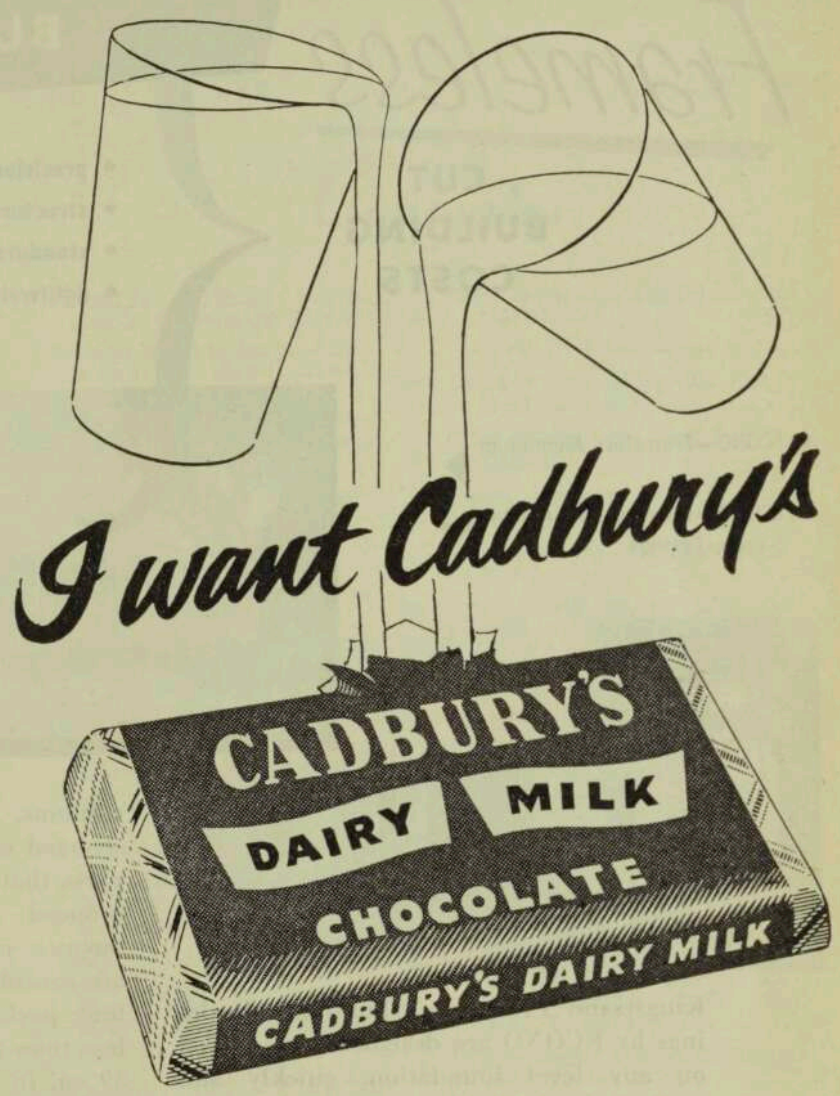
* * *

Two important Qantas jobs in the lands were filled by new executives December—Mr. W. R. ("Nobby") arke, QEA representative at Suva, anded over to Mr. Mervyn J. R. awton, from Melbourne, and rned to Australia with his family; id Mr. Ken Wightman, of Lae, oved across to Port Moresby as anager of the branch office there.



ji visitors who met at the Polynesian Asso- ation's Christmas party in Sydney—Mary Hoi and Assistant Medical Officer Ban Lomaloma. —Tele-Photo.

Mr. R. H. Morgan, supervisor of uckland Zoo, has taken a Govern- nent job at Tulagi, British Solomon slands. He plans to collect fauna nd fish life in his spare time for verseas zoos.



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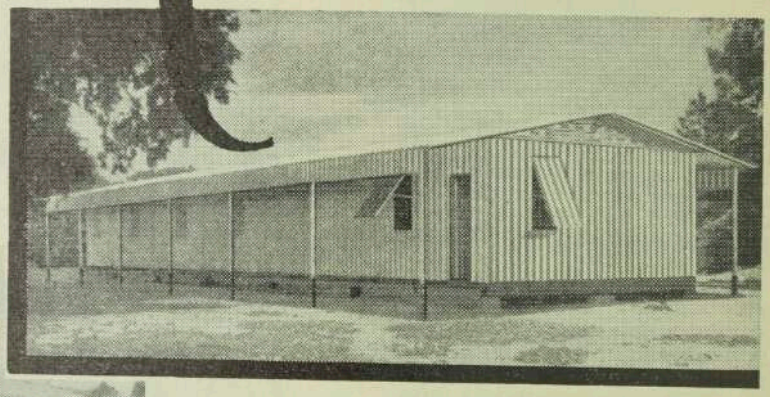
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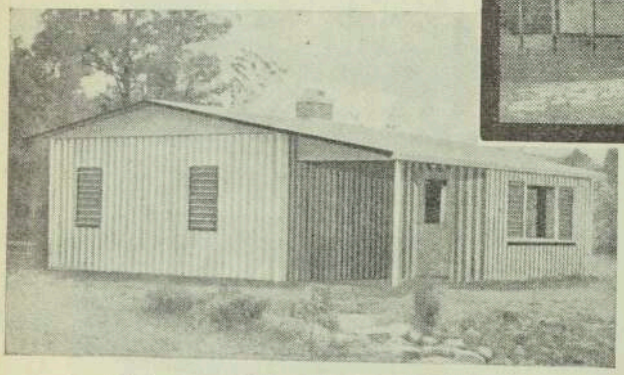
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Publisher:
R. W. ROBSON.

Editors:
JUDY TUDOR STUART INDER

Manager:
SELWYN HUGHES.

EPHONES: General Business, Editorial, Advertising, Subscriptions: MA 9197-8, MA 7101, MA 4369, MA1395.

G.P.O. BOX 3408, SYDNEY.

egistered Address for Telegrams, adiograms, and Cables: "Pacpub", Sydney.

ANNUAL SUBSCRIPTION RATES:

Pacific Is.—Papua-N.G., iji, Samoa, Norfolk, auru, B.S.I., Cook Is., onga, G.&E. Grp., Niue, ew Hebrides, and other ritish South Pacific Territories (includes surface ail postage	£1 4 0
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gle Copies	2 6

BRANCH OFFICE, PAPUA-NEW GUINEA
ific Publications (New Guinea) Ltd., atre Building, Fourth St., LAE, New Guinea. Tel.: Lae 2577.
Miss Pat Robertson, Manager.

BRANCH OFFICE IN FIJI:
Times Building, Gordon St., Suva. Tel.: 4043.

REPRESENTATIVE IN N.Z.:
. D. Whitcombe, P.O. Box 5179, Auckland. Tel.: 22.570.

REPRESENTATIVE IN U.K.:
D. Ashburn, 13 Rood Lane, London, E.C.3. Tel.: Mincing Lane 8633.

LBOURNE OFFICE: Newspaper House, 7 Collins St., Melbourne, Victoria. Tel.: 63.7053.

ENTS: All main trading firms and stores in the Pacific Islands.

IJI TIMES AGENCY IN AUSTRALIA
te: Pacific Publications Pty. Ltd., chnipress House, 29 Alberta St., dney (Telephone MA 9197-8), is the stralian Agent for THE FIJI TIMES, of Suva, Fiji.

Pacific Islands Monthly

No. 6. Vol. XXX JANUARY, 1960

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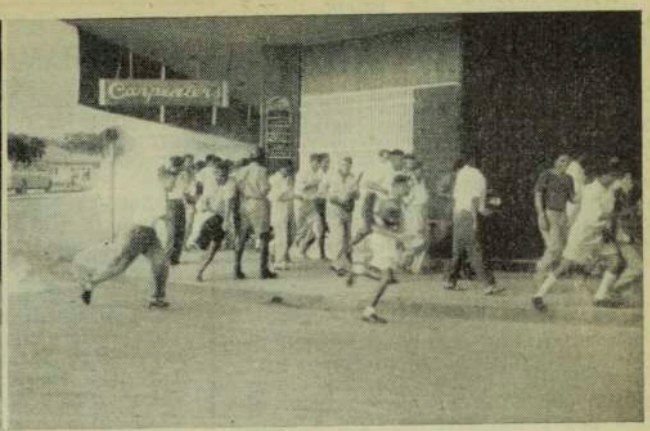
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The crowds in these pictures are running from police smoke bombs in Suva. They were taken in the Rodwell Road area on the first day of the December riots. Below left, union leader James Anthony gives directions to striking oil workers inside a Suva oil installation. More pictures on pages 130-131. Photos top and bottom: D. L. Low.



Burns Commission 'Hasn't Been Shackled By Tradition'

From R. W. Robson

LONDON, January 2.

Fiji history definitely will be made when the Burns Commission's report is released, shortly, by the Governor of Fiji. I spent a couple of hours this week with Sir Alan Burns and, although of course I was given no indication of the Commission's findings, I got the impression that the job has been done in a most thorough, conscientious and realistic way.

I THINK it will be found that the three experienced, highly-skilled men who made that inquiry in Fiji in the last half of 1959 have refused to be shackled by ancient viewpoints and sacred traditions; and have dealt with the facts as they exist today.

In so many words, the Burns Commission was asked to advise the Fiji Government on the steps to be taken to allow the rapidly-growing population to feed itself, and enjoy the highest standard of living commensurate with the resources of the country. The Commissioners have tried to do just that.

When the Deed of Cession was signed, in 1874, there was no dominant industry—as sugar is today—and there was not one Indian in the archipelago. Today, the Colony's economy revolves around sugar; and the 185,000 Indians outnumber the Fijians by at least 20,000.



"Completely Realistic"

It may be expected that the recommendations of a completely realistic Burns Commission will try to fit today's inescapable social and economic facts (not enough available land and not enough established industries to adequately support the growing population) to political conditions that are based rather too much upon sentiment and tradition. (Over)

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In my opinion, the Burns Commission will find that most of the governmental conditions based on the Deed of Cession are due for overhaul.

The Commissioners, I think, will acknowledge that the establishment of a large and healthy Indian community in Fiji was in some ways unfortunate. But that has nothing to do with the present generation of Fijians, Europeans and Indians. Those communities must accept facts as they are.

Expert View of Riots

Sir Alan was deeply interested in the "December riots" in Suva, and he took away with him, for closer study, the considerable quantity of newspaper cuttings on the subject which had just reached me by mail.

But he ridiculed the persistent newspaper suggestion that this disturbance was anything more than a superficial froth, and that there was real evidence of an anti-European feeling.

He rather accepted the view that these disturbances were the inevitable outcome of an economy that is out of gear—too many people for the country's available resources, causing unemployment, poverty and discontent.

I think the Commission will urge that no time be lost in attacking the underlying causes of this discontent, and that the Government, in taking new, urgent measures, should seek the co-operation of the leaders of all classes and all races—and especially the heads of the Australian corporations, which have such large interests in Fiji.

I should not be surprised if the Commission recommended the introduction of a Development Officer, with status equal to that of Colonial Secretary or Financial Secretary, to directly assist the Governor in the enormously difficult task which lies immediately ahead.

I expect that Sir Alan Burns—a complete realist in these matters—will give much attention to technical education.

All the resources which the Government can command will be called upon to provide conditions to encourage new industries; and I think Sir Alan will insist that immediate steps be taken to train

(Continued on page 143)

The Suva Riots

For a full report of what happened during the Suva riots see also Commentary, p. 25, "Mob Rule Was Only a Minor Part", p. 29; "Tomorrow's Fiji Will Be For Everybody", p. 31; and stories and pictures beginning on p. 129 of Pacific Report.

MOHAMMED TORA

Mohammed Tora is in the late twenties. He is a Fijian, and unmarried. He is the president and organiser of the Wholesale and Retail General Workers' Union in NW Viti Levu and a leader of the December strike.

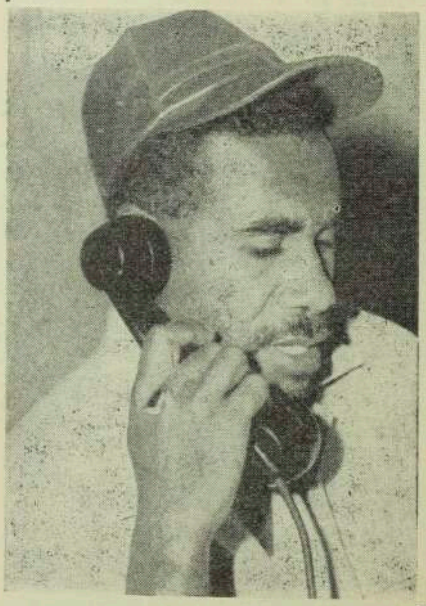
Through reading the Koran as a young man, he developed an interest in the Muslim faith. This interest was strengthened by contacts made while he was serving in Malaya with the Fiji Infantry Regiment against the Communist terrorists. He renounced Christianity, became a Muslim, and adopted the name of Mohammed.

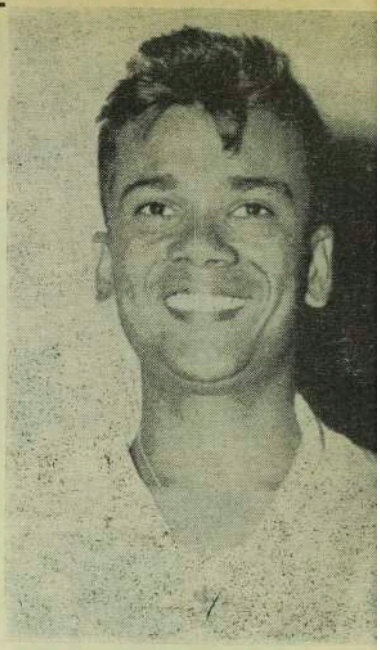
In Malaya, he also developed an interest in, and sympathy for, the terrorists against whom he was fighting.

On his return to Fiji, he entered the Government service, which he left about two years ago with a sense of deep grievance, the result of what he believed to be injustice in the manner of his dismissal and in events leading up to it. His antagonism to the Government of Fiji has since grown.

Unlike James Anthony, whose public statements urge the maintenance of peace and order in industrial disputes, Tora believes that before the workers of Fiji can progress violence is inevitable.

He has developed a strong sense of mission and sees himself as a man of destiny. His model is Fidel Castro, on whom he is increasingly modelling himself in appearance. His picture is below.





JAMES ANTHONY

The 25-year-old James Anthony was born in Fiji of Indian parentage. He is married and has a family of two, with another expected shortly.

He moved into the trade union movement when he became dissatisfied with the wages he received, over the years, from firms at Lautoka and Suva.

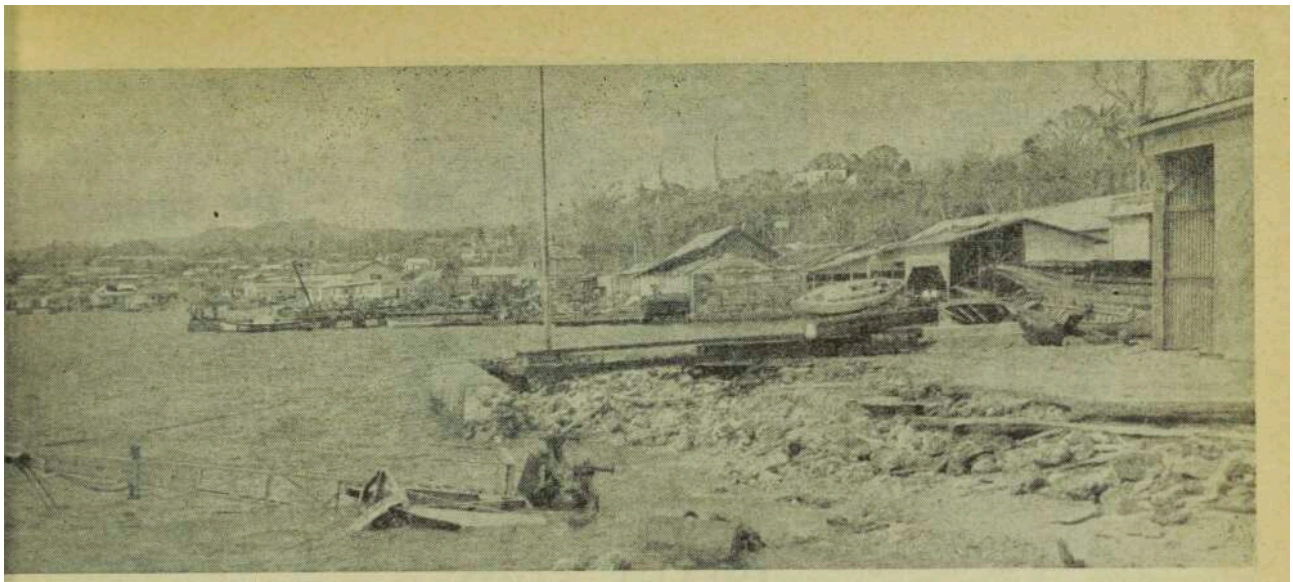
He tried first to form a general workers' union, but this is contrary to Fiji law, and he eventually formed the Wholesale and Retail General Workers' Union, membership of which is confined to workers in the distributive trades.

For over a year he has been whole-time secretary of this union. He allegedly has close contacts with Australian militant labour leaders, and receives guidance and advice from them. He vehemently denies that he is a Communist, quoting in proof the fact that he is a devout Roman Catholic.

In labour matters, he is a difficult negotiator, as he has, especially in recent months, developed a "take-it-or-leave-it" attitude. He signed the arbitration agreement which ended the oil workers strike only, he said, because of extreme pressure by other officials of the union.

He has been much flattered by the attention attracted overseas by the Suva rioting and the oil workers' strike. Photos: Prasads.

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Season's First Hurricane Devastates Vila

The scene of desolation on Vila waterfront after the December hurricane. Huge waves pounded the sea wall.
Photo: Australian Consolidated Press.

Two hurricanes within four days of one another devastated Vila, capital of the New Hebrides Condominium and caused heavy damage in other parts of that Group in December-January, and caused lesser damage in Fiji. Winds reached 150 mph.

HE first hurricane formed about midway between New Caledonia and the southern Solomons ll clear of land. At 6 p.m. on cember 27 it was described as ere and stationary at that point.

t then began to move off to the st-south-east and 24 hours later ssed Efate Island on which Vila located, causing great destruction houses, commercial buildings, d plantations.

The hurricane, it was predicted, uld strike Viti Levu in Fiji, but stead by 6 a.m. on December 30, was due south of Kadavu Island ere winds of up to 85 mph were corded, but apparently no serious mage was caused.

On to Tonga

Near Nadi, however, one Fijian ale was killed and seven people jured at Yako village when a all tornado associated with the sturbed weather conditions molished eight Fijian houses attering portions of them and eir contents over several square les.

The passage of the low pressure ne associated with the hurricane so caused exceptionally high tides Fiji, where roads were flooded d washouts occurred round the ast of Viti Levu.

The hurricane continued to move the same direction and passed south of Tongatapu, into open ocean.

Most notable feature of this hurricane was its speed of movement, which seems to have averaged 25 knots or better. South Pacific hurricanes more often move at from 10 to 20 knots.

The second hurricane four days later followed almost the identical track of the first across the New Hebrides but kept more to the south of Fiji. It expended itself east of the Kermadecs.

About 90 per cent. of Vila's buildings were damaged or destroyed—and about 1,500 people were made homeless. Most damage was in the first hurricane. Half Vila's buildings lost their roofs.

Tidal waves swept across Vila's main street, smashing into buildings, causing damage that the wind had missed. The footrail was the only part of a hotel left standing.

The French hospital was unroofed but the British hospital escaped damage. About £30,000 worth of damage was done to Burns Philp installations alone.

In addition to the land damage caused by the two storms, three small vessels were reported wrecked in the New Hebrides, and considerable damage was caused to furniture in the Matson liner *Monterey* which was near Kadavu when the first hurricane passed. The Dutch liner *Oranje*, on an Islands cruise and bound from Nukualofa to Suva, also received a pounding but suffered little damage.

Help at Vila

As soon as word of the damage at Vila was received in Noumea from the French Administration in the New Hebrides, the naval vessel *La Confiance* was despatched with medical supplies, Army troops, and other aid. The ship was later damaged when it grazed a coral head and left for Sydney.

A French military Lancaster patrol plane was also despatched and was employed in reconnaisance of outer islands, parachute drops to certain isolated communities, and communications duties. The airfield near Vila was usable.

A RNZAF Sunderland left Suva with building materials and electrical and radio equipment, and with a party of Public Works Department carpenters and electricians aboard to help with the rebuilding at Vila.

About 70 Australian army engineers were recalled from Christmas leave and flown, with equipment, by Hercules transports from Sydney to help the stricken town.

The French High Commissioner in the Pacific, Mr. L. Pechoux, flew to Vila to organise relief measures.

AMERICAN SAMOA REPORT

SAN FRANCISCO, Jan. 6.—It will be some months before the House Committee on Interior and Insular affairs makes its report on the findings about the future of American Samoa, congressmen Wayne Aspinall has told *PIM*.

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Talk of a Base in New Caledonia

A-Bombs For The French Pacific?

A Noumea political newssheet, *Avenir Caledonien*, has reported that there is considerable talk in political circles about the creation of an atomic base in New Caledonia.

THE article says it is quite possible that France can hold atomic tests in its South Pacific Territories.

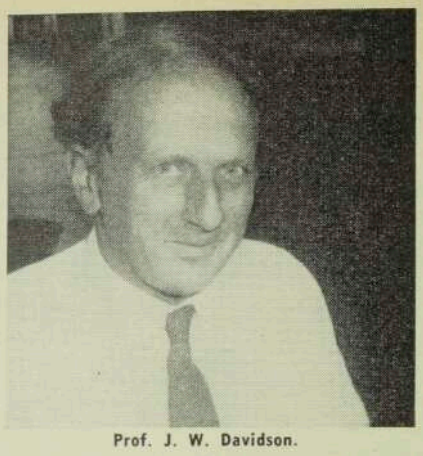
It says that the referendum held in December on the future of the Wallis and Futuna Islands could be connected with the rumours of a possible atomic base.

The article also mentions a projected dispatch of some 7,000 troops to New Caledonia.

PIM's Noumea correspondent says that the director of the newsheet is the Deputy for New Caledonia, Mr. Maurice Lenormand and that "he should know what he is publishing".

The correspondent adds, however, that the rumour about a large body of troops arriving in New Caledonia has been on and off for some years, and there would be great surprise if there were any foundation in it. New Caledonia could not house that number of troops at present.

Meanwhile the French Navy has announced that it is now illegal to photograph installations at its base at Point Chaleix, in Noumea Harbour, and also any navy air installations on the Tontouta Airport.



Prof. J. W. Davidson.

CONSTITUTION DRAFT SOON

The draft of West Samoa's constitution should be ready soon.

PROFESSOR J. W. Davidson, Professor of Pacific History at the Australian National University, Canberra, said this in Sydney in January before leaving for Samoa to attend a meeting of the Working Committee on Self Government. Professor Davidson is adviser to the committee. He expects to be in Samoa until March.

He is hopeful that besides working out the draft of the Constitution, the committee might also produce the draft of the Treaty of Friendship with New Zealand.

"Most of our problems have been overcome. I don't foresee any insurmountable ones coming up in these final moves towards independence," said Professor Davidson.

Wallis, Futuna Say "Yes!"

The natives of the Wallis and Futuna Islands, at a referendum in December, voted overwhelmingly in favour of their islands becoming French territories instead of protectorates.

OF 4,695 registered voters, 4,576 voted—4,307 of them for "yes", 257 of them for "no", with 12 informal votes. A temporary government will be formed of chiefs, and elections for a general assembly will be held later.

A Noumea correspondent reports that the result of the referendum (which was held for Islands people living in New Caledonia and the New Hebrides as well as in the main islands), will result in a new deal for the people.

Their Government, he said, was almost entirely directed by the Roman Catholic Church. The islanders were poor, producing nothing of value apart from some poor copra, and France would certainly have to dip her hand deep into her pockets to help out, he added.

Many of the islanders cannot speak French, although the Church has done its best to give them an education.

The referendum was held following the requests made to Mr. Jacques Soustelle, Minister in charge of Overseas Territories. The Islands have been occupied by the French since the middle of the last century, and are at present controlled through Noumea.

Anger in N. Caledonia

Noumea-Sydney Air Services Cancelled

From a Noumea Correspondent

Consternation was cau here in mid-December at announcement that Qantas s vices between New Caledo and Sydney would cease a December 31, because of breakdown in French-Austral aviation talks.

PEOPLE who have contempla holidaying in Sydney have their plans dashed: N Hebridean children now holiday from school will find it hard to back to school again.

Before the last jam-packed pl had pulled out travel agents booked other Australian-bound p sengers by TAI services to Nadi Auckland, connecting with Austral bound aircraft there—a night to spent in either of these places fore connections are made. Cost this trip is at least double that the direct fare.

Qantas has plenty of sympa and many friends in New Caledo but as decisions are made in Pa the sympathy is not likely to be much help.

Nevertheless, the local Pr seems to be building up an ar Australian campaign on the question.

Why Not Status Quo?

The man in the street cannot why the status quo could not h been maintained pending furt negotiations, but as it is, N Caledonia has been set back 20 ye in her communications with A tralia.

Nothing has been done for future, although the Territ Assembly has approved a suggest by Mr. Lenormand that N Caledonia form a company a charter aircraft for its own serv between Noumea and Sydney. It v possible under present internatio regulations, he said.

See "Air Transport Faces Vital Perio page 41.

LATE NEWS. As *PIM* went press, Russia had just announc it would shortly test fire a n rocket from Russia into a Paci target area mid-way between Hawaiian and Gilbert Islands. "US Missile Project," p. 61.

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The Japanese Pull Out

South Pacific's Biggest Salvage Job Ends

From a Rabaul Correspondent

The biggest shipping salvage project ever carried out south of the Equator concluded early in December when a team of Japanese divers and technicians and their four ships broke camp in Bougainville.

FOR three years the men had been clearing war-time wrecked shipping from the shores of New Britain and Bougainville.

Their first camp was established on the shores of Simpson Harbour, Rabaul, in January, 1957, but for the past few years the operation had been based at Bougainville.

The men and ships revisited Rabaul on their way home after breaking camp. The ships included the 4,000-ton salvage mother ship *Chitose Maru*, a big floating crane, the divers' tender vessel and a seagoing tug.

The crane and the two smaller vessels were left in Rabaul, where they will be picked up during 1960 when another salvage team attacks the project in the British Solomon Islands.

Diverted to Rescue

Leaving a skeleton crew at Rabaul to care for the crane and the two smaller vessels, *Chitose Maru* had planned to begin the homeward journey to Japan early in December. She was diverted to Helen Reef, in the West Carolines, however, where a modern 7,000-ton Japanese freighter, *Nagasaki Maru* had gone aground. Latest reports indicate that heavy weather in the Carolines was delaying salvage work on *Nagasaki Maru*.

The history of the Japanese salvage operations in New Guinea makes a strange story—and a story which nearly did not have a chance to start.

Up to 1956 public opposition towards Japanese re-entry into New Guinea was so great that Japanese salvage operators would not have had a chance of coming to any arrangements.

Up to that time the only Japanese visit Rabaul since the war had been members of a war graves party and fishing boats in distress.

Even in Rabaul Town Advisory Council a motion had been passed opposing on principal the re-entry of Japanese to carry out salvage operations.

General opinion was: "The Japanese started the war that caused such destruction and loss of shipping, and there is no reason why they should get the salvage job."

Later it became increasingly apparent that Japan was about the only nation capable of carrying out the work on an economic basis, and eventually the Okada Gumi Salvage Company was allowed to enter and carry out the work.

Some sections of the public appealed for stringent stipulations against the salvage teams—where they should live, who they should have contact with, and how they should behave.

In the final analysis the project boiled down to a seven-day wonder. The Japanese worked hard and well and gave no one cause for complaint. They were seen about the town in Rabaul frequently, but they stuck to themselves.

There was only one incident, and a small one at that. Two of the salvage workers chased a Chinese girl in a cafe, and a complaint was lodged with the police.

The officer on duty acted with great presence of mind by simply picking up the two men, taking them back to their camp, and reporting the matter unofficially to the officer in charge of the camp. The two men were returned to Japan, and most people did not even know that the incident had occurred.

COMMANDER R. B. M. LONG DIES IN SYDNEY

Commander Rupert Basil Michel Long, OBE, Australia's wartime Director of Naval Intelligence, and the man who directed the famous Coastwatchers, died in Sydney on January 8, aged 60. He had been ill for some time. He had begun work in building up the Coastwatching organisation before the war, with little funds or recognition. With the war, and with the help of Lieut.-Com. Eric Feldt, who was appointed to a key position in Port Moresby to direct the Islands chain, the work went ahead swiftly with amazing success. The Coastwatchers, working with radios behind enemy territory, helped turn the tide.

Commander Long retired from the Navy in 1945 and became a consulting engineer. He is survived by Mrs. Frances Long, a son Peter, a daughter Valerie, and two step-children, Robert and Walter.

PACIFIC REPORT

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

More P-NG Shipping Links—113; NZ Warning to Islands Firms; Some New Hebrides Phosphate—115; Cook Islands Progress; The Air Fares War—116; Hoarding of £20 Notes—118.

BSIP Expedition Reports on Skull Houses—119; Prince Tungi's Tour; UN Information Centres—121; Another D-Xpedition—123; Trimming of Fiji Expenditure—125; GEIC Labour for Santo Fishery; Fiji Banana Legislation to be Rewritten—126.

Petrol Caused a Fiji Explosion—129; Fiji Had Seen Nothing Like it Before—130; Inquiry Into Rioting—133; Vital Statistics of the Riots—134; Strike Planned to Cut Air Traffic; Extensive Aid Promised New Caledonia—135.

Mr. Hasluck's New Guinea Visit—135; New Caledonia Dengue Outbreak—138; New Caledonia Drought Serious; NG Crocodile Shooter Wins Court Appeal; Pouvaana May Serve Sentence in France—139; Hotel Encouragement Plan in Tahiti; NG Club Swallows its Old Building—140; TEAL Electras from February 1; Fiji's Biggest Land Deal Completed—141.

In the three-year history of the operation only one life was lost—that of a seaman who was washed overboard from a floating crane.

Well known and highly experienced Australian diver Jack Childs, of Rabaul, worked with the Japanese engineers throughout the project, and was responsible for the preliminary setting up of salvage depots.

The general pattern of the Japanese operations was to blow up a sunken ship under water, cut it into manageable proportions while still on the bottom, and then raise the pieces to the surface with the floating crane.

The pieces were then further cut up in depots and shipped as scrap to Japan in *Chitose Maru*.

One complete hull was refloated in Great Harbour, near Rabaul, and was towed to the Rabaul base camp. The hull was that of the motor ship *Herstein*, which was bombed and sunk at Rabaul on her maiden voyage in 1942.

One of the earliest pieces of "salvage" carried out by the Japanese was to purchase two tugs which had been tied up at Rabaul wharf in an unserviceable condition for several years.

The two were put together to make one serviceable one which was used throughout the salvage project.

The floating crane performed a number of jobs for the Administration and for private enterprise while stationed at Rabaul. One of its biggest outside jobs was to assist reconstruction of the second main wharf (called the "Ship" or "Wreck" wharf) at Rabaul.

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Sydneysider Goes Walkabout

In Peru The Rich Get Richer



"Sydneysider" (touring "PIM" editor Mrs. Tudor, at right) in a Miami bar, trying o good honest beer after Peru's Piscay Sour. her are Mrs. Ronald Gardner, of Fiji, where husband is with Customs; Mrs. M. McD (Mrs. Tudor's mother); and Mr. Gardner

LIMA, PERU: Cold Humbolt Current equals tons of fish, equals millions of seabirds, equals guano on the offshore islands. And guano is the pervading smell — in certain winds — of Callao, about five miles away and chief port around here. Guano is also one of the chief exports, so if its perfume is not that of Chanel No. 5, it's just too bad. The income it brings in smells OK.

CALLAO, of course, is where *Kon Tiki*, Willis' *Little Sisters*, and more recently, *Tahiti Nui II*, kicked off on their long drifts to Polynesia. But the Peruvians are blase about raft drifts: If monuments mark the spot, I have failed to find them. "Right from there," they say off-handedly, waving to the steamer wharf when you ask them where from.

* * *

Horticulturally, this place is like Goroka, New Guinea Highlands, in that everything happens together: pansies, roses, gerberas, May-bush, gladiola, oleanders, hibiscus, bougainvillea. Plus geraniums. The geranium is the national flower, and there are more varieties, more highly coloured—rioting over wrought-iron railings, climbing up walls, clumped in gardens, spilling out of window boxes—than any place else on earth.

All this, plus the prevailing architecture (modern Spanish, plus wrought-iron) in such smart residential districts as Miraflores, results in one of the most pleasant cities most of us in this party have ever seen.

On the other side of the ledger, are the hideous tenements where a dozen crowd into a room, the hovels of scrub, mats and mud bricks on the outskirts of the town—with spasms of social conscience sticking up here and there in modern brick government schools and housing estates.

Socially and politically there is a policy of equality, with the equality extending also to taxation without the sliding scales of most Western countries. Consequently, the rich tend to get richer, even if the poor cannot get much poorer.

Nonetheless, the Peruvian of Lima, by and large, appears happy, well fed, with a culture and economy that is modified North American. He speaks Spanish and his currency is in sols—27½ large brassy coins to the US dollar. But dollars are accepted as readily as local currency. Many of the largest US firms and trading houses are established here, well-known US brand names crowd the hordings, and flaring-fin, US automobiles crowd the streets and highways.

Export income comes from cotton, guano, oil, gold and silver. Best buy: Silverware (about half the price of Australian). Favourite local tipple: Piscay Sour (local grape brandy, lemon juice, white of egg, whipped together and served near freezing.) Famous attractions: Pre-Inca and Inca ruins in the desert a few miles out of the city and the Inca museum in Lima. (The Incas buried their dead curled up in Buka baskets; and fought their wars with clubs so near the pineapple-clubs of ancient Fiji that it makes no difference. Heyerdahl has plenty of *superficial* evidence in this place to support most of his theories).

* * *

The big surprise of Lima—11 deg. S. latitude and near sea-level—is its climate. This is mid-summer, when people in places like Suva, or Rabaul or Port Moresby, in similar latitudes, or even in Sydney at 34 deg. S., are literally stewing in their own perspiration. Here, in daytime, it is just comfortable in lightweight wool; or cotton or terylene, with a wool cardigan. At night something more is nee There is an underlying sharp in the air—again like Goroka,

Credit for this state of aff goes to the cold Humbolt Cur and probably the proximity of Andes, on whose lowest slopes L is built. The Andes (which h been obscured from our sight mist and haze, which evidentl usual), are responsible for this of desert, as complete as the Sah in which the city lies.

Port Moresby is said to be in rain-shadow of the Owen Stan ranges, but usually between 40 50 inches of rain per year esc around the edges. The Andes c pletely block off natural rain f this coastal belt. Precipitation about 4 inches per year—in the f of mist, not from real rain.

Lima, with water from mountains or from coastal artes bores, blooms and flourishes. Out city limits the grey desert beg patchworked here and there fields of corn or cotton, irriga from bores sunk in the sand wit a few hundred yards of the oc shore.

* * *

CONVERSATION PIECE (fro woman from Jersey, US, on her circumnavigation of the world): told the taxi man I didn't w to see any ruins or any muse or any of that stuff. I told him take us to the best tea place. had a wonderful tea—six of us, only 3 dollars. And with stra berries!"

Some males of the touring spec don't do much better. Some of t hardened characters from our s made a B-line for San Mar Square and saw Peru thereaf from the lounge of the Boliv Hotel, through a haze of Pisc Sour!

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Back From NG Tour

Minister Critical Of P-NG umour Mongering

From a Staff Writer in Canberra

Dec. 21.

Vas Mr. Paul Hasluck's action-ked fortnight's visit to Papua-v Guinea—his first in 12 months t were brimful of anti-Govern-nt activity in the Territory—a cess?

ASKED Mr. Hasluck that today, his first day back in the office after his strenuous Ministerial e-the-people tour.

Well, yes," he said, across the at pile of work files that are legacy from the tour, and which keep him working over the holi-s while other Ministers take e off (Mr. Hasluck has never n accused of being a slacker). "I ught it was most successful". ut I got the impression that at he meant was it wasn't a ure. He wasn't really sure if it ld be classed as a success, in the erlative sense.

Vhat were some of his im-ssions?

he people he met on the tour, said, fell into several groups. ups such as the taxpayers' as-iations, and chambers of com-rce, had definite proposals to ke, and clear statements on malies.

"Insecurity" Again

here were individuals with the ie approach, dealing with matters general development.

hen there were people who had ticular problems relating to mselves, or their areas—cotton Lae, coffee in Goroka, or perhaps sonal complaints touching nobody .

ut everywhere he heard the ase "feeling of insecurity". He nd that this covered lots of dif-ent things. To many people it ant their own immediate dis-isfaction over something.

But when you discarded this sort thing, you were left with the t that there is a lot of genuine ibt as to what is going to happen the Territory in the future," said . Hasluck. "There is a real con-n. A lot of it is created by the at deal of rumour there is in the ritory."

Ie said he attempted to answer k of insecurity by saying at every portunity that Australia was not ng to walk out of New Guinea. e Prime Minister had already told w Guinea that.

(Continued on page 142)





A Stone Relic of Sepik Magic

Aibom Island, in the Chambri Lakes region of NG's Sepik District, is the site of this high haus tambaran (spirit house) and the carved stone pillar, 5 ft. 6 in. high, discovered recently by Angoram trader Peter England, who took these photographs. The pillar is part of an arrangement of slabs and pillars said by the natives to have magical powers. They said an early German official was "struck down" for going too close. Anthropologists will investigate the stones.

Hollandia As Site

NEW NNG-P-NG CONFERENCE WILL BE VITAL

Australia and Netherlands Government officers will meet in Hollandia in the first week of March to survey progress made in the administrative liaison between Papua-New Guinea and Netherlands New Guinea.

IT will be a vital conference. Both sides, in the light of what has occurred in the last 18 months, will hammer out the policy for the future.

The plan for co-operation between the two countries was initiated in 1953, and formally confirmed in a joint Australian-Netherlands declaration in December, 1957.

The Hollandia conference is the sequel to the Canberra conference of October, 1958—the first between the two countries—which set the pace that has been followed.

In purely administrative matters the two Territories will have much progress to report since 1958.

There have been new and improved sea, air and telephone communications between the Territories; there has been a widened exchange of technical personnel, and a widening of co-operation in the education field. One result has been an understanding by the Dutch of the value of English to the whole island, and there is to be an increase in English classes on the Dutch side of the border.

Political Progress

Probably the most important item to be discussed at Hollandia will be the matter of political progress. The Dutch have some definite views on this. Political progress in NNG since the October conference has been greater than in P-NG.

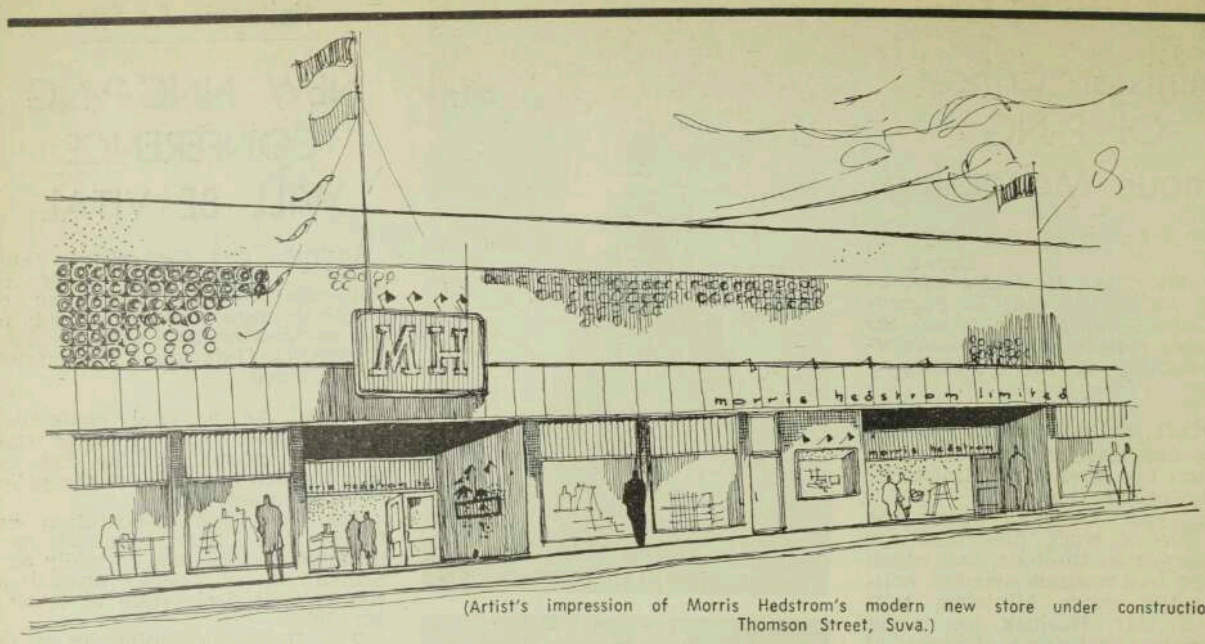
During 1959, NNG made a vital step towards self government when it established the first regional council—in the Schouten Islands sub-district. The council is a local government, with authority over Europeans as well as natives. It is a law making and taxing authority; and will establish village councils in its district.

A network of regional councils will be established, and by 1962 NNG hopes to set up a New Guinea Council, which will be a legislative council of all the people of NNG. Because of the regional council system, most of the members of the New Guinea Council will have been elected.

P-NG still has a Legislative

(Continued on page 142)

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

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FIJI — SAMOA — TONGA

COMMENTARY

ositive Action leeded in Fiji

S Sir Alan Burns indicates in his London interview with R. W. Robson (p. 17), the Suva ots of December are not important themselves, but as a symptom of disease.

The disturbances were the inevitle outcome of an economy that is t of gear. Fiji has too many people r its resources. This has caused employment, poverty—and with it, scontent.

It is, as another authority incates elsewhere in this issue, a se of the haves and the havets.

The vital question, of course, is hat should be done to remove the uses of unrest?

Action will need to be quick and sitive.

There can be no more of the illy-shallying that has marked e Fiji Government's outlook in e last few years—its do-nothingss despite the warnings of many ople that the situation was getng worse, and that the Colony eded to change both pace and rection.

The Burns Commission could have en got working several years ago, hen an inquiry was first asked for. was in 1952 that Mr. Maurice ott moved in the Fiji Legislative uncil that such a commission be pointed "forthwith", to advise as what steps should be taken to sure that Fiji would not suffer m over population, "to the detrient of the standard of living of all ces in the Colony". That resolun was adopted six years before the irns Commission was appointed.

As late as the situation is, the vernment will have that report its hands in the next few weeks. It would be useless, in the short terval remaining, to waste too any words proposing a plan of tion, but when the Burns blueint is available there should not another moment lost in tackling e serious ills of Fiji.

In respect of the actual surface plosion in Suva in December, Fiji's hief Justice, Mr. Justice Lowe, n be depended on to cover the levant aspects when he begins his mmission of Inquiry.

No doubt the activities of the lice will be an important part of e evidence.

It will be interesting to know st how much of the stone-throwg at the police, and how much the apparent anger at the police that first day, was engendered by the humiliation that many otherwise law-abiding and peaceful citizens may have suffered at finding themselves confronted, and charged, by steel helmeted, baton carrying police using smoke bombs.

As the reports in this issue indicate some of the police action seemed to be against people who were minding their own business.

☆ ☆ ☆

Lessons From a New Guinea Tour

MR. HASLUCK'S December tour of Papua-New Guinea was neither a success nor a failure. And in the light of the bad feeling of the past 12 months, that's probably success enough.

Any resident who thought that the Minister would be a push-over when met face-to-face, learned that here was a man who knew something of his subject, and was not quite as divorced from the problems as Canberra politicians are reputed to be.

And the Minister learned that the uproar of the last 12 months has not been the work merely of vocal pressure groups, but is general and based on many genuine grievances.

It is not putting too unenthusiastic a face on it in saying that the position now is that both sides have agreed to bear with each other for a while longer, in the hope that they will find their way to a better understanding.

There are yet several hurdles to be jumped along the road—not the least of them the pending High Court case in March, in which the constitutional structure of the Territory is being challenged. Possibly this battle will now be joined in a climate that is far less hysterical than it was.

Among the other hurdles is one for Territorians to jump—that is, nobody has yet achieved anything by shouting abuse. There is still something of the pioneer frontier in New Guinea, to be sure—but Canberra regards itself as being civilised and objects to the shooting irons being whipped out and shots fired indiscriminately at every sign of trouble.

There must be a reasonable approach—insistent, persistent and strongly worded if need be—but the complaints have to be specific, and the hotheads who mouth generalities don't help anybody.

A hurdle that the Minister, and the Commonwealth Parliament, has yet to jump, is the fact that not all those who claim New Guinea as their birthplace have black skins. And there is also a growing body of what the official mind calls expatriates who have already made the country their home, and many more would decide to do so if they could find encouragement.

Too many senior Canberra officials hold the view that the Territory is peopled almost entirely by poor white trash from the mainland who stay two years, make a pile, and get out. That, if we may borrow Mr. Hasluck's own words, is stupid, because the best way of starting a row is to go looking for one.

It is true, as Mr. Hasluck says, that some Territorians are inclined to say that the "native will kick us out", but it is difficult to believe that Mr. Hasluck does not know that there are several shades of meaning in this phrase. Nobody could support the emptyheads who mean to convey that P-NG might be another Kenya.

But there is a large body of sober-minded residents, especially the primary producers, who have been attempting to tell the Government for a long time that present Government policies could well tend to force the European out simply because he won't be able to afford to stay there. And without European capital and development, P-NG is not likely to be any better off than Fiji is at the moment, with its longer history.

Those on the spot know very well that the Government, despite what it genuinely believes to be its own regard for the natives and their progress, shows a lot less responsibility towards the natives than most settlers.

Lack of supervision of natives employed by the Government on project work, especially on day labour projects, has brought about a serious situation for the settler. Too many natives are not being shown that if P-NG is to progress they must work. They are prepared to loaf on a Government project, that still pays them enough money to buy their tobacco.

What sort of a legacy does private enterprise receive from that? Private enterprise has to operate economically and it can't continue to afford to employ 60 labourers using the Government stroke if the job should reasonably be done by half that number working steadily and intelligently. Otherwise it simply goes broke—and so do the natives.

The settler learns to live with his native employees and his local native population, the hard way. Without their co-operation he is not likely to progress, and for that reason he has learned much more about native public relations, and how to train

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them in the hope they will develop into useful skilled workers who can be employed permanently, and has more personal respect for them, than many Government officials who so loudly advise him, and who are given so much authority over him.

[Thus a "feeling of insecurity" to some settlers is quite often a feeling that the Administration officer is going to go out of his way to make things tough for him because he happens to have unwisely shown his independence.]

Will there come a time when Mr. Hasluck will honestly give the much-maligned New Guinea settler credit for the valuable job he is doing in the fields of native development and unofficial extension work, and in giving the native a sense of responsibility? Or will the European first be forced out by the great weight of indigenes who have been led to believe they can walk before they can crawl, and that wealth can be amassed without work?

There was no evidence that Mr. Hasluck, during his tour, saw the light in some of these matters.

But possibly the main lesson that came out of the tour, and here neither side had realised the full extent of the gap, is the need for good public relations.

Rumours can be fought with facts. There has been such a lack of facts available on the day-to-day decisions that really matter in New Guinea that there should be no surprise that the Territory is "seething with rumours".

Canberra puts out great numbers of statements giving the latest native cocoa figures and latest on council development, aimed at informing the Australian public.

But how about informing the Territory public, fully, on land matters, liquor policy, native labour, Legislative Council reform, and such snippets of news that are of vital interest to the settler?

If Canberra continues to wait until the last minute before making important revelations, as it did on the notorious taxation issue, it can expect to be plagued not only by the rumour mongers, but by the type of animosity and anger that the mishandling of the tax issue brought about.

A sympathetic Territorian, on the other hand, would be the best public relations officer Canberra could find.

☆ ☆ ☆

There Could Be a Reason For High Prices

MUCH seems to have been made of the recent statement by the Fiji Financial secretary, Mr. Bevington, suggesting that many firms in Fiji were overcharging. Mr. Bevington quoted some instances. He could no doubt have quoted some more, but so could a lot of other people. There is no business community anywhere which is not guilty of making excessive profits occasionally on some lines. This is to be deplored. But it's the overall picture that counts.

One swallow does not make a summer, and a critic would be hard put to it to prove that Fiji is in the hands of robber barons.

There is very strong retail competition in Fiji—the Indians, those who run stores and those who buy from them—help see to that. ... it would be ridiculous to sug... that all retailers in Fiji are ... some kind of a conspiracy to ... the public. The public pays ... kind of prices which the econ... dictates.

That puts the ball right back ... Mr. Bevington's corner.

The Colony has in the ... resorted to floating loans in ... UK and in Australia and it sho... be doing all it can to encourage ... investment and new industr... meaning more jobs, and to build ... a feeling of security.

Fiji certainly doesn't feel sec... at the moment. And the ... markets abroad are not going to ... there is any security in the Col... unless the Government wor... harder on the really vital proble...

Just Solution Difficult?

Professor O. H. K. Spate, Professor of Geography at the National University, Canberra, and author of the Spate Report on the economic problems and prospects of the Fijian people, has this to say on the Fiji riots:

"The general political and social structure of Fiji can hardly be said to reflect the real dynamics of a very complex situation, or to offer much hope of a free and orderly development of national unity. At present, inter-racial relations are usually good, sometimes remarkably so; yet, unless some heroic economic and political operations can be performed, it is very difficult to envisage the indefinite maintenance of this equilibrium, and equally difficult to see any solution at once feasible and even approximately just."

Professor Spate was writing in a January issue of a fortnightly Sydney journal, "The Observer".

☆ ☆ ☆

First Lady Of The South Pacific

BACK home on her gold lease ... Wau, New Guinea, in Janu... after a nine months world t... renewing old friendships and nat... ally making new ones, was 77-ye... old Mrs. Alice Bowring—who ... "Mom" to thousands of Ameri... troops who passed through ... American Red Cross canteen in w... time Noumea when she ran it ... way she has run her life—w... irrepressible cheerfulness, envia... vitality, rock-bottom commonse... and inspired irreverence to ... conventions. In America while ... was away they presented her w... a citation naming her "First L... of the South Pacific". It is one ... the wonders of the American ch... acter that they are the only peo... in the world who would think ... that. Their warm hearts are e... phasised by their recognition of ... warmth of Alice Bowring's.



In Washington on her recent tour Mrs. Alice Bowring is presented with a citation as the "First Lady of the South Pacific" by General Alfred Gruenther, American Red Cross President. With them is Mrs. Bowring's granddaughter, Diana. See Commentary, above.

The Editors' Mailbag

w Australia Went Out The BOP Trade

ir. Jack West, of Rabaul, who has some interesting things to say recent issues about Bogadjim at end of the First World War, and von Hagen Monument there, also told us about the last tralian attempt to make money of Bird-of-Paradise skins.

e says that about the only thing did during his initial stay at adjim in 1921, when he was sup-ed to be learning how to be a ntation manager, was to pack d-of-Paradise skins — the final n-up, made necessary by the ent of Civil Administration and ew humanitarian outlook on the P industry in general.

The skins were to be shipped on MV *Edith*," he says, "with rkshop' McDonald, the skipper, Jack Francies, Plantation In-tor, in charge of operations and n eight of us budding Plantation nagers aboard, to be dropped g the coast and at Karkar. An r out we ran into a 'stinko N. st' and nearly everybody aboard sea-sick. We limped into Sek ut 4 p.m.

By the time the *Edith* got past t s d a m, only Francies and Donald were aboard and the idea to run to Hollandia with the ds. However, they foolishly ran Aitape, and while there Francies foul of the Kiap, resulting in *Edith* being raided and the ds confiscated.

After District Court proceedings, Birds were taken to Rabaul and re they remained for many ons in the Customs House. One nt a Yankee ship that had called Rabaul left, and the next a.m. that remained of the BOP was in the pocket of Featherstone bbs' dust coat, which was hang-on the wall of the office. Tolala remember this incident."

igo Dogs and iny Deer in Papua

he following is part of a para-ph on "Papuan Fauna", in the ific Islands Year Book.

There is a wild pig, which is mon and well distributed. It bably was introduced from laya at a very early date, since now forms a distinct species. ere is also a wild dog, or dingo. . There are no indigenous deer, a number of years ago a number e introduced and liberated near t Moresby, where they seem to e become acclimatised—although nothing has been heard of them in recent years."

In relation to these notes, Mr. V. T. Sanders sends the following interesting comment from Port Moresby:

"I have not yet heard of a species of wild dog, or dingo—nor have I met anybody who has seen one.

"I can assure you that there are numerous herds of deer, scattered from Port Moresby to the Dutch border. Deer are being shot regularly by hunters in the Brown River and Laloki areas. Four sets of antlers are mounted in my lounge, where I write this note.

"Only last week I saw a magnificent stag, only an hour's drive from Port Moresby."

Papua (as distinct from Port Moresby and it environs) still has wild dogs of course, although they are not now seen in as many areas as they were once. A couple of years ago there was a lot of publicity when Sir Edward Hallstrom brought two of these dogs down from Papua's Southern Highlands and installed them at Taronga Park Zoo. Sir Edward described them as very like the Australian dingo in many respects; he said that they were seldom seen during the day but hunted their food at night.

PIM published a picture of the dogs in the issue of February, 1957.

Roundabout Voyage Of The Old Days

The photo of the old BP skippers, taken about 1920. and published in April and June "PIM's", has inspired a great deal of correspondence, including something from old Territorian, Mr. A. P. Lyons, now living in retirement in Surfers Paradise, Queensland, about one Skipper of that period who did not appear in the photo. He was Captain P. Bayldon, who eventually left the BP service to establish a Navigation School in Sydney.

He was in command of the old "Moresby" when Mr. Lyons first went to Port Moresby in 1906, and it was one of those roundabout voyages of the time—from Sydney to Java, via the Solomons, Samarai and Port Moresby. But before Mr. Lyons reached his destination, they had had enough excitement for several voyages.

He writes:

Soon after sighting Wreck Reef we encountered a cyclone, which made things uncomfortable for a couple of days. In due course we reached Marau Sound, southern end of Guadalcanal, and from there, proceeded towards Malaita.

Between two islets called Aola and Neale Islands, we grounded on a reef and had to jettison a lot of cargo to get the v e s s e l off. Passengers were landed on Neale, where a trader, named Newman, put us up. Aola Islet was the headquarters of another trader, named Weldon. Two other traders, named Harding and Darbyshire, owned a plantation (Penduffryn) nearby on Guadalcanal. They were two well-to-do Englishmen to whom the romantic life on tropical islands appealed.

After getting off the reef, we proceeded to Gavutu, the headquarters of Lever Bros., who had recently acquired it and all his other interests in the Solomons from Captain Svensen. Gavutu, at that time, was a naval supply station having a reservoir in the high ground covered by a galvanised iron roof, from which pipes carried water to the jetty below. Near the jetty was a large coal bunker, and a large two-storied house and some store sheds and workshops completed the establishment.

There was a diving outfit at Gavutu, and it was placed at the disposal of Captain Bayldon. Claude Bernays, of Lever Bros., volunteered to act as diver. He had seen diving done in Torres Strait, but had never before ventured below.

He donned the suit, stepped into the water intending to go alongside the *Moresby*. But he "blew up" and came up when the air pressure was applied. It looked very funny, with his scared face seen through the front window of the helmet.

In getting him out of the suit, the front window of the helmet was mislaid and next morning it could not be found. The ship's carpenter made a flanged wood plug for the aperture, and in this gear the 2nd officer (Richardson) went below, located the holes in the ship's plates (presumably by feel), and patched them up. Cement was poured on top of the patches inside the hold.

We then proceeded slowly on our way to Samari, arriving nearly a month overdue. There was no wireless in those days, and, in view of the cyclone we had come through, and nothing having been heard of the steamer for so long, there was some anxiety on her account.

The Goverment steamer *Merrie England* was at Samarai when we arrived. She left for Port Moresby next day, and I was a passenger. The *Moresby* returned to Australia.

IN THE MAILBAG: This note from a Port Moresby bank officer whose name we've withheld for his own protection: "This evening the Hon. Paul Hasluck spoke to us over the air, at a time normally devoted to a programme called Listeners' Choice—a quaint conceit. I recognised his speech. It was No. 2A/4-B, Speeches, Impromptu — Ministers, Apprehension Lulling, V o t e l e s s Areas."

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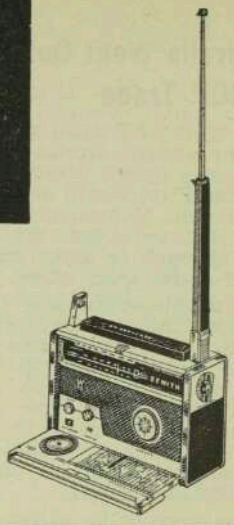
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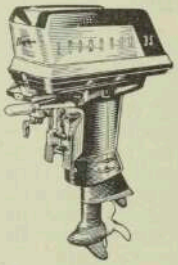
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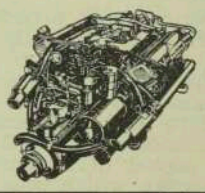
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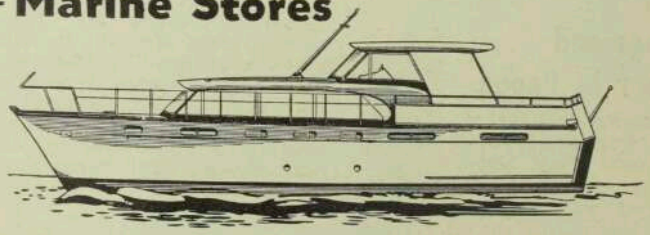
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Mob Rule Was Only a Minor Part

The Deeper Issues Of The Fiji Rioting

From L. G. USHER, Editor and Publisher of "The Fiji Times"

The Suva riots of December were spectacular, but they sprang from deeper causes than any of the surface incidents. Because they were spectacular, they made headlines in many countries.

O put the disturbances, as such, into proper perspective it is well to remember that Fiji events d to gather about themselves an balanced importance if they occur Suva.

There may be a hurricane, and ps and houses may be destroyed, if all this takes place in the er islands of the group, in places h names which people outside have never heard of, the ld's Press does not become duly agitated. But let Suva be ched, and banner headlines in wspapers and scare superlatives in news broadcasts mark the occasion.

So it is wise to recall that while gangster mobs were making Suva streets unsafe and destroying Suva property, the rest of Fiji was very little affected. There were strikes at Lautoka and Vuda Point, parallel to that among the oil workers at Suva, and road and inter-island transport was generally upset, but the violence that developed at Suva was not repeated elsewhere.

The mobs that caused the immediate destruction were of the type that large towns breed, the "dead-end kids", the slum conditioned youths without roots or civilised standards who are the enemies of the police and the peaceful and more stable sections of the community.

It says little for the Government or people of Fiji that such an element has been allowed to grow to such proportions in the Colony's towns, and especially at Suva, ready to be made use of by unscrupulous people who are no friends of Fiji.



ng union leader James Anthony strikes a e in his appeal to the crowd during one of eral strike meetings held in Suva the week of the riots. Photo—Rob Wright.

"Deep Concern"

The riots have caused everybody concerned with the future to think earnestly about the reason for this growth, about the conditions under which the gangs have flourished and have taken on a criminal tinge, and about the origins of the racial antagonism that showed on the second day of the rioting.

These are fundamental matters, but there are related questions, concerned with the actual disturbances of the two days.

The first is—to what extent was the violence planned in advance, and its form organised, either overseas, or in Fiji, or both?

The second, round which the most heated local difference of opinion has arisen, is—was the official action taken prompt, wise, and adequate?

There is nothing unfamiliar about the things you come slap up against when you begin to look at the root causes of the growth of the delinquent gangs. They have been talked about often enough, and a lot more talk will follow the publication of the report of the Burns Commission in a few weeks' time.

It all comes down in the end to a population that is growing too fast for the number of jobs available, and growing in racial imbalance, to the need for better use of the Colony's land so as to increase production, and to the urgent need for more capital investment, so that more jobs will be available.

The tragic stupidity of things like the riots is that they could have the effect of discouraging that very investment which is the Colony's main hope.

On the social side, there are too many people in Suva with not enough to do. They are crowded into tenements for which they have to pay exorbitant rentals, and there is neither discipline nor graciousness in their lives.

No Sense of Belonging

The Fijians among them have lost the sense of belonging to a community, and the social discipline (satisfactions) of village life, and nothing has replaced these things.

The central Government and the Fijian administration have failed to recognise, or anyhow to meet, a new situation. There is need—now become urgent—for an organised social and political set-up for Fijians living at Suva, based on the traditional village system, but adapted to the circumstances of crowded urban life.

Much was made in some overseas newspapers about the racial element in the riots.

It is well to get this into perspective, too. On the second morning, the stone-throwing and the abuse were undoubtedly directed against Europeans.

Placards and slogans on some—but only some—motor-cars carried

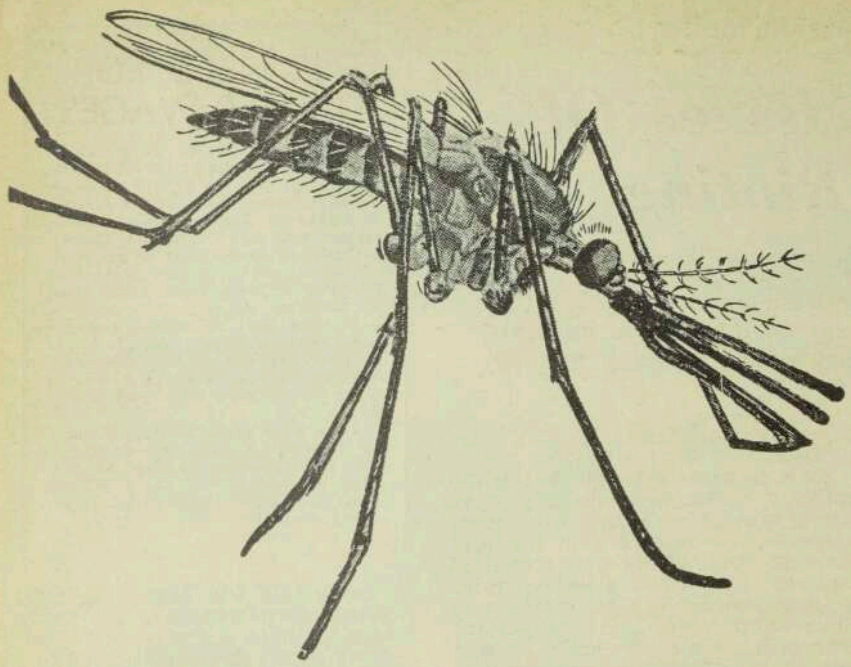
'THE NEED FOR HIGHER WAGES'

Rev. L. D. Fullerton, chairman of the Indian District of the Methodist Church in Fiji, said in Sydney in January, where he is visiting, that a survey of Indian families associated with the Methodist Church in Fiji had shown that 80 per cent. of them lived on a cash income of less than £250 a year. Many lived on £100 or less.

He said that an official Government Labour report for 1958 indicated that of 23,500 Fiji wage earners, 68 per cent. were on a wage of between 10/- and £1 a day.

"The wage structure in Fiji must be improved," said Mr. Fullerton. "It is impossible to live on this kind of money, and there will be more trouble if we can't do something about it."

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crude variations on the "Kill t white man" theme. Stones we brought in cars from suburb roads and left in convenient pil or passed out to excited boys a girls who threw them at the windo of European-owned shops, a laughed with unhealthy joy at t sound of breaking glass.

But this was during the heig of the riot, while the mob ruled, a the spirit that rules in any mo anywhere, in any age prevaile Evil men, and evil motives come in their own on such occasions.

But consider the other side the picture.

Genuine Concern

There were many non-Europea who offered to drive the cars their European friends through t danger area, to lessen the possibili of stoning. There were warning born of genuine concern, not to into the streets where the mob ha taken over.

Fijian and Indian workers walke many miles to work each day aft the bus and taxi drivers—for who no sympathy need be felt excuses entertained—had sudden taken away public transport.

Christmas Eve and the New Ye period, which in recent years ha been marked at Suva by nois drunkenness, and by fighting an aggressive ill-manners, this ye passed off with peaceful goo humour—a few short weeks aft the riots.

There is in Fiji, as in all mult racial communities, a measure ill-will between individuals an groups, but it is a long way fro being universal.

There are, unfortunately, in a races, ill-mannered, patronisin arrogant people. But there are als a great many men and women good-will, who condemn arrogan and ignorant rudeness wherever appears, in their own race or i others.

There is now special need for suc condemnation, and for a bit honest self-examination about racia attitudes on the part of all thos who live in Fiji and want to see he prosper in peace and good humou

Evil Influences

There is a large element of per sonal friendship between the peopl of the various races in Fiji, buil on mutual respect and liking. Tha is the core round which to buil a good future, and people are say ing so. It is the only way in whic such a future can be built and Fi is better without anyone who feel otherwise.

What of outside interference?

There seems little doubt that be fore and during the trouble perio evil influences were at work, makin use not only of the criminal gang

(Continued on page 143)

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TOMORROW'S FIJI WILL BE FOR EVERYBODY

The Fijians, Too, Must Learn About Mutual Co-operation

By DAVID P. RAGG

For some time I have felt very much that problems in Fiji have to be approached in a more realistic manner, in that they concern everyone regardless of race. The Fijian cannot afford to look upon himself as something apart from the other people in the Colony.

/E must always see that the Fijian gets a fair deal, but we must be honest in our thinking d try to get him away from the lice in Wonderland" atmosphere ich his own leaders, Government d the Europeans foster. All have n apologists for the Fijian cause, n in the recent rioting.

Agreed that the Fijian leaders k the irresponsible Fijian element task for their part in the riots, where was the exhortation that underlying problems could only solved by united action with the lian and European and the other es?

Certainly mention was made that European was the Fijian's friend, ilst the obvious reference to lian participation in the riots, ilst not actually stated, was to effect that they were responsible the misguided action of the esponsible Fijians in the mob.

n fact, this advice to keep away m the Indians, irrespective of at the Indian influence in the ts might prove to be, will only ve the effect of widening the ach.

Grave Ills

As we all know, the riots are nptomatic of the grave social nomic and political ills which at present besetting Fiji.

Briefly, the reason may lie in the t that there has been unemploy- nt, overcrowding in the urban as, a low wage-scale structure h a relatively high cost of liv- and the resentment which this genders in the "have-nots" when y line up their lot with the more vileged people, and as has hap- ned elsewhere, the European is the receiving end of the abuse, d damage which a mob can do. Mobs are mobs in any country d to solve problems which give e to mobs it will take goodwill d harmony from everyone, Fijians, lians, Europeans and others.

There no doubt will be inquiries d soul-searching on the cause of e riots and every right-thinking rson will try to prevent a re- rrence, but no one can absolve himself from the underlying reasons for them in the first place, and the problem is serious enough.

By trying to play down Fijian participation it becomes a more difficult job than ever, and in this regard the Fijian leaders might have shown a more statesmanlike approach to the problem as a whole if they had asked their people to join with the Indian in trying to solve their mutual problem.

Underlying it all is, of course, the Fijian fear, and a real one, that the Indians will dominate the situation. Without being pro-Indian or anti-Fijian one must accept the fact that in terms of numbers and their contribution in the economic field the Indians already do.

Must Be Told

Another fact is that for good or bad the Indian is a resident of Fiji, and as self-government must come sooner or later, he is going to become a big factor in the political field as well. The social part of the fabric must be integrated, as must the other elements, if the Colony is to prosper. Any thinking to the contrary is only self-delusion.

Before total self-government arrives the Fijian must be told what to expect and this is the job for his leaders. If he is astute he will use the remaining time to get himself on the same plane as the other people in the Colony at local government level to get the necessary experience before self-government, possibly in a modified form, arrives. In the course of time there will be complete democratic form of self-government, when there will be only one roll and the people, irrespective of their race or colour, will elect the people of their choice.

When democracy finally arrives, the functions of parliament, or whatever name this institution may be called, will be competent to set aside what land will be required for public or other use, the owners, of course, being justly compensated for its use.

If they are honest, the Fijian leaders and the administrators will tell their people that their thinking on the sanctity of the Deed of Cession may have to undergo a change for the common good, particularly as there have been hints by some Fijian leaders that "force" may be used to preserve the Fijian rights.

If and when democratic institutions take over, every resident will become a "Fijian" in a constitutional sense, so there will be no need for a Deed of Cession to be resorted to unless it is applicable to the rights of all residents.

Britain will have no option but to comply with the policy laid down by her Government that the Colonies are to have self-government, the form in the early stages designed to serve the best interests of those residents who go to form the peoples of each particular Colony.

According to a recent report in a well-known American news magazine, the Colonial Secretary, Mr. Ian Macleod, has set 1963 as the dateline for self-government in the smaller British Colonies, of which Fiji was quoted as one. Whether it is correct or not one cannot say. As it is an important date its veracity or otherwise should have some official verification, and if it isn't true then the correct date should be given to the people, as time is very, very short.

Fiji must have realistic leadership, tolerance and understanding, plus some material assistance in the form of development capital to keep Fiji going. Therefore, it is to be hoped that Messrs. James Anthony, D. B. Lakshman and other trade union people will lead their unions in a responsible and reasonable manner and that industry and the employers will work towards harmony and a decent standard of living, reminding the workers that they, too, have a responsibility to everyone by being reasonable in their demands.

The Author

Mr. David Ragg, who is a member of the well-known Ragg family of Fiji, says:

"I am second to no one in my regard for the Fijian, and I give him full marks as a soldier during World War II and latterly in Malaya, and also for his prowess in sport. Furthermore I am well qualified to comment being a Fiji-born who was raised with Fijians for playmates, educated in Fiji, and played sport with them, and conducted business amongst them for well nigh 50 years.

"For the last seven years I have maintained contact with the Colony and its affairs by regular visits connected with my business interests, and now by residence in Sydney I have been able to follow trends in a more detached manner than might be possible by continuous residence in Fiji."

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TERRITORIES TALK-TALK

By Tolala

Eighteen years ago this month — on January 23, 1942, o be exact — the Japanese Forces occupied Rabaul.

E thousand-odd Australian troops, nicknamed "Little Hell" (they were the 2/22nd Battalion) n poker slang, and the NGVR , after a gallant defensive action the beaches, retired to the nings and the South Coast, de- e an Order of the Day: "There l be no Withdrawal," which inally came from the Brass Hats Australia. (No doubt but that it a sturdy order.) Before long "withdrawal" had developed an "Every man for Himself" eat.

ne events of these first months 942 have now become history; the pages do not make pleasant ling, though there are many s of gallantry and fortitude, of -sacrifice and determination rded on the part of our fight- men.

y the end of February, 1944, not ouse or building was standing in township of Rabaul. Its name changed to Rubble. But the unes of war had also changed, in September, 1945, Australian ps were again encamped within town-site.

nd today: Rabaul is bigger and hter than ever. The wheel has ed full circle.

The Booze Question

Discussions last month with Minister Hasluck on the liquor question brought to light a mixed dish of opinions. In Rabaul, a Tolai native spokesmen is reported to have favoured a total ban on alcoholic liquor. Later, in Port Moresby, a group of native councillors plugged for drinking permits for "native leaders".

The divergence of opinion, as expressed by the natives on this important issue, suggests to my mind that the variety of views is influenced by the natives' religious training, and the possibility of his expressed opinion being not so much his own as that of his religious adviser. Such tactics have not been unknown in the Territory.

Some mission bodies hold broad and realistic views on the subject· others are just the opposite.

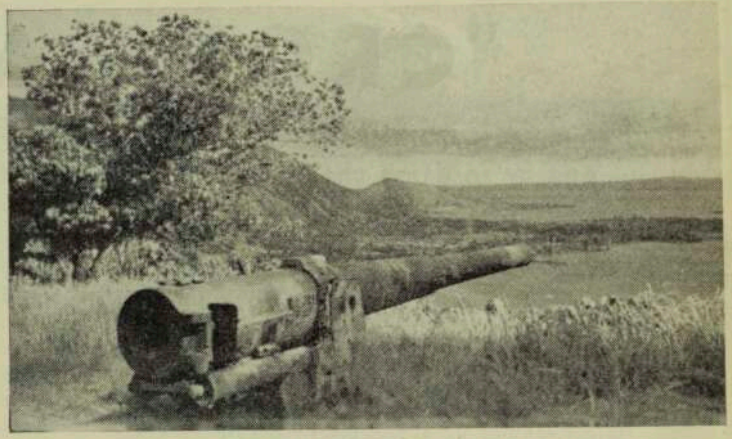
A sidelight of the liquor issue appears in a *Times Courier* report (16/12/59) of a Rabaul TAC meeting with the Minister when Rev. Wesley Lutton (Chairman of the Methodists) described the drink situation as "one of the most demoralising problems in our midst".

Another councillor, Mr. C. McMillan, "suggested that the illegal selling of liquor to natives was a challenge to the church. People who sold the liquor," he said, "were members of church congregations and the church had a 'moral obligation' to correct its members".

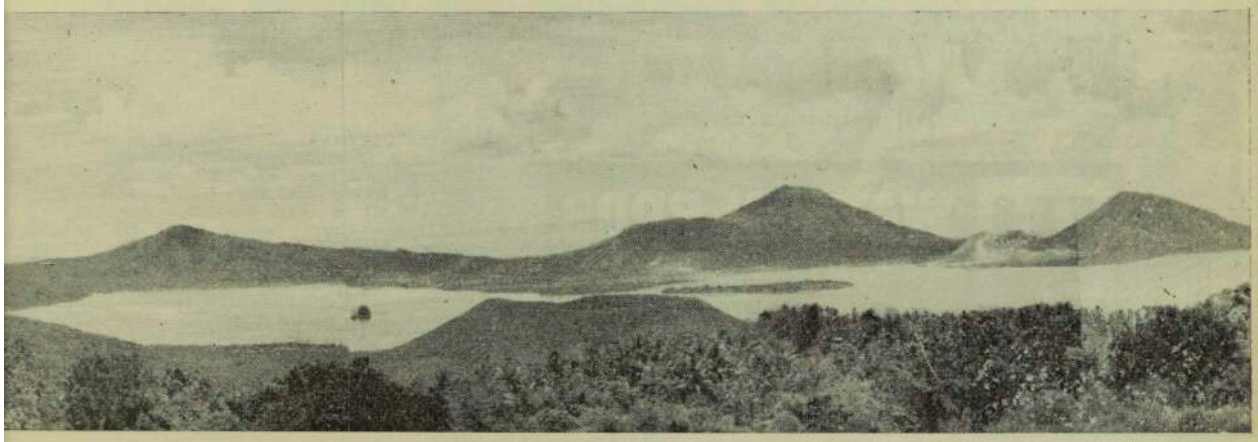
To which statement the Rev. Lutton is reported to have made the somewhat pharisaical reply: "I would like to say that the suppliers are not in my church."

Does one infer that the reverend gentleman knows the identity of those illegal traffickers?

The Booze Question is a ticklish problem. Ban it and you breed black marketeers; control it with permits you encourage class-consciousness and favouritism and build up a ton of work for police and judiciary.

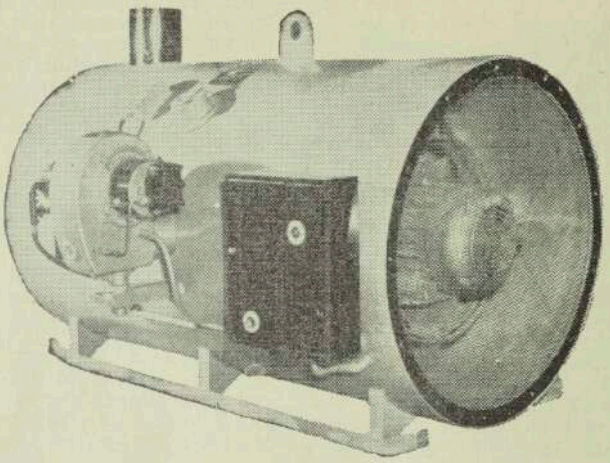


18 years this month since Rabaul was occupied by Japanese. At right, a Japanese gun overlooks the ur, which is seen in the panorama below with its of active and extinct volcanoes. In the centre fore- d is Vulcan. In the background at left is the North hter, with the town below it, and then the Mother, the South Daughter at the end of the peninsula near ntrance to the harbour. Between them, shown white, is the active Matupi.



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ON THE JOB. Native trainees of the Papua-New Guinea Infant Welfare Service here take an intelligent interest in their medicines and lotions.
Photo: N. V. Salt.

Isn't it about time the Administration got a bit tough with these wanderers? This so-called freedom which has been allowed since the amalgamation has had nothing to recommend it from any point of view. It is a privilege for which the average indigene is not yet fitted to enjoy in any beneficial manner.

That Amalgamation

Whether it is recognised in official circles or not, I would not know. But . . . the age-old question of the merger of Papua and New Guinea is not by any means a pleasantly-accepted *fait accompli;* more especially amongst old TNG'ites of all colours.

Possibly it has never occurred to the Powers-That-Be that the Tolais, in particular, resent being relegated to an inferior status to Moresby. The expansive Government policy of development in PM has, by no means, gone unnoticed by the more observant Tolais, and they want to know "Whaffor?"

Old European residents of NG, who know only too well of the various Commissions of Inquiry in the past appointed to investigate the

To maintain the present *status* o appears the wisest action, with addition of a little more of the ailed fist" policy in dealing with enders especially the sellers of uor to natives. Their offence is rallel to that of the early re-iters in the Solomons who used sell firearms to the Malaitamen.

Such uncontrolled migration can only add to the Administration's headaches and, if a Sydney paper's report is correct, providing homes in Moresby for these itinerants at a cost of £1,200 each will be a considerable drain on the Territory's funds. And for what? As an example of Democratic freedom?

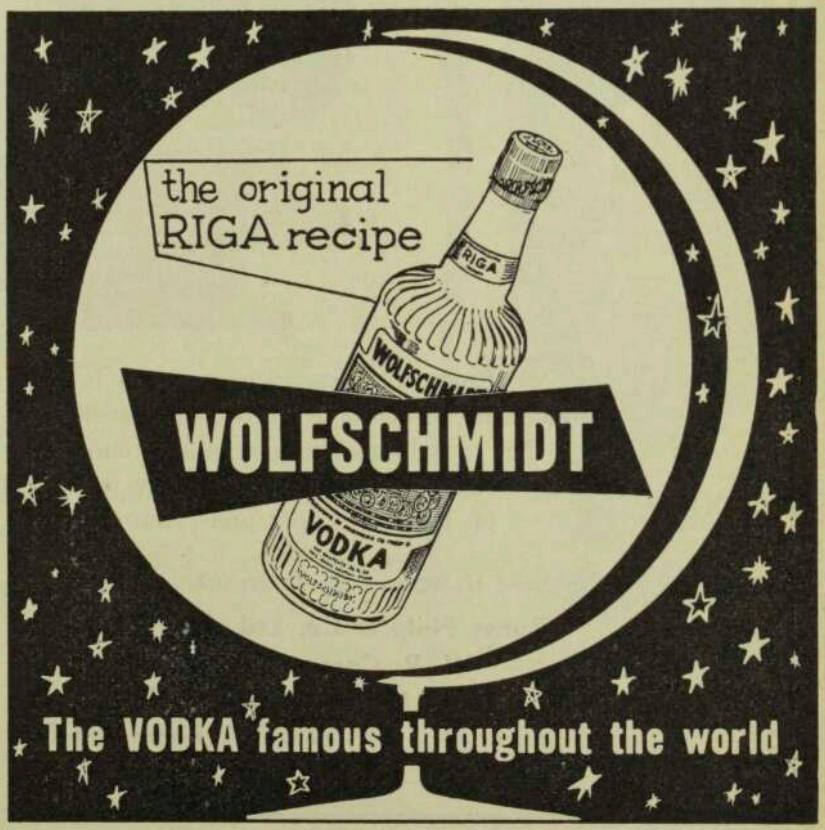
couraging grancy

A repercussion of the Government icy of encouraging freedom of ion and unrestricted meanderings native people is to be seen in complaint lodged by Central Dis-t Officer, D. R. M. Marsh, about 00 native squatters living in alor in Port Moresby under cking conditions, caused princip-by unemployed foreigners. In er words, itinerant natives with ir families who arrive seeking excitement of the bright lights Moresby and stoop to crime when larder is empty.

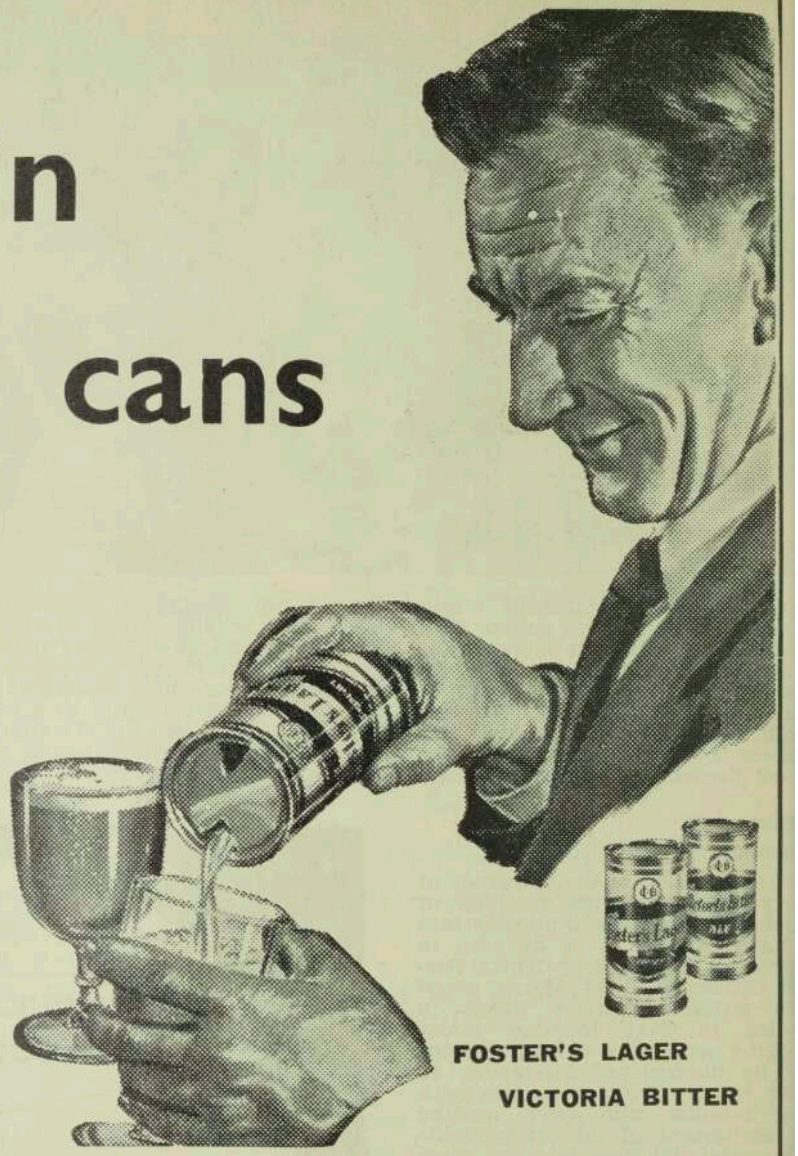
They have been urbanised for long," said Mr. Marsh, "and ay from the villages that at this ge it would cause hardship to d them back."

The preservation of village life d communal living was not so g ago an all-high target of ministration policy. Careful tab s kept on recruiters to see they not depopulate villages, and if re were any indication of such inishing man-power the area s declared closed to recruiting.

n Rabaul, the same problem has sen and the vagrants here in-de many native wanderers from resby and other Papuan ports, bued with the desire to pick ne of the alleged plums from this re prosperous locality.



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visability of the merger and of eir negative findings, also realise at the Trustee Territory has be-me a secondary consideration in erything save native welfare. And at is naturally played up for the nefit of UNO.

Even oil exploration has been nfined solely within the Papuan rders. Was that purely for tech-cal reasons? Or does the political ement come into the picture? The test is on possible oil prospecting the British Solomons!

Despite political assurances that Ve are there to stay" the Trustee rritory could be anybody's baby the years to come.

ying Its ay

A report of Minister Hasluck's eech at Minj, on December 12, ntains the following:

Mr. Hasluck said that as long as e Australian Government provided o-thirds of the Territory's finance, e Commonwealth Parliament uld not relinquish the right to ve the final voice.

Without wishing to embarrass the inister, but judging by past per-rmances, the Commonwealth Gov-nment would not relinquish its ght even if the Territory were lf-supporting.

Over 20 years ago the Trust rritory had an initial surplus of venue over expenditure of £61,906. at was in 1936-37; in 1937-38 the rplus was £59,691 and in 1938-39 dropped to £17,947.

I have no recollection of Canberra ing any the less vocal on account the Territory's financial inde-ndence in those days. And I leave at that, except to add that copra Rabaul during those days was ound the £7 a ton mark, and the digene was comparatively happy d contented with conditions nerally.

it Bishop Wade

Amongst the season's greetings e other day came a message from shop T. J. Wade who, since the rly 'Thirties has been Number ie of the Marist Mission in ugainville and Northern Solomons, d a most popular man in every ction of the community. He went the USA some months ago for eatment and now, owing to ill-alth, he is unable to return to the lands and he resigned in No-mber.

This is sad news for him, and so for the many friends he made ring his 30-odd years amongst all lours in Buka and Bougainville. ie mission field can ill-afford to se men of his calibre for he was tolerant, broad-minded man. May find worthwhile work in a more ngenial climate.

Magic Monoliths

A Press message from Moresby tells of the discovery of "carved stone pillars and boulders which local natives believe have magical powers" on Aibom Island, in the Chambri Lakes area, by Trader-Writer Peter England; a man who knows his Sepik. [See *PIM*, this issue].

From England's description they appear to form a miniature Stonehenge and should be well worth investigating by an expert on such matters.

There are two stone pillars down Buka way that I know of and credited with having magic powers in my day, though probably keen mission influence in those parts has by now divested them of any supernatural qualities. One was situated in the Lontis district of North Buka, the other on the southern portion of Fred Archer's plantation on Jame Island.

I have seen somewhere that these monoliths were attributed to the Children of the Sun—a pre-historic folk who were alleged to settle where gold and pearls abounded. There are similar pillars to be found in the British Solomons.

Friend G. A. V. Stanley might have something to say on the subject. Come in, G.A.V.

A Pukpuk Tale

The story of Siarua, with very excellent sketch by Brett Hilder of this fine Roroanan (*PIM*, Dec., p. 85) in which mention is made of Siarua's service with W. H. Lucas recalls to mind the story told by J. W. Campbell, who accompanied Lucas in 1912 when the latter was selecting land for Choiseul Plantations Ltd., in Bougainville.

The pair were having a dip in a river near Roroana after tramping through the neighbouring bush looking for suitable coconut land, when a kiddie suddenly started shouting and gesticulating from the bank. He was warning Lucas of a slumbering *pukpuk*, hidden from Lucas' eye.

After scrambling to safety up the bank, Lucas turned to J.W. and remarked: "By God! That lad saved my life! I'd better give him some tobacco, I suppose. . . . How many sticks d'you think I should give him?"

J.W. paused a moment, cleared his throat in his inimitable manner and replied: "Well, you're the best judge of what your life is worth. I'd suggest three sticks, anyway." The lad got four sticks. And it could have been Siarua.

Some years later, J.W., who was then senior inspector of the Exproboard, of which Lucas was chairman, was telling the story in Ah Chee's pub in Rabaul. Amongst



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listeners was a very much grieved, recently expropriated rman and I heard him remark a fellow-countryman in his own nguage: "What a pity the onkey' was there to shout a rning!" Lucas was by no means pular amongst the German nters.

mparative xation

One Aussie businessman, at least, o recently took a holiday tour rough P-NG hadn't much npathy for Territorial pub- pers when they complained about tation.

The tourist, himself a hotelier in W, when I questioned him on reaction to taxation by folk Up nder, replied: "What have they to complain about? Nothing!" cited one publican in the Moresby a whose licence fee was £60 a ar. "And mine's £1,500," said the rist, "and I don't suppose I do y more business in a year than does. And his staff is mostly tive labour. How'd he like to pay W award rates?"

only mention this in passing. ere's probably another side to coin. I dunno. I don't own a b anywhere.

ose B4 ippers

'm a bit with *Bulolo's* skipper, l Wilding, in his effusion regard- the Lae anchorage and the old- e masters. (*PIM*, Dec., p. 26).

Certainly, I have sailed in all se M-seven-lettered ships he ntions—and a few others as well. pre-war years we always anchored the bight to which Bill refers— at least I presume so—as Mil- d Haven was very much a war ation.

Opposite the bight-anchorage re stood a crane on the high eshore; occasionally there used be landsildes along the foreshore d big chunks of it fell into the .

think old Henry Eekhoff's store s the nearest building to the ding spot in those days and there s always plenty of cargo going ore for the Bulolo goldfields to later transported by Guinea ways' Junkers.

Bill's plea for the "Before" ippers is apt. Only those who led with those old-time mariners n appreciate what risks they used take in entering anchorages ten uncharted) or in laying off nds like Aua and Maty (up in e Western Isles) discharging and ing on cargoes.

The seamanship of these B4 ppers cannot be rated too highly. Bill Wilding can rest assured that the old-timers have elephantine memories. They don t forget.

Local Government

The move in some Territorial quarters for the establishment of Local Government and which was put up to the Minitser again during his recent tour had a sympathetic hearing.

What benefits, exactly, these advocates expect to derive from private citizens shouldering public responsibilities in P-NG I fail to realise.

To start off with: It means another tax levy; it means going, hat in hand, for subsidies from the Government for this, that and another thing. And it by no means guarantees the Voice of the People being heard or, perhaps, one should say their wishes implemented if for some obscure reason the Government does not concur.

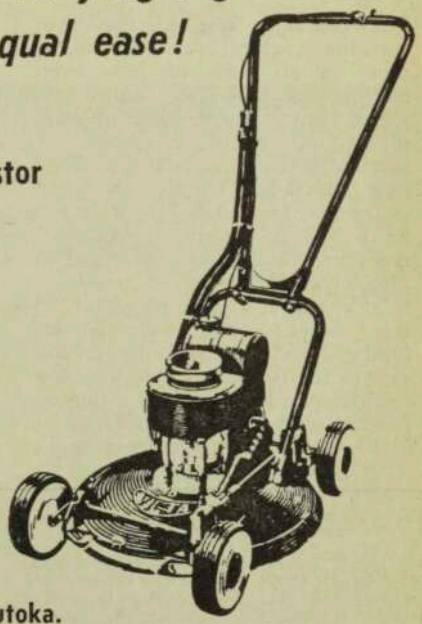
Local Government, in NSW at any rate, has developed into a farce insofar as democratic principle of "By the People, for the People" being observed. And there is no reason to suppose that the procedure of LG either in NT or in P-NG (if obtained) will materially differ in this respect.

There is not sufficient co-ordinated team-work amongst the non-official populace to facilitate the working of Local Government organisations. It would breed more headaches than anything.

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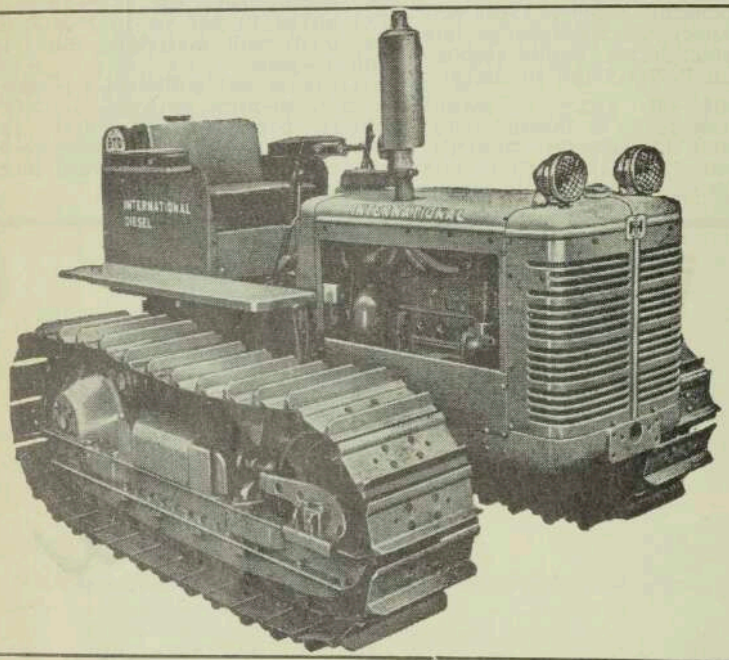


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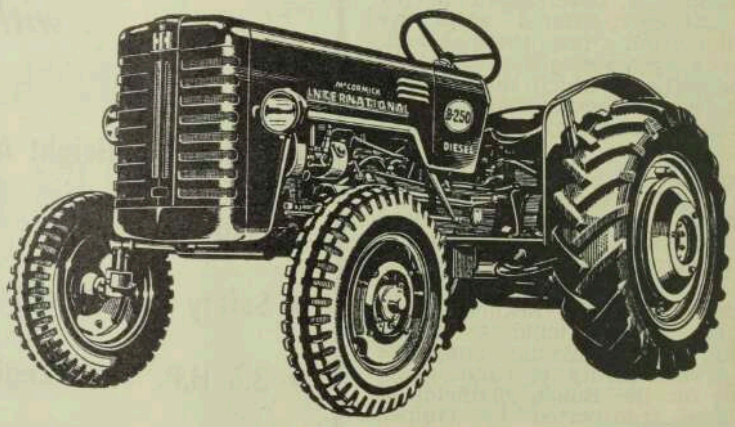
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Everyone Wants To Be In On The Act

Pacific Air Transport Faces Its Most Vital Period Yet

As 1960 opens, the South Pacific is faced with the most vital period in its history in the realm of air transport. The new year means the beginning of big battles between America, France and the British Commonwealth for air traffic across the Pacific.

THE South Pacific air pattern could change completely.

The fight has been brewing for several years, but a whole series of recent events has brought it to a head. These are:

- World airlines have been able to consolidate regular trunk routes, and now have the desire and the aircraft to create new traffic—and the South Pacific has been chosen as the area where a tourist drive will pay big dividends.
- Decisions will be made this year by the American Civil Aeronautics Board on a whole series of applications involving new services through the South Pacific.
- A breakdown in negotiations between Australia and France involving reciprocal air rights between Australia and France, including the French Pacific territories; an event which has thrown a great many airline schemes into the melting pot.
- Introduction of jets on the Pacific, coupled with recent work in the Antarctic which will make it possible before long to run air services between Australia and South America over the South Pole.
- Improvement of Pacific airports, and creation of new ones, at key points in New Guinea, the Solomons, New Caledonia, Fiji, American Samoa, Tahiti and eventually Easter Island.

World airlines have been flying more passenger miles each year (53,800 million in 1958, an estimated 4 800-million by 1961, 105,300 million by 1965) and air cargo has been booming, too, and will eventually match passenger growth.

It was inevitable that the Pacific would finally have to have a share of it, especially since the big shipping lines predicted the coming Pacific travel boom several years and laid their own plans accordingly.

American Plans

The American CAB investigations, which have been going on since early last year, involve the whole of the Pacific basin, that is, the North and South Pacific. President Eisenhower himself has been interested in sorting out all American aviation agreements in the area, and a complete review is being undertaken. Among the companies that have applications are some that have hardly entered the South Pacific, but want a bigger share in it now.

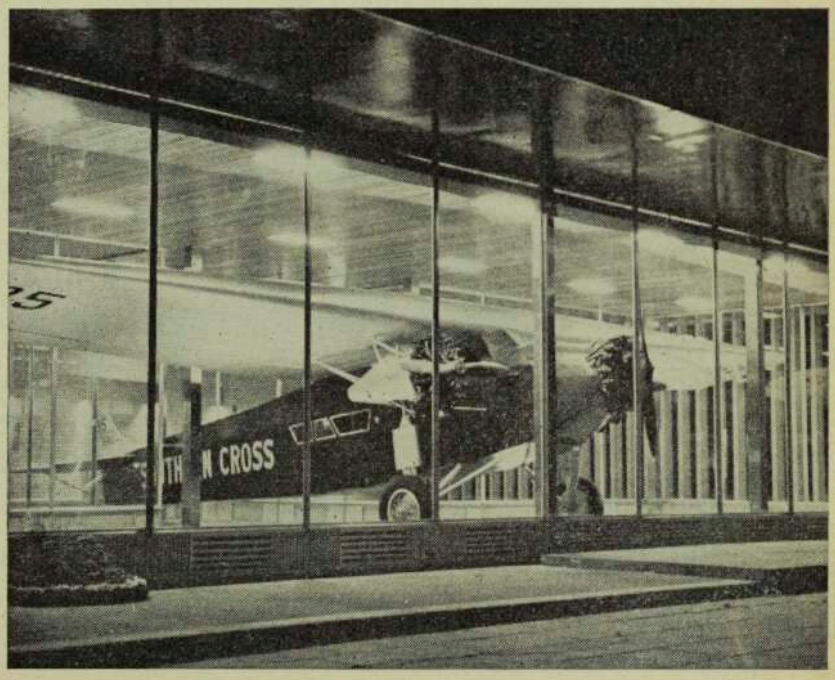
The CAB has already heard evidence on the applications in Honolulu, Los Angeles and San Francisco and it is currently sitting in Washington. Final recommendations will probably not be made until 1961.

San Francisco correspondent Ralph Craib reported in early January that some witnesses had described the Pacific as "the last great undeveloped tourist area", and he said it was significant that many of them repeatedly stressed the importance of economy class fares in the Pacific.

Hawaiian Airlines president Arthur Lewis said his company was convinced that Tahiti would develop into a major tourist resort if properly promoted and that "you will see one of the most phenomenal developments of tourism ever witnessed in the Pacific". Members of his board felt so strongly about it they were now investing in the hotel development in Papeete, he said.

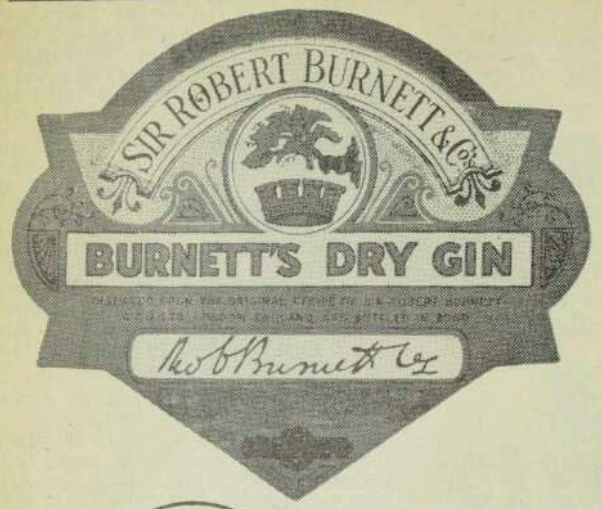
The five firms after new routes are, Trans Ocean Air Lines (a supplemental carrier with 13 years Pacific experience, now operating between the US mainland, Hawaii and the Far East, to the US Trust Territory and Samoa); Pan American World Airways; Hawaiian Airlines (30-year-old company now operating within the Hawaiian chain); United States Overseas Airline (supplemental carrier, which has pioneered economy class services from the US mainland to Hawaii); and South Pacific Airlines (formed by the Dollar family, an old American shipping family, which hopes to commence Honolulu-Tahiti services in February).

One American company will get a route to compete with a French Pacific crossing. Under the US-French agreement, an American carrier will receive authority to operate from the US to Hawaii, Tahiti, New Caledonia and beyond to NZ and Australia. (Over)



1960 opens on the most vital period in the South Pacific's air history, with many countries, with many aircraft, jockeying for the rights to carry more and more passengers. Yet it's only 31 years since the Pacific was first conquered by air, and today the aircraft that performed the feat—Kingsford Smith's "Southern Cross"—lies in state in Brisbane.

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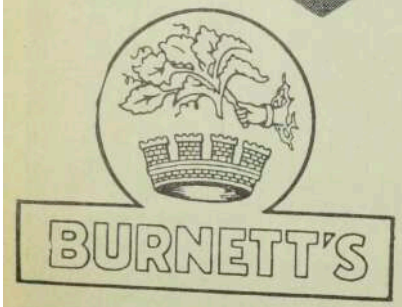
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France-Australia

The France-Australia aviat breakdown occurred in Decemb The two countries have had a te porary agreement for some yea giving the French airline TAI t right to use Darwin and Brisba on the way to Noumea, and for A tralia to operate to Noumea. T agreement was due to expire on D cember 31, 1959.

During the talks (which initia began in Paris late last year) t French offered a series of servi involving Paris and/or Tahiti addition to Noumea, and asked Sydney in return. Australia said Australia offered to continue t temporary arrangements until som thing satisfactory to both sid could be worked out, but this ti France said no.

Thus by January 1, the l Qantas plane had flown out Noumea, causing consternation (s page 20) and the last TAI pla had picked up and dropp passengers in Australia (TAI is s entitled to technical stops in Au tralia).

Worth a Lot

According to an official a nouncement by the Australian D partment of Civil Aviation, t granting of Sydney to TAI wou have meant giving it extra busin worth £1 million a year, and th was far more than Australia wou get out of either Paris or Papee

Papeete is not much good Qantas except as a route to Sou America, via Easter Island, but th is not yet built.

DCA's' figure might have been rig (TAI announced later that was exaggerated and at t most it might stand to profit £250,000 a year) but there was mo to it than that.

TAI is going for a round-th world service, for which Sydn would be a vital airport, enabli it to compete with Qantas (TAI h recently been given permission run the remaining Pacific legs fro Noumea through Papeete, Honolu and Los Angeles, with Bora Bora alternative until Papeete comes in operation, probably in October). will be using bigger aircraft on th service (DC8's about June or Ju 1961) and will need Sydney to he fill them.

"Difficult"

With France's help (TAI is n Government-owned, but is very clo to the present French Governme because of its financial ramific tions) TAI appears to be attemp ing to get a stranglehold on Paci air transport. It has two first-cla airports in Noumea and Papee (now building) to help it.

On the strength of how difficu TAI has been making things f Qantas in New Caledonia, the Au

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alian authorities had doubts bout what would happen once TAI ent round-the-world through ydney.

Some of the weapons in use by AI include special fares for cabot- ge traffic, financial exchange con- ols which influence passengers to e TAI, and a direction to Gov- nment servants that they support AI.

TAI has wanted Sydney badly, id still wants it.

The chances are that it will want badly enough in future to start e negotiations again with Aus- alia.

he New Patterns

Meanwhile many new patterns e developing.

It was thought significant in oumea that Pan American Airways presentative there took the first rcraft out to Sydney following ncellation of Qantas service. PAA s landing and traffic rights in ew Caledonia.

TAI has a regular service from oumea to Auckland, but according a Wellington report, this might rike official trouble with the New alanders soon.

The fast growing New Caledonia- oyalty Islands internal air ser- ce operated by Transpac has taken interest in the New Hebrides ith the idea of establishing a new ternal airline. According to one port, Transpac might make an rangement with a planter and ader, Mr. Robert Paul, of Tanna, ho has been interested in estab- hing such a service, but who has aircraft. The arrangements, said e report, might initially be for six onths.

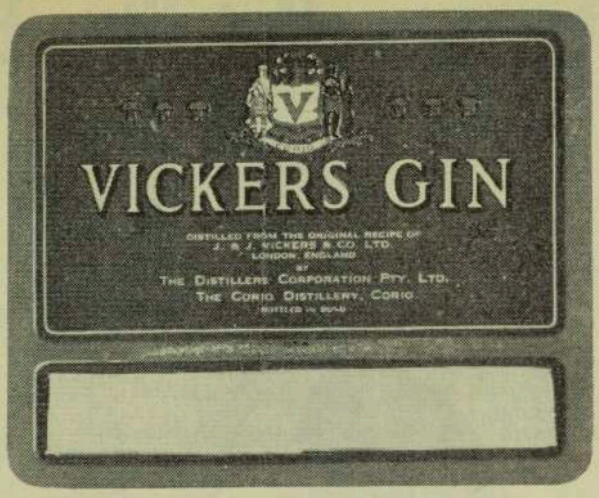
Director of Transpac, Mr. Henry artinet, in December, made a sur- y in a Stinson, and landed at me islands that had never had a ane before—such as Tanna. He id particular attention to old war- ne strips. Negotiations are being nducted with land owners for the e of sites for strips, and a new mpany is being formed, which will e Herons. TAI once tried to com- ne with Transpac but couldn't. It ight try again.

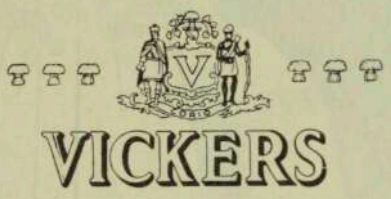
BSIP Plans

An internal air service is also anned for the BSIP. The BSIP overnment has asked the Civil viation Adviser, Mr. A. Corbin, to bmit a report giving detailed timates of the capital required and nning costs.

A Honiara correspondent says it not the intention of the Govern- ent to compete with commercial rlines but merely to supplement e inter-island service given by all ships.

The correspondent says in addi- on to present airfields in use— ukum and Henderson, Yandina (in e Russell Islands) and Munda





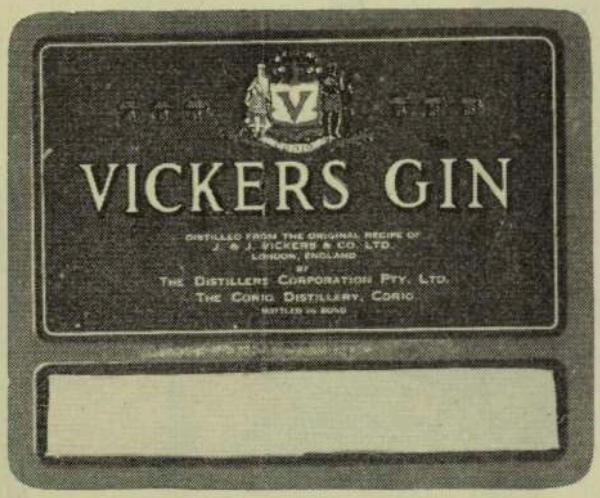
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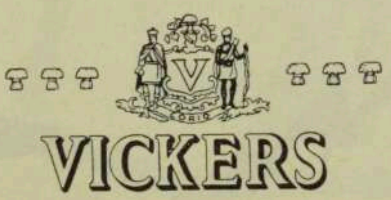
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US Might 'Scoop the Pool'

"Australia and France should hurry to patch their airways quarrel. If they don't, they may see the United States scoop the pool on the South Pacific air route," said the Sydney "Daily Telegraph" in an editorial on December 24.

The editorial went on, "In recent negotiations France offered Australia air traffic rights in Paris or alternatively in Tahiti and Marseilles for rights in Sydney. The talks broke down. France walked out in a huff. French planes will no longer come to north Australia. Australia has no rights in Tahiti or France.

"The United States looks gleefully on. France has already given the US air rights in Tahiti in exchange for rights in Los Angeles. Australia bartered air rights in Sydney for her trans-American service. This gives the US the green light across the South Pacific. Pan American Airways has already applied to the US Government for the right to operate a new Los Angeles, Honolulu, Tahiti, Sydney service. They then plan to fly across Australia to link with the Pan American East Asia network at Djakarta.

"If Australia and France do not get together they will find the Americans sweeping through their South Pacific airports while they still snarl and ban each other from them. The French are notoriously hard to deal with. Australians are tough. Compromise is the only solution. Australia and France have only a few months to agree. Tahiti's grand new airport, to take the biggest jets, will be ready by the end of 1960. This quarrel should end quickly. Surely the experts can hammer out an equitable agreement.

South Pacific, said that Pan American would start flights from Los Angeles through Papeete to Sydney —with possible touch-down in New Zealand—in about 18 months time.

The New Zealand touchdown would be subject to New Zealand approval, and Admiral Dufek indicated that the bargaining point would be Tafuna Airport in American Samoa. He considered that TEAL would be wanting to use Tafuna as the nearest up-to-standard airport for connection with Western Samoa after the Solent flying-boat is replaced by the Electras this year. Only New Zealand airport at present suitable for the Pan American Boeings is at Christchurch. Auckland's new airport is held up through argument as to siting.

Admiral Dufek said that Pan American expected to be operating trans-Antarctic flights between Australia, New Zealand, and South America in about eight years time. This would provide a very much shorter route than the trans-Pacific.

Qantas is also aware of the possibilities of the Antarctic route.

ew Georgia) there were many old r-time strips now overgrown, ich could be cleared and put to e.

Fiji Airways

Meanwhile, there are develop-nts in Fiji Airways. Qantas took ji Airways over in 1957, and at e end of 1959 there was an nouncement that New Zealand uld also share in the company. At e end of December there was a rther announcement that Britain uld also be a partner.

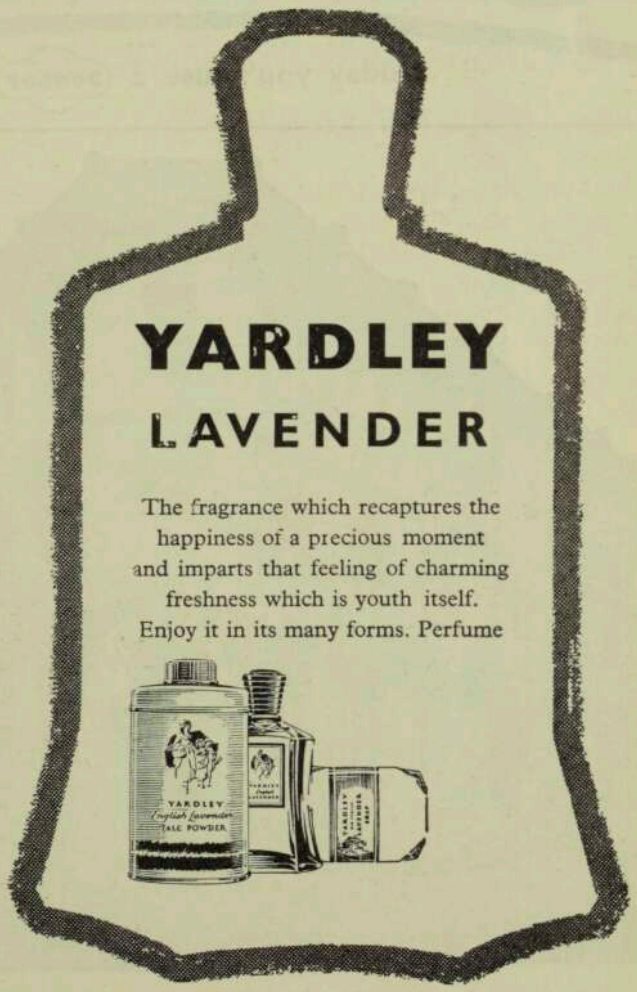
The company is small at the oment, operating Herons and overs within the Colony, and casional charter flights to Tonga. t it looks as if it might be allowed go farther afield.

It was announced in Suva in De-mber that Fiji Airways would mmence regular monthly return ghts to Fuaamotu Airport, Tonga-pu, late in January. It is ex-cted that the accommodation oblem at Nukualofa will be tem-rarily overcome by Fiji Airways ranging to lease Beach House arding house, which has been ed as a residence for Government icials since it ceased public busi-ss several years ago.

If the traffic warrants more fre-ent flights these will be made. The itial monthly flights will be on a al basis. The flight each way takes out three hours in the Heron.

The aircraft will remain at aamotu overnight.

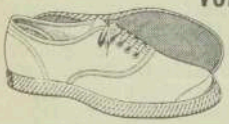
In Auckland, in December, Rear-lmiral George J. Dufek, who re-ntly retired from the US Navy— was commander of Operation epfreeze—to join Pan American rways as special consultant in the



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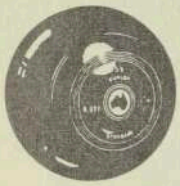
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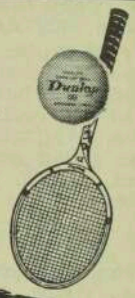


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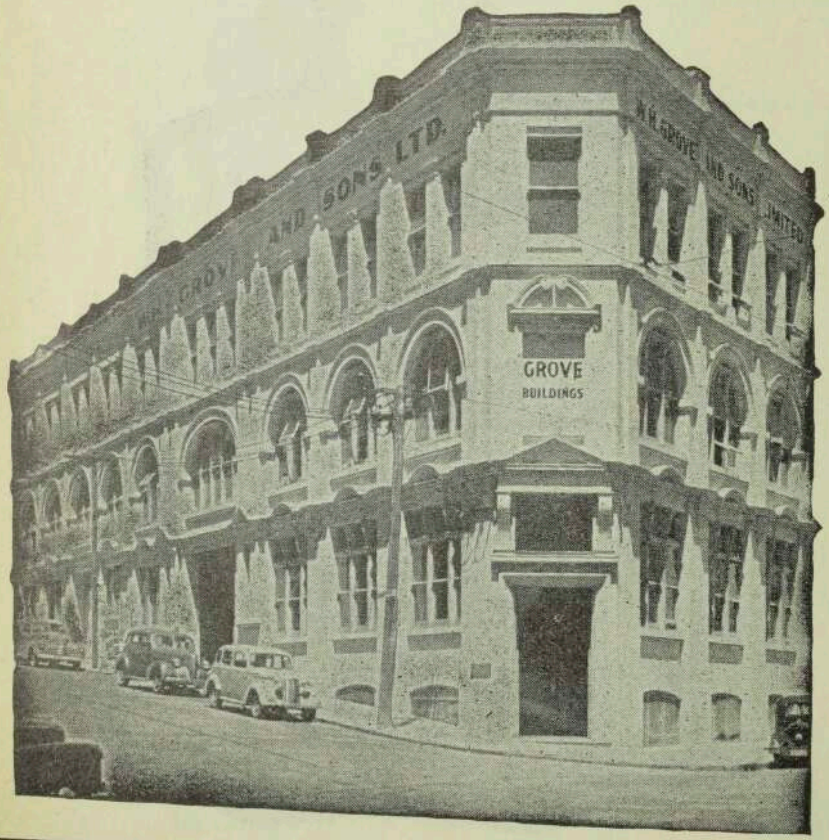
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New Caledonia Confident On 1960 Nickel

From a Noumea Correspondent

It is confidently expected here at exports of nickel ore to apan during 1960 will follow e same pattern as for 1959. otal exports this year will robably be between 600,000 d 700,000 tons.

ACCORDING to Japanese buyers here, there may even be a slight rise in the quantity to be ught in 1960, although there is no estion of any price rise in the w contracts to be signed. Com-tition from Canadian nickel is keen that Japanese smelters ve to watch their expenses very sely.

Meanwhile, the activities of the ternational Nickel Company in w Caledonia are intriguing local ining men. Three geologists of is big company have been in-ecting nickel concessions on the st coast. They have set up a all laboratory and have engaged small local staff. A high official the company recently arrived om Canada to confer with the ologists.

Locally it is thought that this tivity could mean one of two ings (a) Treatment of very low ade ore by a cheap process, as rried out in Cuba and Oregon, or) A break into the Common arket in Europe with New Cale-nian nickel.

But whatever the plans, they can ly bring added prosperity to New aledonia.

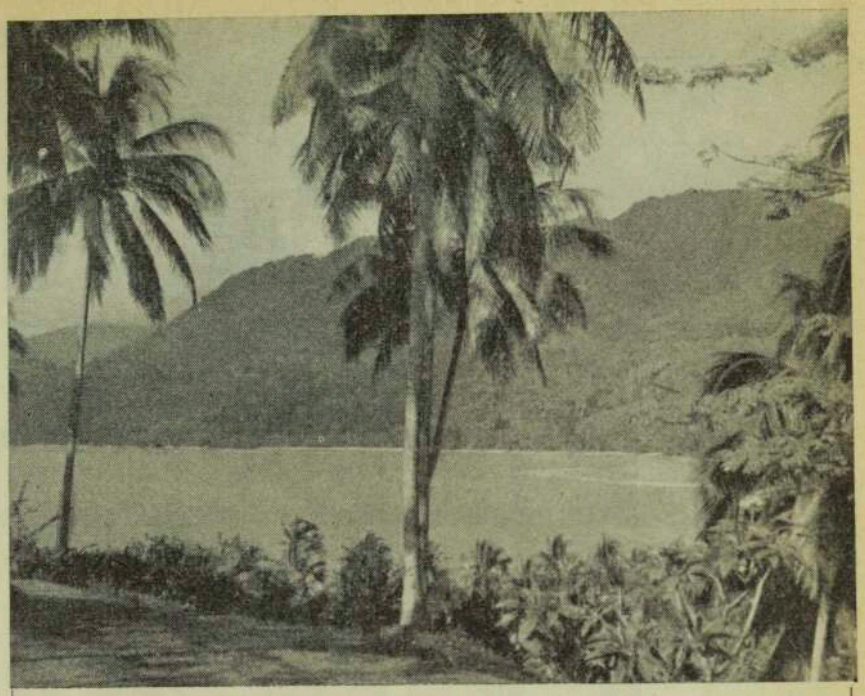
New Japanese Interest

It has been announced, too, that French-Japanese company is ing formed in Noumea to exploit ckel mining. Fifty-one per cent. the capital will be local, which necessary under French law, and e remainder will be Japanese. he French element is represented New Caledonia Senator Henry afleur.

It is more than probable that the ckel ore will be smelted here, us obviating the long haul of e ore to Japan.

There is still plenty of room in ew Caledonia for smelting in-rests.

The Nickel Company will not at l be affected by any new entrants to the smelting field, for it is ell able to handle production.



OFF THE REGULAR TRACKS —NG'S LIHIR ISLAND

Sailing round the New Ireland coast on the MV *Mainiro*, a sister ship of the *Muniara* — which had sunk not long before in the Gulf of Papua — we stayed three days at Lihir Island, 30 miles off the north east coast, where skipper David Herbert — brother of Xavier Herbert, who wrote "Capricornia" — introduced me to Mr. Jim Sciortino, manager of Londolovit Plantation, one of the most interesting men I came across in the New Guinea Islands.

The Londolovit homestead is beautifully situated on a height above the bay, and the gardens round the house and the plantation are in a highly flourishing condition. Our visit could not have been better timed, for the acquisition of Londolovit Estates Ltd. by Bali Plantations Ltd. was already in the wind; indeed it was announced to Bali shareholders only a few weeks later by Bali chairman J. Dunbar-Reid, from Rabaul.

Lihir is a striking and eminently productive island where there are still remnants of volcanic activity in the way of sulphur springs and fumaroles; you can smell the sulphur fumes as you travel towards Londolovit along the coast. Seen from the other side, the island has a striking dragon's back effect.

The local native population of this hilly, bush-clad island, which is some 40 miles in circumference, is between 3,000 and 4,000. Every hut on the island has already been sprayed (the first of six six-monthly sprayings) by the malaria control unit from Kavieng.

Londolovit Plantation itself occupies 721 acres, has about 32,000 mature coconut palms and 6,000 new plantings; we also saw many of the 2,000 cocoa trees already in bearing, and the ground being prepared for a further 25,000 cocoa trees.—H. E. L. Priday.

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Steam discharging to waste from wells not yet in use roars high into the air in the background at the Wairakei geothermal generating scheme at Wairakei, NZ. In the foreground are some of the pipes which take the steam to the turbines. Below, these steam pipes run a mile and a half to the squat power house in the distance.

They're Harnessing Underground Steam

A recent announcement that Papua-New Guinea is investigating geothermal steam near Rabaul to see if it will be an economic method of supplying electricity, focuses attention on the successful work in that sphere now being done in New Zealand.

A UNIQUE generating scheme is in operation at Wairakei, in the central North Island of NZ, which will shortly produce 69,000 kilowatts from natural steam. This is only the first stage of the project, and work on a second stage is well under way to increase output to 150,000 kw. A third stage will probably bring output to 250,000 kw, at a total cost for the three stages of £NZ21 million.

Only One of Kind

Furthermore, the Wairakei steam field is only one of the areas in the North Island from which geothermal steam is produced, and it has been suggested that there might eventually be one million kilowatts to be tapped. Nobody knows for sure.

The NZ scheme is the only one of its kind in the British Commonwealth and only the second in the world on such a large scale. The Italians have already had a half century's experience in the use of geothermal resources at Larderello, in Tuscany.

Some of the Italian experience is being relied on, but in other ways the NZ undertaking is unique and is developing its own techniques which are likely to be of value elsewhere. Besides providing direct steam power, Wairakei will probably provide the first example of naturally produced pressurised hot water being put to work to provide steam for generating equipment.

Rabaul Visitors

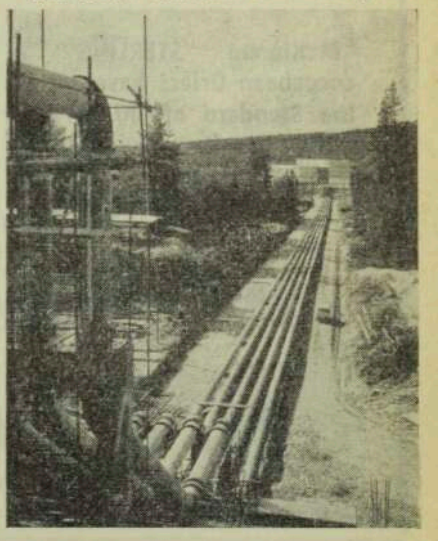
It's not surprising then that New Zealand's co-operation was enlisted for the investigation at Rabaul, which was undertaken at the request of the Commonwealth Department of Works.

The two New Zealanders who visited Rabaul (they were there in the last week in November and returned to NZ early in December) are widely experienced in this kind of power supply.

They are Mr. A. C. L. Fooks, of the NZ Ministry of Works, Wairakei, and Mr. F. E. Studt, of the NZ Department of Scientific and Industrial Research.

Mr. Fooks has had extensive practical experience at Wairakei since 1952, when work began in earnest on the task of winning geothermal steam. He has been project engineer there.

Mr. Studt has been intimately as-



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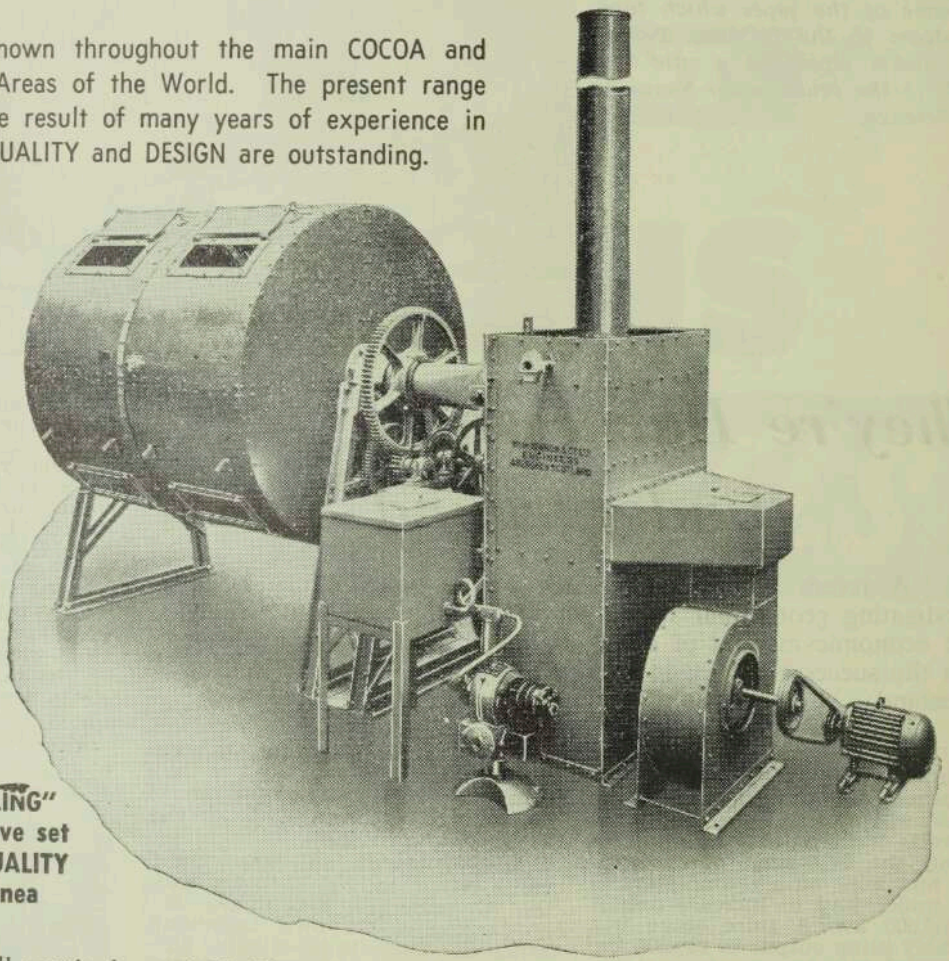
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Mr. F. E. Studt and Mr. A. C. L. ...ks, who recently visited Rabaul, ..., to investigate the possibilities ...geothermal steam in that area.

...iated with successful investiga... ...n work in the Rotorua-Taupo ...a. He has worked on the Wairakei ...am fields, and on that field being ...eloped at Kawerau by the Tas... ...n Pulp and Paper Company.

...he steam that provides the ...er at Wairakei is drilled for. ...lling methods and equipment ... very much like those used for ... drilling. Diameter of the pro... ...tion casing is usually about eight ...hes.

...o far at Wairakei about 70 bores ...e been drilled, about 50 of them ...able for production. They vary ...depth from 560 to 4,000 feet, but ... average is about 2,000 feet.

Loud Noises

...he work could be dangerous ...hout proper control, but at ...irakei there have been no fatal... ...s or major injury. When the ...am or water is tapped there is ...se of a high intensity, but ...ncers have been developed to ...ng this down to bearable levels.

...Vairakei steam contains about 80 ... cent. of water with a small con... ...t of chemicals, chiefly sodium ...oride, silica, potassium salts and ...taboric acid.

...he steam itself is now being put ...use, but the use of the hot water ...n't begin until stage two comes ...o operation. By stage three, ...ut 35 per cent. of the total elec... ...city available will be generated ...m the steam flashed from this ...ter.

...he water will be separated from ... steam at the wellhead and piped ...the powerhouse.

...he dry steam at the present ...ge comes into the powerhouse ...ng five main lines of 20-inch ...mless, insulated steel tubes. The ...am is admitted to the turbines ...ect.

...he Wairakei planners are proud ...their powerhouse, which is more ...ractive than a conventional ...werhouse. The building has no ...okestacks or cooling towers, no ...ler equipment, fuel or water ...rification plant.

It's a square steel building, finished in aluminium and glass, and there has been a lavish use of colour inside and out.

It is also, for obvious reasons in that kind of country, earthquake proof.

The Palmerston Islanders caught 15 turtles during the October-November egg-laying season — and 11 of them were captured by one man, Joseph Dick, according to news from that Cook Islands outpost.

They were taken on or near Cook's Islet on the south side of the atoll.

They Won't Guarantee You

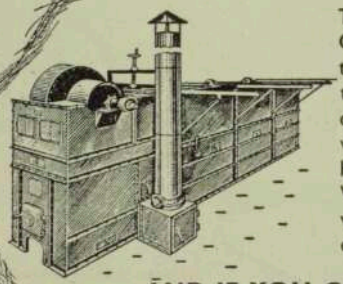
Income tax guarantees are "out" in future, according to a Cook Islands Inland Revenue announcement. Just what is behind it all is not quite clear.

In the past, provided you could get some one to guarantee your income tax bill, it was not necessary to pay up on departure from the Group for an overseas trip. Payment could be made at the end of the taxation year in the normal way.

In future, every person departing overseas will have to pay right up to date. No guarantees will be accepted.

Hats off to...
T... F... E...



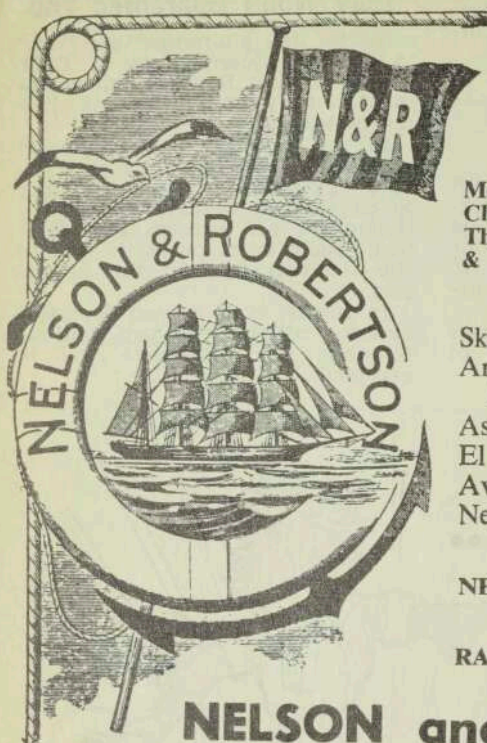


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THE WAR'S OVER— BUT HAS IT ENDED?

Japanese and Philippine authorities have finally called off the search for Japanese war stragglers on Lubang Island, 80 miles from Manila, according to a December announcement from Tokyo.

THE war with Japan officially ended on VJ Day, August 15, 1945, but as *PIM* files show, it was a long way from being the end of the war for some Japanese in the lands who refused to surrender or would not believe that the war had actually ended.

In June, 1951, 18 men and one woman, survivors of a fishing vessel sunk by American air attack, gave themselves up on Natahan Island, 61 miles north of Saipan after a lot of aerial-loudspeaker and other persuasion. (One of these later wrote a book: *Natahan*, by Michiro Maruyama).

Next, in August, 1954, four Japanese airmen, still in possession of all their equipment, came out of the jungles behind Hollandia, NNG, and surrendered to Dutch authorities. They were taken home on the Japanese training ship *Misei Maru* which called at New Guinea that year to uplift the ashes of Japanese servicemen.

In May, 1955, the Philippines authorities made efforts to round up about 40 Japanese still believed to be hiding on Lubang Island. Thousands of leaflets were dropped over the island and low-flying planes rigged with powerful amplifiers broadcast messages in Japanese to the jungles below—but to no avail.

However, in October, 1956, four infantrymen surrendered. Their uniforms, which they obviously had not been wearing, were in good order, and they were in possession of their rifles and eqluipment 11 years after going into hiding.

Post Boxes Organised

In January, 1959, two Japanese were surprised while raiding a garden on Lubang. They shot and wounded a Filipino but escaped into the jungle again. Following this incident another group of "persuaders" was despatched from Tokyo in March, 1959. They set up "post boxes" in the jungle, each containing letters from the relatives of the two men believed to be Lieutenant Hiroo Onada and Sergeant Kinschichi Kotsuka, according to information obtained from men who had given themselves up in 1956 and in 1950.

Newspapers and other official documents proving that the war had ended and orders from the Emperor of Japan for the men to surrender were also deposited. Further loudspeaking aerial sorties were also carried out, but without result.

In December, Japanese authorities said they now believed the two men to be dead and no further attempt would be made to locate them or to induce them to surrender.

A few Japanese soldiers also held out in hiding on Guam until 1950-51.

Fiji Government To Use Local Products

The Fiji Government will in future use local products wherever these can replace imported items of Government stores, and where the local product is competitive.

Local manufacturers were invited at the beginning of November to of their products so that consideration could be given to them when ordering stores.

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EVERYBODY'S BREWING IT

Vest Samoa Battles The Home Brewer

From an Apia Correspondent

Despite the fact that Western moa, for almost 40 years, has en a "dry" area where liquor available on a points system Europeans and only a few ivileged Samoans, the illicit anufacture and consumption liquor among Samoans has ached alarming proportions.

ORRIED at the steady increase of drunkenness resulting from the consumption of home brew *uamafu*), throughout Samoa, the lice Department has stepped up campaign against home brewers d sly groggers.

Last October, a special section nsisting of a sergeant and two nstables was set up to deal solely th liquor offences. In their first ree weeks of operation they rried out 42 raids on suspected ewers and sly groggers around olu, the main island of Western moa, confiscating over 60 gallons home brew in kegs and tins and bottles.

These raids resulted in 27 people ng charged with manufacturing being in possession of intoxicat- liquor.

In spite of these intensified efforts the police, the incidence of home ewing and its consumption seems be on the increase.

In the first three weeks of De- nber, the special liquor control tion made 89 successful raids ound Upolu, and police in Savaii, other island, made another 24 cessful raids. The most liquor at was confiscated on any one d was 37 bottles of home brew, d the smallest amount was six tles.

On the basis of their investiga- ns, the police claim that brewing being carried out in almost every lage in Samoa.

There is no doubt that police ds have uncovered only a very ignificant amount of brewing tivities actually taking place.

Assuming the amount confiscated be as much as 5 per cent. of total brewed, there must be at st 36,000 gallons of home brew ng manufactured each year. This a conservative estimate and the real amount could be double or more.

This is a staggering amount of liquor for a population of 100,000 people, the great bulk of whom are by law denied the right to drink intoxicating liquor.

"Potent and Filthy"

Laboratory analysis of the beer being confiscated by the police show that the alcoholic content ranges between 8 and 20 per cent., with an average of between 12 and 15 per cent. This is much higher than that found in beers imported for those inhabitants who have a permit to drink. Imported beer averages around 7 to 8 per cent.

Many of the brewing jars and utensils used by home brewers are filthy, and most of the brews taken by the police contain insects and other foreign matter.

One brew confiscated contained a dead rat!

The beer is either drunk by those who brew it or sold at 3/- a bottle.

A police spokesman said: "We should have at least 10 policemen in the special liquor section, but with our present shortage of policemen this is out of the question. However, even with 10 men the liquor situation is really impossible to control. If people want liquor (and from the amount being manufactured and drunk all over Samoa, it is obvious that they do) then they will get it no matter what we do."

General consensus of opinion is that it would be better to make available to those Samoans that want it, hygienically prepared liquor with a reasonable alcoholic content, instead of the "gutrot" they are drinking at present.

W. Samoa's Rhino Beetles Are More Destructive

Dr. Paul Surany, of Nairobi, Kenya, who is insect pathologist of the South Pacific Commission, has been in Western Samoa lately investigating the ravages of the rhinoceros beetle on the spot.

Visiting coconut plantations in all parts of the territory, he examined and collected a large number of beetles, larvae and eggs for later study. He found differences in local beetles from East African beetles, and believes the Western Samoa species to be more destructive and more likely to kill coconut palms than those in other countries of Africa and Asia.

Dr. Surany favours control of the rhinoceros beetle through biological means, and he is working on the problem of eradicating the beetle by disease-causing organisms.

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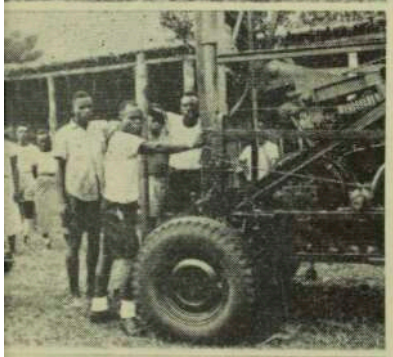




rt of the crowd of 3,000 natives which attended the Wau Show December. In the background are the mountains and mists of the au Valley. At right, few Shows can boast a swimming pool where sitors can cool off but Wau has one at its show site in Coronation Park.

ELOW. This enterprising New Guinean did a aring trade at his tea and lolly water stall the Show. Centre picture shows Waria man era (with white socks) with the percussion ill which he operates in the Wau area—see ory. At bottom, some of the wealth of Wau —pine logs in the Grand Parade.
Photos: K. Vellacott-Jones.







"A Real Good Country Show"

From a New Guinea Correspondent.

The Australian tradition of an annual Agricultural Show has long since spread to the Australian Territory of Papua-New Guinea, but never before has the Territory enjoyed the number or variety of Shows that are being staged these days.

THERE are now even regular Show followers, with plane loads of sightseers attending every one around the Territory.

The last Show was at Lae—which was the first for Lae—and the latest has just been held not far away, in the mountains at Wau, which has the honour of having held the Territory's first post-war show, in October, 1948.

This year's Wau Show was the eleventh (somehow they missed one year) and the pessimists who thought it might have been held too soon after Lae's, and badly attended, needn't have worried.

Eight hundred Europeans paid admission (Wau's entire population consists of 375 Europeans, including a few miners working at Edie Creek, 28 Asians, 15 Euronesians and 14,000 natives). And there were 3,000 New Guineans thronging the magnificent setting in Coronation Park, which has a natural raised ridge to serve as a grandstand, with the glorious background of the Kuper Range, with 9,500 ft. Mt. Missim and a five mile mountain front. The mists linger along the lower slopes of these mountains, giving an alpine look.

There was a real atmosphere of a real good country Show, where everyone puts all they have into it.

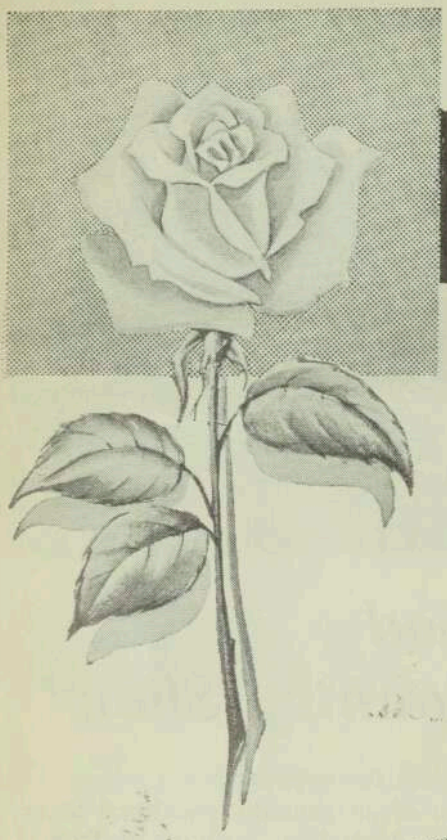
The natives had no less than 7 separate dancing groups strung out over the showground, and put on what was undoubtedly one of the finest exhibitions of native dancing seen in the Territory. The chorus from the throats of 1,000 excited dancers rolled across the green valley of Wau like the echo of a Stone Age symphony.

Ladder Dance

To round-off the grand parade, the Upper Watuts put on something which few even of the old-timers had seen before—a ladder and whip cracking dance, in which five figures perched on top of 40-ft bush ladders and swung cane whips, as the "ringmaster" at ground level kept pace with the upper strata boys. The ladders had no support other than being thrust into the ground. This apparently was an ancestor dance.

There was also a head-on "fight" between two tribal groups with bow strings twanging and stone clubs swinging in true wild Menyamya fashion. As each wave advanced

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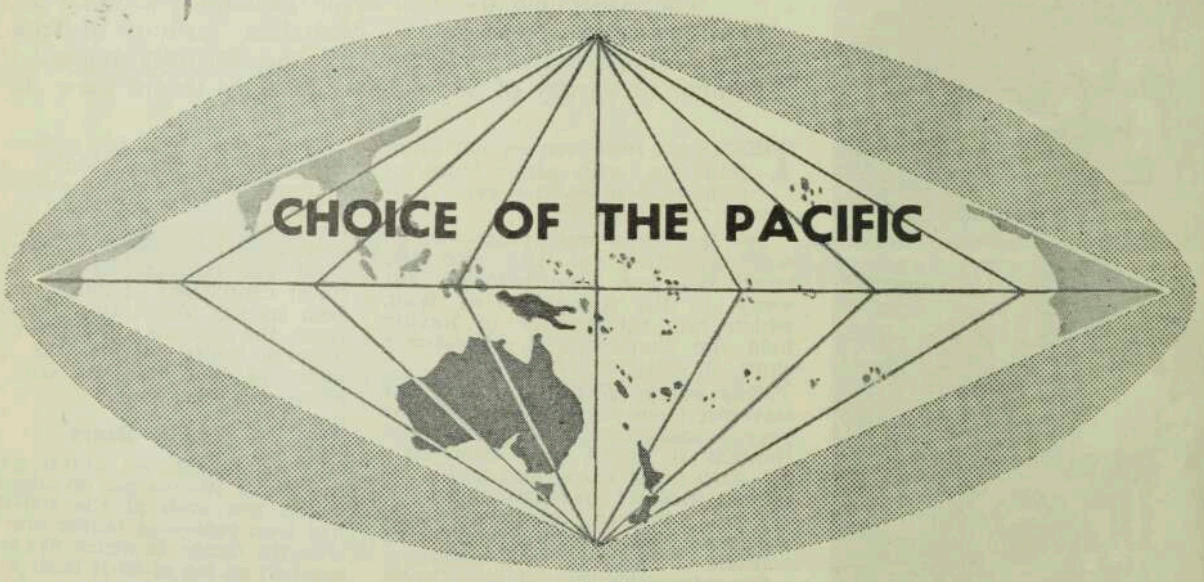
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ıramount Luluai Ninga, of the Wau Valley, th the small wallaby he exhibited at the au Show. Paramount Luluai Ninga is an out- ınding leader of the Wau Valley people, and es a great deal towards promoting their general welfare.

Photo: K. Vellacott-Jones.

ıd retreated, the dead bodies ere hauled off unceremoniously, to e wailed and wept over by the omenfolk.

The Show had more than native ıncing to offer.

New Guinea Goldfields Ltd. lived o to its name with an exhibit on ow to win gold, with a model of eep mine workings and a ton sized ock of "gold".

The Department of Mines had a ercussion drill pounding a deep ole in the ground to demonstrate ow it is assisting the mining in- ıstry by being hired out for test rilling. It's in such demand that it booked ahead for several years.

With the drill—a Bethune 400—ıere was its operator, a Waria ative named Mera, who although e lacks formal education, quickly ıoved from labourer to operator of ıe equipment and is now in sole ıarge of the drill and of its work- ıg team, without supervision.

Halls of Agriculture

The "Halls of Agriculture" were ot exactly marbled halls—they ere of bush timber and thatched oofs—but there the farmers of Wau ıd district had the fruits of the ırth well displayed.

Former Assistant District Officer, ırned farmer, Lloyd Hurrell, got f with the honours for general griculture, and first prize for the est overall Show exhibits. Second verall was pioneer old-timer Mick eahy.

Mr. Hurrell's display of farm pro- uce included wool, sunflower seeds, hole corn, cracked corn, "ham- ıered" corn, sorghum, eggs, pota- oes and other vegetables, jams, llies, chutneys, milk, honey, pea- uts, strawberries, coffee. Other ex- ibits by him in other sections in- luded dairy cattle, geese, ducks, ens and dogs.

Wau bases its economic fortunes on gold, coffee and timber, and now mixed farming, but there was not much at the Show to highlight the coffee industry. But perhaps Wau people thought that wasn't needed—the visitor had only to look out across the beautiful valley to see 500 acres of coffee scattered about in large and small blocks.

Commonwealth New Guinea Timbers Ltd. and New Guinea Goldfields Ltd. had a big-time display of hoop and klinkii pine, and an ultra-modern line of plywoods and plywood furniture.

There were the sidelights.

There was, for instance, the working model of a Five Head Stamp Battery for handling gold-bearing ore, a neat bit of work made by a Papuan apprentice fitter, Harry Pidian, from Daru, who had his work displayed alongside a model mine ore bin fabricated by fellow apprentice Jonatana Vartova.

Eleven-year-old Geoffrey Pascoe, of Wau Primary School, showed his skill with a doll's house of plywood; the furniture he made himself, even to stitching the bed quilts. It got him first prize in the children's woodworking section.

One enterprising local New Guinean applied for and obtained a refreshment booth concession at the Show, erected his booth near the native exhibits and did a roaring trade in tea, lolly water and a cooked meal of rice and meat.

Little Wau's eleventh Show was a wow!

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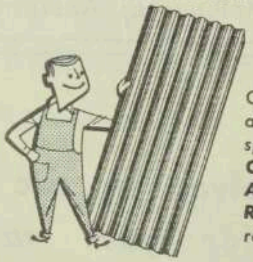
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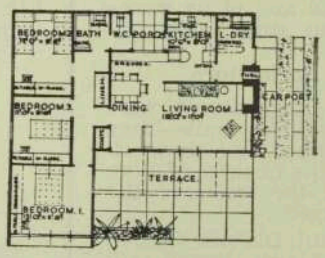
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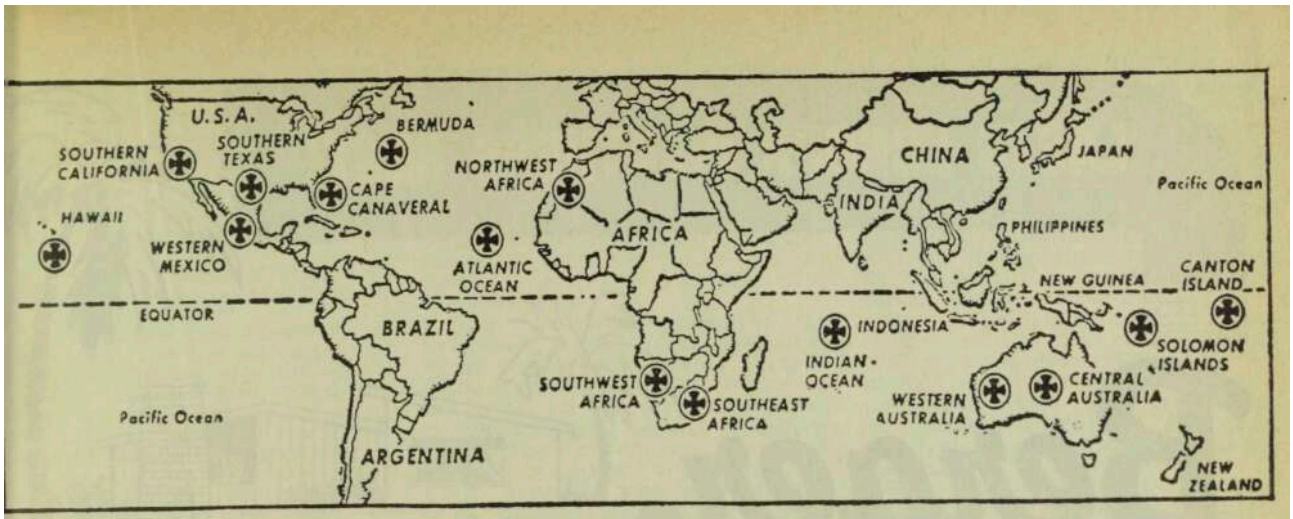
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These are the proposed sites for the tracking stations which the Americans hope to use for Project Mercury—the West's first effort to put a manned satellite into orbit around the earth.

The South Pacific Will Aid Project Mercury

From Ralph Craib, in San Francisco

A gigantic United States multi-million dollar space research programme is prompting greatly increased official American interest in the South Pacific.

THE latest important announcement is that Pacific tracking stations will be a vital part of Project Mercury, which America expects will be the West's first effort to put a manned satellite into orbit around the earth.

A 25-million-dollar world-wide system of tracking stations, including the Pacific ones, will be completed in 1960.

The National Aeronautics and Space Administration have confirmed to *PIM* that the Pacific stations will include one each at Canton Island, the BSIP and Hawaii and that there will possibly be two in Australia—at Perth and at the Woomera Rocket Range.

"Sites at Canton and in the Solomons are under negotiation at this moment, and it is impossible to pin-point their exact positions now," said a NASA official.

He said that the Canton and BSIP stations will cost about $1-million each. Each station will have a staff of about 20 to 25 scientists and technicians, who will operate equipment installed in large truck-trailer vans. This will enable equipment to be moved elsewhere later.

Present plans, the NASA man said, were for the use of caravans to house the staff.

"Very little construction is needed for the Pacific tracking installations," he said. "All that is wanted is a concrete platform about six foot square, on which would be mounted several small antennae."

Meanwhile, space pilots for Project Mercury are now in training in the US.

There will probably be a series of five flights, each lasting from 4½ to 27 hours.

As things appear at present, the space capsule will travel in an orbit extending 30 degrees north and south of the equator—which means that ground monitoring stations must be located within the area.

The stations will have almost constant communication with the capsule as it travels some 100 miles above the earth; equipment will be capable of monitoring the pilot's life support (breathing and heating) system, the physiological reactions of the pilot and the re-entry equipment.

The first manned space flight is planned, at present, for 1961 or 1962 "depending on the number and degree of problems encountered in the current developmental phase of the project", NASA said.

The Big Time

America's first big Pacific space age effort was made late in 1958 when the US Navy established the National Pacific Missile Range, an area that extends south and west from Southern California for 5,000 miles. It's an area that is already of importance in satellite and guided missile launching. (Over)

They Say Manus Will Be In It

Manus, in the Admiralty Islands and a part of the Australian New Guinea Trust Territory, is one of the locations tipped as an American satellite tracking station. But it should be a tracking station in a big way, if some of the American newspapers know anything.

ACCORDING to these reports, Manus has been proposed to the US Government by a big Los Angeles engineering firm. The programme suggested would cost $100 million and take seven years to complete. It would be built in conjunction with a $39 million rocket launching station which would be located on Hawaii Island.

The newspapers have mentioned Nauru and Ocean Island and Aitutaki, in the Cooks, as other possible sites, since a big party of high-level boffins made a flight down through Christmas, Aitutaki, Nadi and Honiara, with an aerial look at Nauru and/or Ocean and Tarawa. That was early last year.

Since then the Americans have been building "something" at Tarawa. American aircraft being fairly frequent callers at Bonriki in recent months. It may be assumed that this has something to do with the recent attempts by the Americans to launch and recover a "capsule" by aircraft using nets, over the eastern Pacific.

The possibilities of Manus, however, will probably come to nothing.

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Rear Admiral Jack Monroe, ommanding officer of the range nd of the Naval Missile Test acility, has predicted an eventual ivestment of $4-billion in the inge.

It is now in use by Royal Air orce and United States Air Force ews learning to fire guided issiles.

There is no danger of chunks of ardware falling upon islanders, ie admiral told *PIM*.

"I would say the danger is so emote that there is no danger at l. These things are difficult to uarantee 100 per cent. But the sk is so small that any reasonble man should be perfectly illing to take it," Admiral Monroe aid.

Admiral Monroe has previously cknowledged that it would be ossible to fire missiles from alifornia west to the Eniwetok tomic Proving Grounds in the larshall Islands. But he said there ere no plans for such a programme t the moment.

The Pacific is ideal for rocket ge scientists because of its vast mpty areas, the Admiral added. he Atlantic was a "small fish ond" by comparison.

THE WOGS ARE GETTING USED TO IT

NSECT resistance to DDT and other insecticides seriously complicates the fight against alaria, yellow-fever, typhus and ther diseases transmitted by inects. So far, 50 species of insects -including flies, mosquitoes, roaches, ed-bugs, lice and ticks—are reorted as being resistant in various arts of the world to one or more f the new insecticides.

The situation has recently been eviewed in Geneva by an expert ommittee of the World Health rganisation (WHO), as the culmintion of two years of research.

Tests of mosquito resistance that ere developed through the efforts f the Committee are being applied n many parts of the world, with ie result that WHO has today a easonably complete picture of hich malaria mosquitoes, where, re how resistant to what insectiide.

This knowledge is vital to the sucess of the world eradication of alaria undertaken by WHO.

Tests for resistance in other inects, including bed-bugs and fleas, ere defined at the session.

The Committee made detailed ecommendations on insect control ethods in the light of the latest nsecticide research and field exerience. The recommendations over not only mosquitoes but other nsects of public-health importance, s well as pests such as rats, mice nd scorpions. Campaigns against scorpions have been undertaken, notably in Brazil.

The experts have concentrated on two kinds of insect resistance: Physiological resistance, by which populations of insects, over a number of generations, acquire increased tolerance for the insecticides; and *behaviouristic* resistance, by which insect populations change their habits so as to avoid contact with the insecticide.

Both kinds of resistance are hereditary. Irritability of mosquitoes when resting on surfaces sprayed with, for example, DDT, is one of the points on which the Committee is now arranging further investigations. The time mosquitoes spend between alighting and flying off again may, in successive generations, become shorter and permit the insects to survive. Mosquitoes that are not irritated sufficiently by the poison absorb a lethal dose and die, while the others go on breeding.

The WHO Expert Committee on Insecticides also investigated the efficiency of insect control methods in aircraft. At present, methods vary from country to country, and there is no internationally accepted way of testing their effectiveness. In the past, this has led to difficulties and passenger delays.

One of the dangers to be guarded against here, is that of mosquitoes with yellow fever reaching countries in Asia where the disease does not exist, but where mosquitoes that can transmit it, do. Here again, it is insect resistance which complicates matters.

This world brains trust of the insect war was chaired by Dr. J. R. Busvine, of the London School of Hygiene and Tropical Medicine.



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The Missions' Role In Education

I was appointed Director of Education on September 1, 1958, and two weeks later the Minister discussed educational policy with me.

I outlined a plan, already discussed with the Administrator, for Universal Primary Education and Universal Literacy in English. This was accepted in principle by the Minister. Later, it was worked out in detail and received his approval in January, 1959.

HE plan recognises the need, as an indispensable condition of "social, economic and political velopment" for every child of hool age to have a school to go

Furthermore, if the people of this ntry are ever to be united, they st have a common language; and t cannot be Motu, Kote, Pidgin, anua, Dobuan, or anything but world language, *which means eracy in English.*

A survey of our resources shows t it is quite out of the question establish universal primary ucation through Government hools alone. Under the most ourable circumstances — circumnces more favourable than we are ely to have—at the end of 10, 15 or years we might have 100,000 ldren in Government schools; but estimated potential school pulation is 400,000—and, thanks the Department of Health, this mber is likely to increase rapidly. The only practicable way of proing schooling for all is by an ension and improvement of ssion schools.

There are in this country, at the sent time, 285 Administration hools and between 600 and 700 gistered or Recognised mission hools. A Registered school is one ich has been approved by a dertmental inspector as satisfying requirements of efficiency. A cognised school is one in which effort is being made to reach the ndards desired.

tive Teachers—How and Where?

Apart from these Registered and cognised schools there are thousds of Exempt mission schools, empt from the provisions of the linance and receiving no Governnt aid because their teachers are qualified and not competent to ch English even at the lowest el.

Many of these Exempt schools are worthy of the name and it is exmely easy for a patrol officer, or Area Education Officer, to write orts about them in scathing ms.

The essence of my plan is that Department, instead of washing its hands of the Exempt schools, should endeavour to raise them to an acceptable standard. Thus, unqualified teachers who are not completely hopeless, may be given short courses of training which qualify them, not for a Teacher's Certificate, but for a Permit to Teach. This will not entitle them to receive a financial grant-in-aid, but it will entitle the school to receive an issue of school material.

To enable the Department to organise the in-service training of native teachers, both mission and Administration, and to make possible the annual inspection of all Primary schools, the organisation of the Department has been changed.

The Divisions of Native and Non-Native Education have been replaced with the Divisions of Primary and Secondary Education. The establishment of inspectors and District Education Officers has been increased; and numbers of Area Education Officers have been posted who are not responsible for the management of a single school, but for the in-service training of teachers in a group of schools.

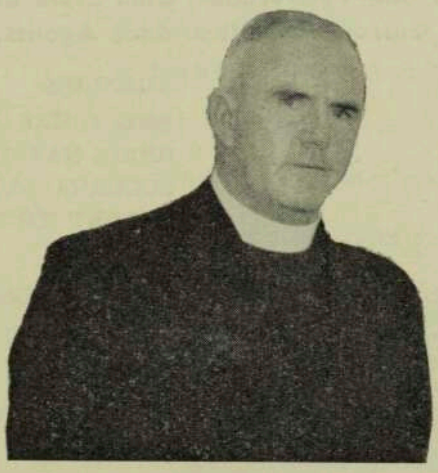
The key to the whole problem is teacher training.

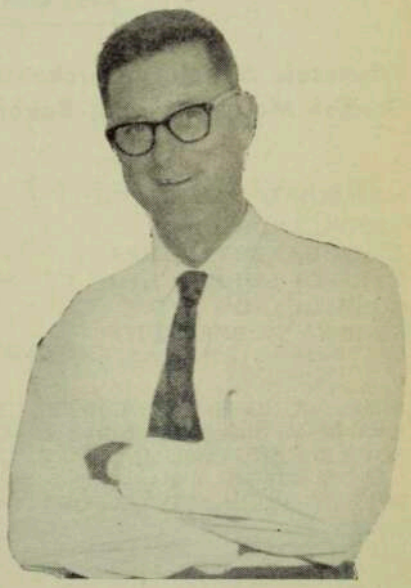
Education In P-NG

This is the second of three articles on Papua-New Guinea education, extracted from an address given by the P-NG Director of Education, Mr. G. T. Roscoe, to the P-NG Regional Group of the Royal Institute of Public Administration, in Port Moresby. It provides the best summary yet of the difficulties experienced in the task of educating Papua-New Guinea. The first article was published in December, the final one will appear in February.

There has been a remarkable improvement in mission schools since the basis of payment of grant-in-aid was altered from school enrolment to staff qualifications.

Since mission candidates have been permitted to sit for departmental examinations for the award of a Teacher's Certificate, some 1,200 native teachers have qualified, and are receiving grants-in-aid. Payments to the missions this financial year are at the rate of £50





Leading Catholic missionary, Father J. Dwyer, of Rabaul, and P-NG Director of Education, Mr. G. T. Roscoe, photographed together in Brisbane in November, where they attended the South Pacific Commission's Regional Education Seminar.

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Suva School Changes

The new Suva Grammar School, located well out of the city on the Suva point coast and adjoining the new Catholic teachers' training college, will come into use at the beginning of the 1960 school year. To it will transfer pupils from the existing separate Boys' and Girls' Grammar Schools. The former will close down, but the latter will become a junior primary school.

each "A" certificated teacher, £70
a "B" certificated teacher, and
) for a "C" certificated teacher.
ie missions are expected to pay
is sum to a teacher as a living
owance. While native teacher
inees are in residence at teachers'
lleges the mission receives a
ant of £30 per annum for their
aintenance.

This year, for the first time, a
aintenance grant of £20 per
num will be paid in respect of
w admissions to Mission Inter-
diate schools. This is in recogni-
n of the fact that it is from
e Intermediate schools the
chers' colleges obtain candidates
teacher training.

[Editor's Note: There have been
erations in some of these figures
ice this address was given].

ome Teacher Training Problems

Last year there was a very big
crease in the number of qualified
tive teachers; 300 candidates from
ssion teachers' colleges obtained
eir Teachers' Certificates. This
ar the number will be consider-
ly less.

I had hoped to see a progressive
pansion of teacher training on
e part of the missions—knowing
ite well that for every new teacher
ailable for posting, 30 more pupils
uld be admitted to school. How-
er, I am advised by mission rep-
sentatives that there are serious
ficulties in the way of any great
pansion of teacher training.

There is great wastage at the
ver levels. In the poorer mission
hools, pupils reach adolescence
thout passing beyond Standard II.
the majority of Primary schools,
th Administration and mission,
ny pupils leave at Standard IV,
d even of those who reach
andard VI, and wish to continue
eir education, not many can do so,
cause there is only limited accom-
odation at Intermediate schools.

Boarding schools are costly to
ild and the maintenance of the
pils cannot be done entirely by
e efforts of the pupils themselves.
All boarding schools have food gardens; but if the children grow enough food to feed themselves, their school-work is neglected. If departmental requirements are to be met so far as efficient teaching is concerned, garden produce must be supplemented with bought rations—and this costs money.

The intake to mission teachers' colleges is limited by the output of Primary and Intermediate schools; but there are additional difficulties in providing suitable buildings for teachers' colleges, in providing qualified European staff, and in maintaining the trainees. A teacher in training must be fully maintained, and I am assured that this cannot be done for less than £50 per year.

One of the reproaches levelled at the Department of Education by its critics is that native pupils are being prepared for white-collar jobs and that few such jobs will be available.

Jobs for Educated Natives

This criticism is quite unfair. The Department does recognise the need for balanced development, and knows quite well that extension of Primary education would be useless if it were not accompanied by community development and economic progress.

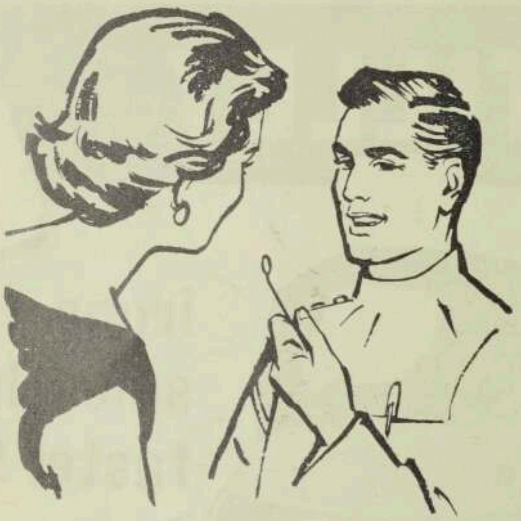
Prior to 1956, community development was a function of the Department of Education; but in that year it was recognised that the provision of formal schooling for all the



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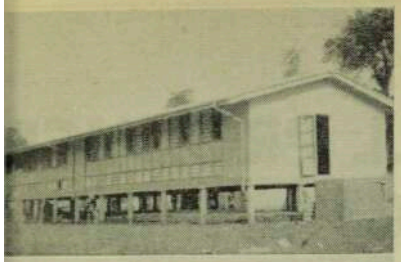
FIGHTS TOOTH DECAY ALL DAY

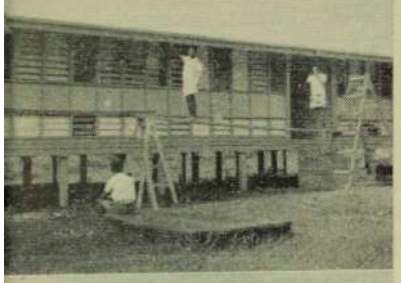
KEEPS TEETH SPARKLING WHITE

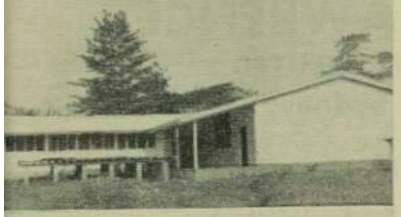


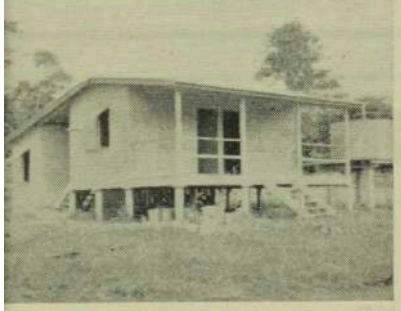
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W101









Lae Intermediate School

A sample of what is being done in the field of native education in Papua-New Guinea is this new Intermediate school for native students at Lae, finishing touching to which were being made by workmen in December. The top photograph shows a dormitory; below it, painters work on a classroom; the third photograph shows a view of the mess hall; and the building at the bottom is part of the teachers' quarters. There will be about 75 native students when the school opens early this year, but later it will be enlarged.

Photos: Pat Robertson.

hildren of this Territory is a big enough responsibility for any director. The tasks of community development and economic advancement were in that year transferred to the Department of Native Affairs. Obviously close liaison must still be maintained with the Department of Education.

The Department of Education must accept responsibility for vocational training, but the business of vocational placement and the development of industries are jobs with which the school-master should not be expected to cope.

Something has been achieved in the field of technical education. Indeed, we have three fine Technical schools at Idubada, Lae and Malaguna, which provide vocational training for apprentices and native tradesmen; but this form of technical education is not enough. It provides tradesmen to work with, and for, Europeans, but it takes the trainees away fom their village communities to which they are not likely to return.

Something is needed for primary pupils who do not advance beyond Standard IV before attaining the age of adolescence.

We have started, at Kundiawa (in the Chimbu Sub-district) a Local Government Technical School, in which boys will be trained, not with modern machinery, but in the use of simple hand tools which are likely to be available in the native community. It is hoped that they will not crowd to the townships but will stay among their own people and improve the standard of housing, furniture and general comfort.

I would like to see this country covered with a network of such Local Government Technical schools, completing the work of the Native Local Government Primary schools.

I would also like to see a low-level course of agricultural training provided in association with the technical training—all this for boys who are not likely to make progress beyond Standard IV, or at any rate Standard VI.

It must be made clear that this Department has no intention whatever of invading the fields of agricultural extension. Having some experience of project clubs in Queensland schools, I know quite well that you cannot improve the agricultural practices of parents by teaching agriculture to the pupils. You can, however, predispose the pupils to favourable reception of agricultural extension work when they themselves are adults.

I have, in fact, submitted to the Minister through the Administrator, a plan for agricultural training in schools; but quite obviously we cannot divert much of our attention to this special branch until we are getting somewhere with Universal literacy in English.

A new Youth Club—the first—has been formed at Aitutaki Island to encourage the performance of traditional songs and dances, aid charities, and to generally bring the young people together. The chairman is Mrs. Maria Henderson, and the secretary Teremoana Tangaroa.

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Education In The Cooks

They're "Spiritually And Culturally Confused"

The challenge of education is the biggest that any South Pacific Territory has to face. A particular facet of the problem in the Cook Islands is outlined in this extract from a paper presented in Brisbane in November to the South Pacific Commission's Education Seminar, by the Director of Education in the Cook Islands, Mr. R. D. McEwan:

A MAJOR problem is the heavy annual migration to New Zealand labour of many better young Cook Islands teachers with initiative, thrift and ambition.

This wastage and the general one-way exodus poses several educational problems, perhaps the most difficult of which is the building up of a sense of pride of race and love of country in children and teachers, consistent with the ancient and strong family, with political and economic ties to New Zealand, and with the diversity of the scattered island communities comprising the Cook Island Group.

A committee of Maori and European teachers is at work now considering a basis from the common Polynesian heritage of the Cook Islands for evolving a teacher-training and schools syllabus and how to put it into effect.

This part of Polynesia is spiritually and culturally confused, with gravely weakened or lost arts and crafts. With no research staff and New Zealand teachers having as yet little Islands teaching experience, this is a project in which we shall need considerable help.

It is, of course, relatively easy to hold teachers to bonded periods of local service following training, but these are short (three years for locally trained, five years New Zealand trained), and teachers unwillingly restrained beyond these periods would be of little value.

Deep Rooted Attraction

The steady general migration to New Zealand also implies that Cook Islands teachers and schools must give the best possible primary training to potential New Zealand residents, to equip them in some measure for future social and economic adjustments to their new environment.

The attraction of New Zealand for Cook Islanders is deep-rooted and wide-spread, migration being limited mainly to available transport.

It is a composite indefinable lure drawing the Islanders, as it did their forefathers, to New Zealand (which is vaguely their metropolis) with opportunities for educational and economic improvement, for rejoining earlier family migrants, for travel, for pleasure, and for escape from the limitation of home island environments or irksome customs or responsibilities.

All Cook Islanders enjoy New Zealand citizenship from birth.

TEAL may increase the frequency of its Auckland-Brisbane flights next winter to extend over a four months period. The results of the 1959 trial service were very satisfactory, over 1,350 passengers being carried in 13 return flight with the average aircraft loading at 50 passengers. Maximum load is 55 passengers.

Many Cook Is. Students Studying Overseas

According to *Cook Islands News*, about 80 young Cook Islanders are at present studying overseas on government scholarships or aid plans.

Of these, 31 were at secondary schools in New Zealand during the year, eight were at teachers' training colleges, six at university colleges, 12 receiving trade and professional training, 13 at Avale Agricultural College in Western Samoa—the new central institution for farm training of New Zealand Island Territorians, 10 at the Central Medical School in Fiji, two of which were doing post-graduate studies.

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

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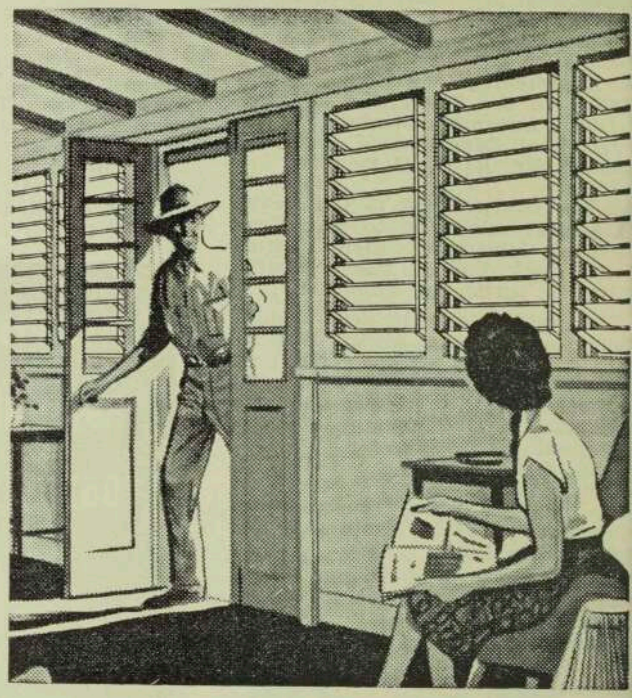


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30 colours in a full-gloss enamelised finish. Start painting this weekend with Butex Full-Gloss. Easy to use: A gallon covers approx. 800 sq. ft.



Butex for outside

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Sample panels of Revelite and other glossy enamels were left exposed to blazing sun for months on end — more sun than an inside paint would ever meet in years of wear! While other paints faded, Revelite Full-Gloss and Semi-Gloss stayed colour-bright!

Revelite enamels are tough, wipe sparkling clean in a minute.

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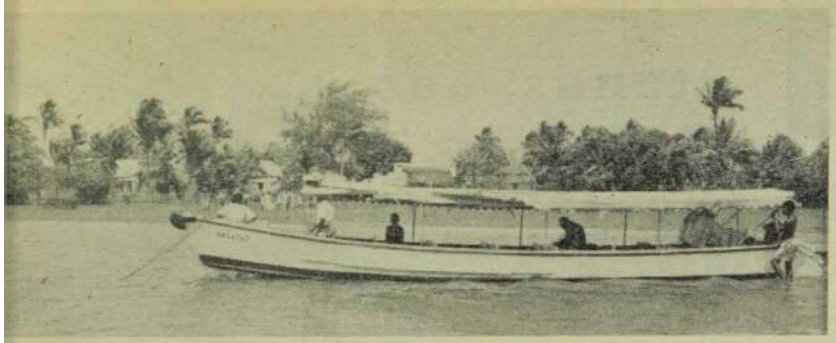


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Fiji's "Oo-La-La!" pauses off Nakui village while the tourists go ashore (top). At right is a new way to dispose of the empties. Perhaps the bottles keep the coconut crabs grounded, or maybe it's mere decoration. Doris Storck adds another to Taituraga Island's collection.



he Rewa's riverside kids swim out joyfully for their rations of "Oo-La-La!" sweets.



Through the mangrove-lined waterways at 25 knots.



ime to swim, have lunch and explore Taituraga Island, at the mouth of the Rewa.

It's Oo-La-La!

Story and photographs by J. P. Shortall

The tourist trade gives promise of being Fiji's most lucrative and painless method of earning overseas currency. Not all are agreed that it is the best method, but there is now very little opposition to the promotion of tourism in the Colony, compared with the rather firm opposition offered by leaders in Western Samoa.

AS a major port of call for trans-Pacific aircraft and shipping, Fiji also has special advantages.

The biggest step forward towards a major tourist industry in Fiji will come in this new year of 1960, when there should be a considerable increase in hotel rooms, with the completion of a number of new hotels and extensions to others on Viti Levu.

With this added accommodation there is certain to come new openings for tourist industries—local land and sea cruises, new catering establishments, new opportunities for the curio trade.

It could well be that the tourist industry in Fiji might skyrocket beyond all expectations—as it has done in Hawaii—within the next few years.

If it does, one organisation which is going to be ready for it in the aquatic sphere on the Suva side of Viti Levu is the Storck family, operating under the trade name of Storck Cruise, counter-part of Captain Trevor Withers' Blue Lagoon Cruises on the Lautoka side.

There are several organisations in the water transport business on the Suva side, but the Storcks have provided something new in their *Oo-La-La!*, a very shallow-draught high-speed craft with comfortable seating for 38 passengers and shelter from the sun, yet full visibility and enjoyment from the tropic breeze.

Oo-La-La! is the only vessel of this type in Fiji specially designed for the tourist trade, and capable of cruising the shallowest river waterways with one or other of its two outboard motors.

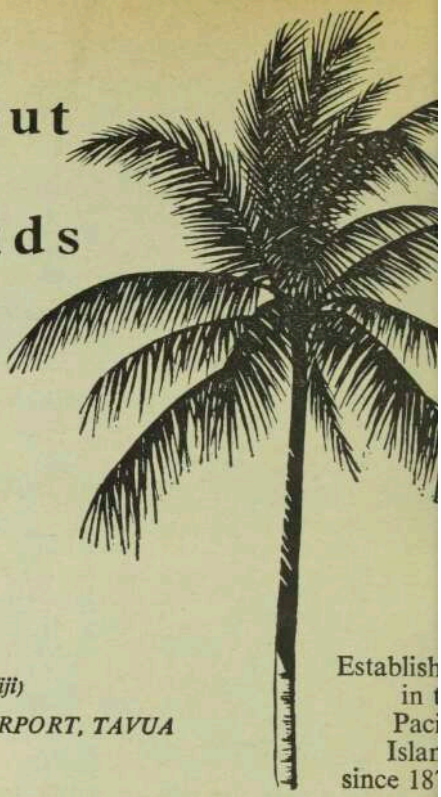
On the transom stern is a small outboard for very shallow draught low speed work, and mounted in

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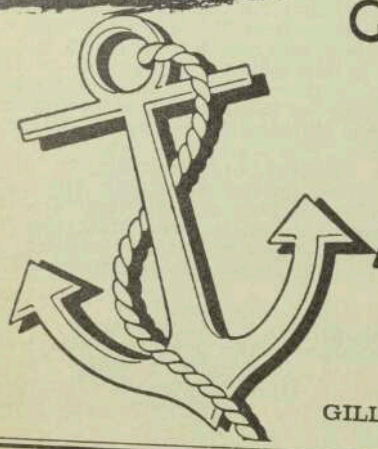
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a recess ahead of that motor is another much bigger one for high-speed cruising in slightly deeper waters.

These photos were taken on a typical *Oo-La-La!* cruise with Harold Storck in command and Doris Storck as hostess.

First there's a brisk and pleasant drive by car from the Suva Harbour Master's office out to Nausori, across the Rewa River, and down stream to the Wainibokasi boat landing. *Oo-La-La!*, which lies at sheltered moorings farther up the river between cruises, is there waiting with her helmsman right up in the bows, and engineer aft.

Aboard go the lunch baskets, the crates of cool drinks, and the passengers. The big outboard growls into life and we're off on as pleasantly cool dust-free, and interesting a trip as any offering within hail of Suva.

Sweets For All

The estuary of the big Rewa River—its size for a comparatively small island is often a considerable surprise to tourists—is split into several waterways referred to locally as "rivers" under separate names.

A couple of miles down stream we swing into one of these narrow channels, the Nasoata. But before we get there it is soon evident that the approach of *Oo-La-La! is* something of an event to the children living along the river banks. As soon as the boat is sighted there are yells and squeals of delight as dozens of naked children plunge into the river and swim out furiously. The attraction: a shower of paper-covered sweets left floating on the surface as we surge by. Each group gets a ration, until hostess Doris Storck's supply runs out.

The Rewa's minor waterways are mostly just narrow channels between dense plantations of mangroves, with little if any land in sight at high tide. In places the Nasoata is almost roofed over, so narrow is the channel.

Coming round a corner there may be a sudden surprise as some other high-speed work-punt comes flying round heading on the opposite course.

Congestion

The Rewa's waterways are in fact becoming so congested with fast punts that the authorities are thinking of instituting more control of river traffic. There has been one serious night accident between work-punts with no lights travelling at high speed on cross-courses.

About two miles further, the channel opens out and *Oo-La-La!* cuts her motor off Nakui village where the party lands for a look round. Just round the corner, and a short cruise from this village, lies our destination, Taituraga Island—as pretty a little Robinson Crusoe Island as could be found, with the open sea breaking on the reef on one side and a deep-water channel with a soft sandy beach and a perfect anchorage and picnic-place under the palms on the other.

There's time there to swim, have lunch, and explore the island, owned by Mr. Bolo Garnett and operated as a coconut plantation, before heading back, to conclude a most enjoyable outing, and one that the tourists are certain to rate high.

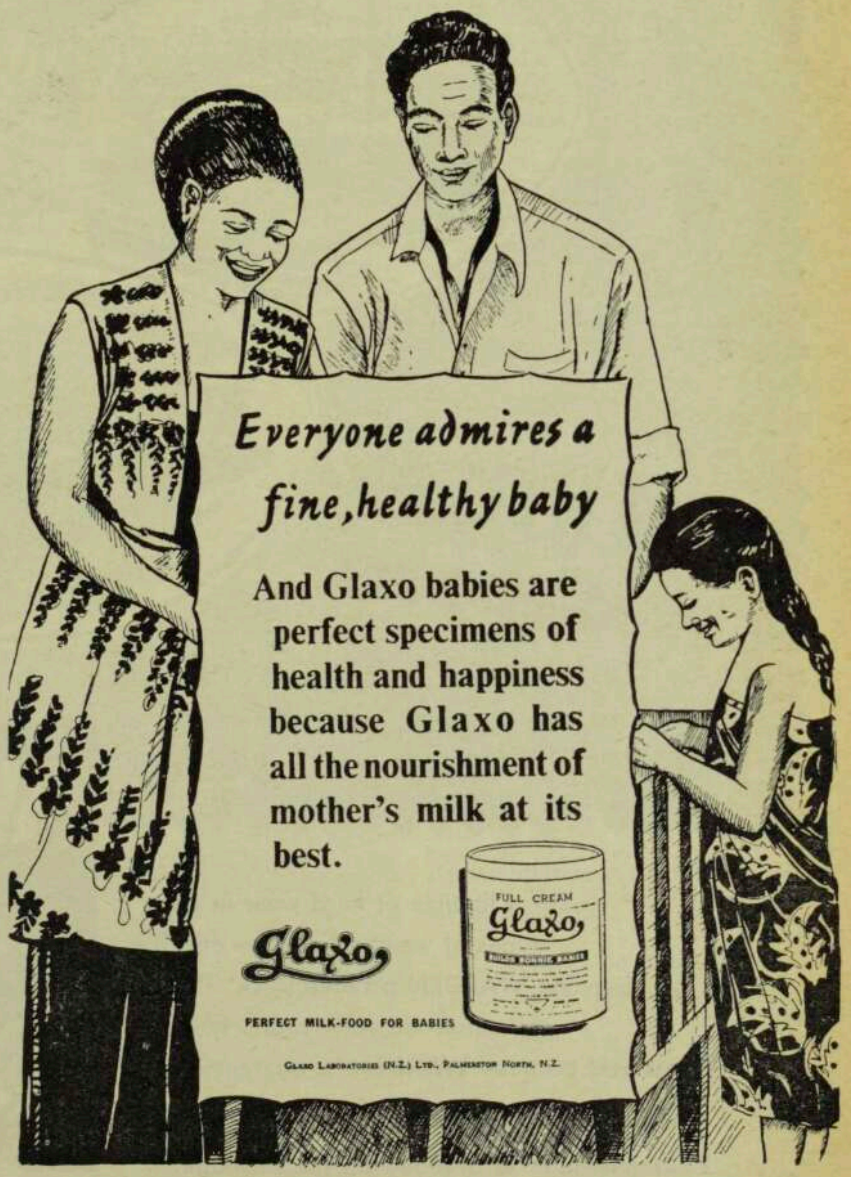
While Harold Storck and his wife run *Oo-La-La!*, guest house operators Vince and Bessie Storck are operating a harbour cruise in the deeper-draught, slower glass-bottomed *Oolooloo*.

Troubles on the Road Route

VITI LEVU'S luxury motor coach service between Suva and Nadi, via the Queen's Road, may again be suspended due to lack of patronage.

The service was first instituted by White's Travel Service several years ago. When White's ceased to exist in Fiji early last year, the service ceased, too.

Last November, Pacific Transport Ltd. obtained a licence to again operate the service, but later in the month it was stated that the response had been poor and that unless it improved the service would be abandoned early in the new year.



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Tropicalities

Where Is That Secret Bunker?

OMEWHERE in the jungle fast-
nesses of the interior of
Espiritu Santo—Santos to you
nerican ex-servicemen, correction,
terans—there is a secret wartime
adquarters that no one can find
except maybe some of you
terans! And there's probably a
ndy-sized tip awaiting someone
ho will produce the goods on a
-cure-no-pay basis.

It seems that the scrap boys are
its trail. They have a hunch—
thing more, no secret maps, faded
otos—that there may be a lot
commercially valuable scrap
ng round that spot. They say that
any people on the island have
arched for it, and some think that
may have been secretly found.

The story is that when the Jap-
ese were advancing through the
lomons the Americans made plans
r a last-ditch stand at Santo,
ere they had accumulated huge
cks of equipment. A secret command post was established—using entirely American military labour. Trucks driven by the "locals" with construction materials went so far and no further. They handed over to American military drivers who completed the journey, and when the bunker was completed considerable quantities of military stores, foodstuffs and clothing went in.

The scrap men figure that all this material would probably have been left where it stood, as it was in many other places, when the troops pulled out and they want to find it.

Only clue that someone might have found something is that Tonkinese and others still show up wearing brand new American military clothing, but the scrap men admit that there are probably numerous small dumps of materials still to be located in the jungle, and such clothing might have come from these.

What *they* want is at least a look at that last-ditch camp.

AMPHIBIOUS CANOE



au, New Guinea, has just had an Agricultural Show (see elsewhere this issue) but this scene was ken at the Lae Show a little earlier. It was Lae's first Show, and this float won first prize r Administration Transport. The "canoe" was built over a Land Rover stripped down to its chassis. Photo: Pat Robertson.

They Won't Argue With This One

IF Japan's latest invention comes to Fiji it looks as though the die-hard supporters of the old system of spelling Fijian words will have to give ground.

The invention, which has been built and satisfactorily tested by professors of the electronics department of Kyoto University, prints the spoken language directly in Roman letters—or in Japanese characters if you prefer that model.

To perform this extraordinary feat it uses about 300 radio tubes and 600 transistors, and it operates on a phonetic system—so Fiji's "q's" will certainly be out, and the "Nadi's" will automatically have their "n's" inserted. It is said to be ruthlessly candid with the "Orstryleeun" accent, and only Scotsmen will be able to read off the brand of "English" used there.

Even so, it appears to have enormous potentialities in the South Pacific's multi-lingual Islands.

Pacific Pottery—500 Years BC

AN Auckland University team, together with Noumea museum authorities, is searching for ancient pottery on the Isle of Pines, south-east of New Caledonia.

The party of four New Zealanders, led by Mr. J. Golson, a history lecturer at the University, are engaged in carrying out excavations on the south coast of the island until late February.

The expedition is the result of a find of pottery by an American team in 1948. Some of those finds were similar to pottery found in the past on New Caledonia which was proved to date back to 500 BC.

Bread—On the Quiet

THE Rarotonga bakers will still be allowed to sell their bread on Sundays, but only before 7 a.m. and between 5.30 p.m. and 7 p.m.—and they won't be allowed to blow their conch horns to advertise their wares in future.

That was the result of a debate at a recent Rarotonga Island Coun-

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cil meeting. Although bread has always been sold on Sundays, it was against the law. The law has now been amended.

Learning the Hard Way

THE most popular former method of seconded civil servants and other strangers learning the Cook Islands language — the "sleeping dictionary" — now appears to be "out", at least officially. A thriving class of 40, mainly civil servants and their wives of well beyond the normal student age, has just completed a two-year language course with a 4½-hour written and oral examination.

Heading the graduates was Chief Judge Kay. Others mentioned: Chief Surveyor A. Bailey, Social Development Chief T. Muir and his wife, and other well known personalities, Messrs. A. Moreland, A. Tucker, B. Lucy, O. Sullivan, and D. McMahon.

The lecturer was Mr. Taira Rere.

Real, Honest-to-Goodness Shipwrecked Sailors

THERE'S no doubt that a few years in the Islands leave a memory that time can never wash out. It's the lotus touch. Nobody who was aboard the *Melusia* alongside Makambo wharf one night in 1924 will forget the scene when the crew of the *Mascot* arrived. They were fresh from the Santa Cruz group where they had been castaway for six weeks after the wreck of their schooner on the reef at Utupua, BSI.

Melusia had just arrived from Sydney with a bunch of goggle-eyed tourists. Were those trippers thrilled when the *Mascot's* men came aboard! Sunburnt, with eight weeks' beards and clad in the flapping remains of sailcloth trousers, trade singlets and Utupua-made leaf hats they spelled romance with a capital R. The tourists' first night in the Islands and they met a shipwrecked crew!

"Come and have a drink sailor. Tell us about the shipwreck."

"Have dinner at our table, sail Here, your glass is almost empt

We were the lions of the eveni as passengers fell over each other entertain us, bombarding us wi questions and lapping up t answers. If Islands colour was wh they were looking for they got by the bucketful that night.

When Carpenter's whaleboat car about 9 o'clock a couple of us we across to Tulagi in her and up the mess where we had kept o go-ashore clothes. After we had r moved the beards and stains travel we got ourselves up proper and went back aboard the *Melus* And what an anti-climax that wa

In neatly-pressed pants, shir ties and shiny shoes we were different from any other of t *Melusia's* visitors. One of us w even taken for a clerk from Leve office!

The gilt was off the gingerbrea and we had to watch those of o shipmates who were still in costun getting the lion's share of the part

Still, I'm glad for the tourists sa that they got their money's wor of local colour that Tulagi nigh

—Bill Baverstoc

Switching To Bookies?

SOME intriguing advertisemen appear from time to time in t *Cook Islands News*, and one December must have left overse readers wondering whether t h bookies are taking over financi affairs associated with Rarotonga occasional beach horse-race mee ings.

Tenders were being called f the purchase of the tote-house—an the owner was to donate the pr ceeds of the sale to the Cripple Children's Society.

On Personal Experiences

TO the people of the Australia Islands' Territories, Canber is a kind of hell hole of ove paid, brusque, public servants wit shiny pants. I had this viewpoi in mind recently when I found my self in Canberra, and what's mor attempting to find somebody in th Department of Territories. The De partment has two separate build ings some way apart and the visito who expects to make quick head way is doomed to failure, as I wa But that wasn't the fault of th staff. Wherever I turned, whereve I made an inquiry, as a los stranger, I was greeted with polite ness and helpfulness. I later com mented on this situation to som friends in the Press Gallery. "N need to be surprised," they sai "The Territories Department peopl always go out of their way to hel anybody and everybody." In tha case, the fact should be recorde —SI.

CROSSQUIZ

(For solution see page 99)

— ACROSS —

1.—What is the capital of the Orkneys?

6.—What Australian town has been illuminated by natural gas?

7.—What dye was named after a battle?

8.—Of which of the United States is Albany the capital?

9.—What tradesmen make printing plates?

10.—What is the square portion at the base of a column?

12.—What bands of workmen were formed to smash machinery?

13.—What cat came from the Isle of Man?

14.—What could be a plant or a wise man?

16.—What is the term for a law enacted by Parliament?

18.—What was the capital of the ancient Assyrian Empire?

19.—What central line is usually invisible?

20.—Who wrote "Seven Little Australians"?

— DOWN —

1.—What name has been given to a mining town in Australia and South Africa?

2.—What name has been given to those persons directly responsible for the execution of Charles I?

3.—What legendary character has been condemned to walk the earth until the Second Coming?

4.—What does Pisa's tower do?

5.—What was Elizabeth Browning's maiden name?

6.—What is the little wheel in a spur?

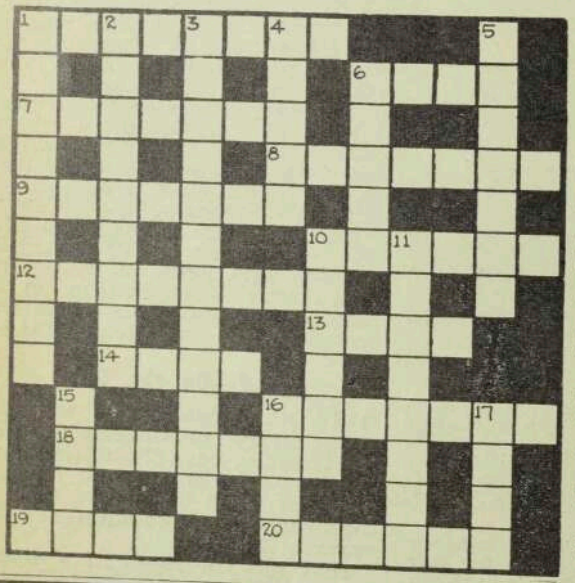
10.—What character was created by P. G. Wodehouse?

11.—What part of a car causes the spark plugs to operate?

15.—What quartz has coloured layers?

16.—What is the subdivision of a tribe in Ireland?

17.—What drop is secreted by the lachrymal gland?



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'Prettiest Girls In New Guinea'

"The prettiest girls in this part of the Pacific," is how P-NG malaria expert, Dr. Peters, described the girls of the Mortlock and Tasman Islands in December. "Why, they're beautiful," he said. ". . . . And they are the happiest people in the world."

Dr. Peters might be right at that, so long as "this part of the Pacific" definitely refers to Papua-New Guinea. The Territory is not exactly noted for the beauty of its indigenous females. They are not in the same class as the Samoans and the Tongans. When it comes to tissying themselves up, pretty fashion, the warriors outshine the ladies in most areas of P-NG.

I visited the Mortlocks and Tasmans (they are about 300 miles north-east of Bougainville—out where the NG Trust Territory ends) in 1955 and, like Dr. Peters, I was struck by the good-looks of the local girls in comparison to what is offering elsewhere in the Dark Islands.

Geographically, the Mortlock Islanders (who are happier and better looking than those on the Tasmans) are Melanesians, but in most other ways they are Polynesians. They are colourful remnants, long since intermingled, of people who migrated from Polynesia at a time so long ago that their story has been erased from memory. They have light brown skins, not the tar black of the Solomons. There are big men in the Mortlocks and big women, after the Polynesian fashion. The name of Tauu, which is another name for the Mortlocks, is a reference to Samoa, and many of the islands of the atoll bear Samoan names although the islanders do not know their meaning.

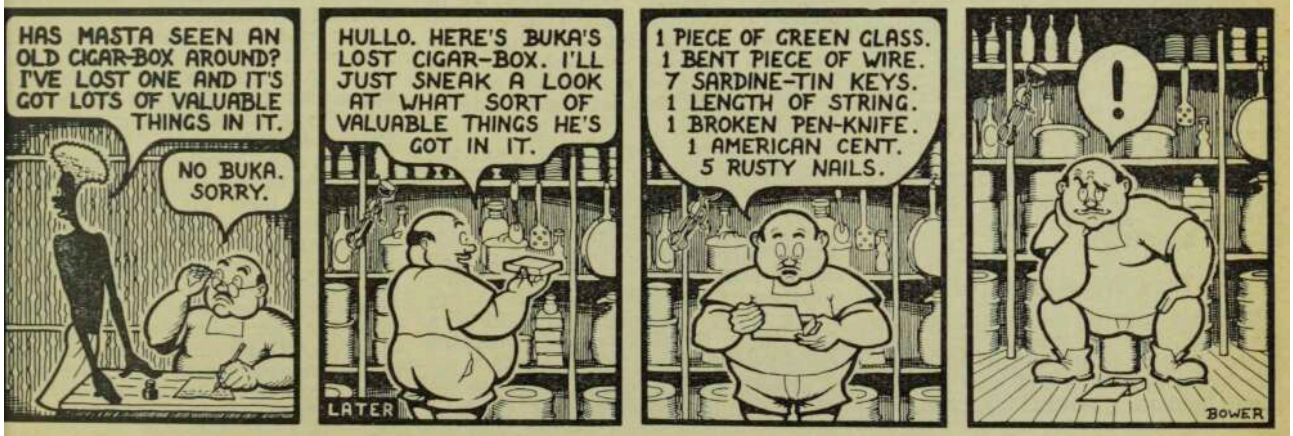
Their singing has a Polynesian lilt to it, and so have their dances—the girls in this picture were dancing to their own song as I photographed them.

The Mortlocks are off the tourist routes and visitors are not welcome by the P-NG Administration. The islanders have little immunity to outside diseases because of their comparative isolation.

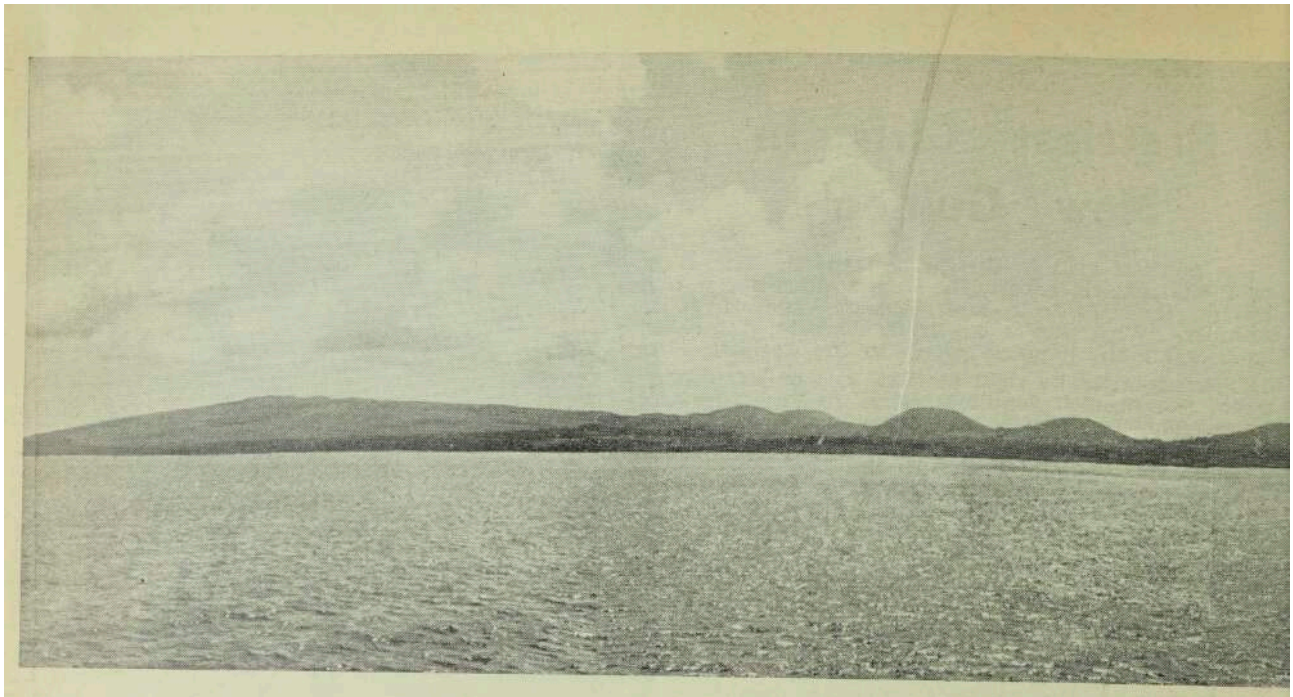
Log books of some of the early Pacific voyagers told of heavily manned canoes of Mortlock Islanders, looking for blood. As recently as the middle of last century a whaler and its entire crew were destroyed by the then numerous Mortlock people. But the gods were not kind, and by the end of last century the population had dropped with astonishing rapidity. In 1909, it was 20. But now it's on the increase and there are 300 to 400 Tauu islanders.—*Stuart Inder.*



Masta Ben and Buka



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It's a pants economy on Easte

From JUDY TUDOR, Aboard the MS "Willem Ruys".

There are few places where the US dollar doesn't speak the right kind of language, but one of the few is Easter Island. The inhabitants there have an economy based on pants. When Easter Island heaved itself out of the sea, at dawn on December 1, a hundred or so Yanks on this packet had their minds broadened by this particular facet of travel. The island, away out there on 109 West Long., and 27 degrees below the equator — a blown-away speck thousands of miles from anywhere and right off the beaten track of ships — was one of the Pacific Islands I never expected to see myself.

IT was an unscheduled pause in this 12-day passage across the Pacific—a pause for the edification of the retiring captain, who probably never expects to see it again, either, and only incidentally for the diversion of his 1,000-odd passengers.

The call was unscheduled for the Easter Islanders, too, but they were more equal to the occasion than we were. Within minutes of anchoring, a dozen long, narrow-gutted boats had put out from the shore, each manned by a dozen men and youths, each of whom was equipped with a calico flour-bag full of strings of shells, necklaces and carved figures.

They Were Prepared

Without any of the preliminaries of more civilised places, they had hitched their boats to some part of the ship's anatomy and were up the rope ladders and in business, on decks and in passage ways, in a matter of minutes.

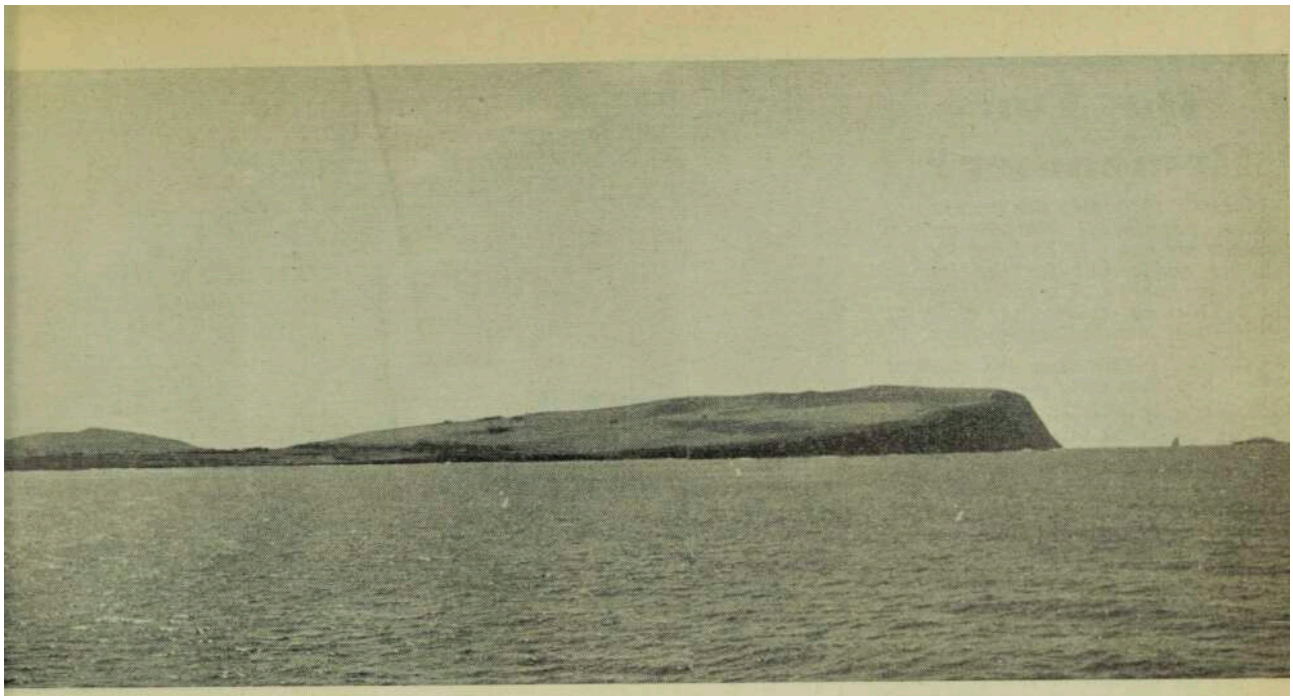
The story is that the island gets a regular supply ship from Chile every three months and is seldom visited by other vessels—certainly not one of this size. This seems hard to believe, unless out there they go in for Boy Scouting in a big way and are prepared for any eventuality. The shells weren't gathered, nor the carvings made in five minutes.

In such a meeting as this, the language difficulty is easily disposed of. The islanders soon made it plain that the US $, the £Stg. and the Dutch Guilder were nothing in their lives. Their English and our Spanish rarely rose above the Good Morning -Buenos Dias level, but there are more ways than one of telling a passenger that the most desirable thing about him is his pants.

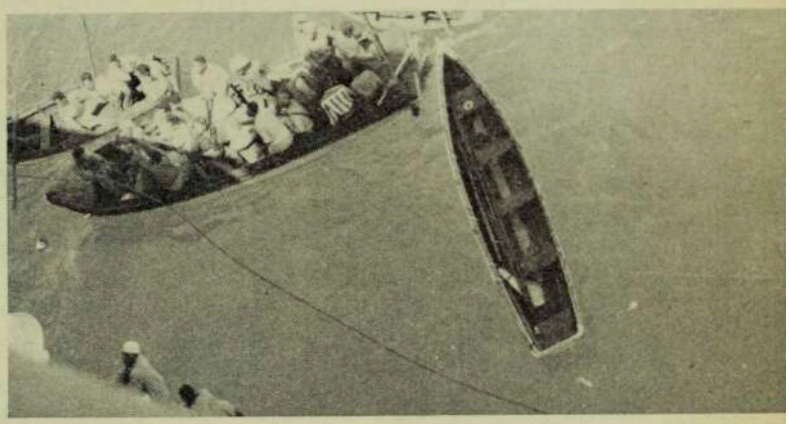
There are, of course, a whole lot of snags in this kind of trading. The islanders are mostly of the sli built, Micronesian type, but he and there is the huge Polynesia whose ambition to own a pair pants and a jacket seems to hav increased with girth. One larg bloke, who would have looked mo at home in Samoa, held out to th bitter end for a jacket and slack and when the only taker was a pint sized American with a pint-size spare suit, the offer was turned dow flat. He toted his huge carving bac to the island.

American tourists seem to b equipped to meet most emergencies but as the majority of thes perennial globe-trotters seem to b superannuated widows of uncertai vintage, few of them had supplie of men's pants, shirts, and jackets But not to be outdone, they raide the bar for cartons of cigarettes bottles of brandy, and burrowe into suitcases for dresses that woul have done for an afternoon strol down Fifth Avenue.

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Island



This rare view of Easter Island, a composite photograph, was taken by a passenger aboard the "Willem Ruys", Mrs. O. Erlanger, as the ship approached from the west. Easter Island is roughly a triangle and this is one of its sides. At right, the islanders come aboard—note their narrow boats. Below, passengers and islanders go in for some bargaining.

Cartons of cigarettes changed nds for flimsy strings of small ells; trades of one bottle of brandy ainst a small carving were ocked back (although the trader timated that he might consider e bottles); and the Fifth Avenue esses were a drug on the market. ither Momma Easter Islander ears slacks, jackets or shirts (at pinch), or nothing.

Not any old garment would do. nts were acceptable only after ey had been inspected for flaws d holes and measured for size.

I never have been able to swallow is business of the Poor Exploited lander. Not in my time have whole conut plantations changed hands r a pound of salt and a bush-ife. But in the realms of Pacific mmerce, these Easter Islanders ve a few tricks they could teach eir brethren to the westward.

To be sure, they had struck pay-rt in having a hundred or so

(Continued on page 95)



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Do You Remember?

January, 1940, was the opening of a new decade. It started quietly enough, for the war had hardly got into its stride, but for the Pacific it was probably the greatest decade in its history, with the roots of nationalism planted everywhere.

Here are extracts from the issue of "PIM" of 20 years ago:

In Suva they were complaining bitterly about an increase of 4d a gallon in petrol, bringing it to 2/5—which was 4d dearer than petrol was selling for in Australia, which had a higher exchange. The difference was mainly caused by greater taxation in Fiji.

* * *

In an outspoken editorial, the old "Rabaul Times" asked that the mandate on New Guinea be removed so the country could have a "reasonable chance of progress and development".

The country, it said, was cursed by the fact that the majority of men in it were there to take and not to give—too many of them were counting the days until they could get away on leave with what they had acquired. The mandate sign hanging on the front door was merely the sign of a temporary office, and the place was little more than a suburb of Canberra.

The paper also complained that the Australian Government had never made any attempt to develop "the immense tourist attractions" of New Guinea.

* * *

A small Japanese trade promotion vessel "Takachiko Maru" caused some consternation in Nukualofa by paying its second visit within a few months. When the pilot's vessel went to meet her she refused to take him on board and cooly made her own way through the intricate passages in the reefs. The Tongans decided that she was probably there not to promote trade, but to chart the area.

* * *

"PIM" gave credit to the work of Resident Magistrate Ivan Champion, who had been opening up new areas in the Lake Kutubu district of Papua. He had been at work there since 1936, when he first set off from Daru on the Bamu-Purari expedition.

"Mr. Champion must be congratulated on his splendid work of peaceful penetration, and on his organising ability in bringing the numerous tribes of this large area so quickly under control," said a "PIM" correspondent.

* * *

After 41 years service in French Oceania the famous schooner "Vaite" was wrecked in the Tuamotus—the Dangerous Archipelago. The Tuamotus had claimed many ships in that time but the "Vaite", an institution to dwellers on faraway islands, seemed to have built up an immunity to the dangers.

* * *

The Fiji Government entomologist Mr. H. W. Simmonds, was just back from a visit to Madagascar where he had secured a parasite—a large wasp—to destroy the rhinoceros beetle, and he had established two colonies of them in Western Samoa. There was great interest in the experiment.



Sir Hubert Murray was a man of vision, says this writer, who recalls the time when . . .

He Knew The Value Of The Kokoda Trail

By Basil Hall

Such acquaintance as I had with Sir Hubert Murray, began when he bailed me up behind his dining room door to ask what the devil I was doing in Port Moresby. The occasion was an evening towards the end of 1938, when the Old Man (as everyone called him) turned on one of his infrequent dinner parties at Konedobu, and showed the kind of host he could be when the mood was on him.

AT that time, Sir Hubert had been Lieutenant-Governor of Papua for 31 years; a record in the field of colonial administration. He had been there when Australia had the Germans for neighbours.

He and his officers had helped to establish the Australian mandate after the Germans surrendered their portion of New Guinea in 1918, and, now, with the Germans on the prod again, there were signs that their allies and imitators, the Japanese, might stage a "big fella masta" act and bring New Guinea into it once more.

That was what he wanted to talk about.

I could tell him only what I had learned in the course of a trip begun in Fiji, and continued in leisurely fashion through the New Hebrides and into New Caledonia. When Hitler had won his way at Munich, I had seen French reservists in Noumea reading the first of the warning orders that preface mobilisation. It was a time of taut nerves, when a careless crack could buy an argument, if not a fight, as easily in the Fiji Club as in the more relaxed atmosphere of Madame Reid's in Vila.

There were about 1,400 Japanese in New Caledonia; most of whom were recent arrivals brought in to operate iron mining concessions on the east coast, where production was on a scale sufficient to turn

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At left, Sir Hubert Murray, the most famous of Papua's administrators, photographed towards the end of his long term, among the Papuans for whom he did so much.

around a 10,000-ton ore freighter in three days.

Noumea was like a garrison town. Under the French system of compulsory military service, it was the training centre for the western Pacific zone. Permanent Army personnel belonging to the instructional staff were all over the place, and ready enough to talk about the 2,000 young men who were in their charge.

Coming from all walks of life, many of those recruits were to find a place in units of the Free French forces, who fought so well at Bir Hakeim in the Western Desert.

It was anyone's guess, then, as to what the Jap's intentions were, but, whatever way the cat jumped, the French appeared to be in better shape to meet the future than most of us.

Dining Room Door

But, what began in mock solemnity behind Sir Hubert's dining room door in Port Moresby, extended over a week spent in the official yacht, *Laurabada*, at the Old Man's invitation.

It was beginning to look as if a certain pattern was forming around the Marshall and Caroline islands, which Japan had closed to foreign observation in 1935. Sir Hubert discussed this, and other points of Japanese expansion.

In addition to the 151,000 Japanese who lived in Hawaii before the war, there was a colony of 15,000 of them in Mindanao in the southern Philippines.

And, while interest in New Caledonia could be explained by a need for raw materials, it was doubtful whether trade alone was responsible for a Japanese settlement on the shores of Geelvink Bay in Dutch New Guinea, where some old German plantations had been taken over by a branch of the Nanyo Kohatsu Kaisha (South Sea Development Company), who were known to enjoy the patronage of the Japanese Navy.

Wherever one looked, there seemed to be Japanese!

In the Mandated Territory, the Japanese community had interests extending from Manus to the Solomons. They numbered less than 50, but the localities in which they lived were significant, and, once this was pointed out, it came as no surprise to learn that the only Jap in Papua (a half caste) looked after a small plantation facing China Strait, from where he could see the shipping passing through.

Not long before, this man had been visited by the crew of a Japanese vessel tied up at Samarai. That was the *Takachiko Maru*, one of a pair of smart little ships of about 600 tons, which turned up at times without much notice and called at ports in both Territories, before proceeding to New Caledonia and the Hebrides.

Trade done did not amount to much, and, one way and another, there was a good deal of speculation about their actual business.

Little To Be Done

Against a build-up like this there was little to be done except reckon our own resources in men and equipment.

The authorities in New Caledonia might be able to look after their own people, but the New Hebrides was wide open.

In Fiji they were not much better off, for the defence of that widespread group rested in the first instance upon a militia force of 396 men, made up of separate companies of Fijians, Indians and Europeans.

While in Suva I had seen them Troop the Colour in heart-warming style, but there was nothing then to show what magnificent jungle fighters the Fijians were to prove.

However, news of this volunteer fighting force, brought up the question of raising native troops in New Guinea. The Old Man introduced the subject himself as showing the part Papua could play in the defence of the Commonwealth.

In this he was much more realistic than the common run, for, while staff appreciations going the rounds just then nearly all accepted the possibility of an enemy landing somewhere between Brisbane and Sydney, the Old Man was convinced that Australia's front line should

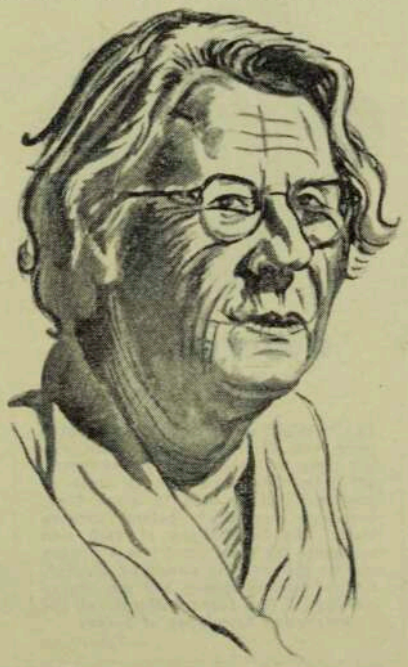
(Continued on page 95)

A Brett Hilder Profile

Mixes Medicine With Paint

Marion Aroha Radcliffe-Taylor, M.B., B.Ch., F.R.C.S. (Edin.), was born at Dunedin, NZ., graduated in medicine from Otago University, and then went on to Edinburgh to gain her F.R.C.S.

AS a surgeon, Miss Radcliffe-Taylor ("Matti" to her friends) went into partnership for four years with an orthopaedic surgeon in Dunedin before making for Perth, West Australia, to practise. She has had many hobbies besides surgery, and in her spare time has dabbled in modelling, drawing and painting, riding to hounds, boat sailing, and flying light aircraft.



During the war she married Charles Ray Grant-Frost, of the RAAF, who has since reverted to being a pastoralist. Matti also collected three children, a girl and two boys, who are now all grown up.

In 1954, Matti was suffering from itchy feet, and took a job as surgeon with the Administration in Port Moresby. After 10 weeks she left for Rabaul to go into private practice. In the last five years she has become quite an identity in that historic town, and one of its most enthusiastic residents.

Her practice keeps her very busy, but she tries to keep each Sunday free to go out painting in oils, in which she has done some very fine work. She has also helped to start a local sketching club, which holds occasional shows.

Last year, Matti had a visit from her husband, Ray, who was pleasantly surprised with New Guinea, compared with his war-time experienecs there with the Japanese.

Their latest idea is to buy a plantation somewhere near Rabaul as a permanent anchorage, for she has no idea of leaving her practice, nor her many appreciative friends in and around Rabaul.—*BRETT HILDER.*

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THE MONTH'S NEW READING

The blurb on dust-jackets has become a sort of art in itself — and sometimes it is very necessary in order to understand the book itself.

THE blurb on the back of Mr. Ronald Rose's book (*South Seas Magic*) isn't needed for that purpose, though maybe it comes within the category of those things that could be better put. We quote:

"In between periods of field-work, Mr. Rose has worked as a statistician, was on the staff of a metropolitan newspaper, and was employed in a mental hospital. He says that there were similarities in the environments of all three jobs. He is now information officer of the Commonwealth Department of Territories in Canberra."

We unquote—and make no comment on the occupational environment of Mr. Rose's present position.

When he is not being an information officer, or filling other jobs in the nut-house category, Mr. Rose is what he calls a "parapsychologist". This is a new one to us, as it appears to have some of the elements of anthropology, sociology and psychology, but is not (according to Mr. Rose), any of them.

"Magic, Ghosts"

It was in the capacity of parapsychologist that he and his wife, Lyndon, did field work amongst the Aborigines of Australia and the Maoris of New Zealand, and then went on to Western Samoa to investigate the Samoans' "psychical experience".

This covers their belief in magic, ghosts, forewarnings of death, etc., and from all accounts, the experience of the Samoans in this department is far inferior to those of the other two groups investigated.

In order to do this work, the Rose family, including a 14-years-old son and nine-years-old daughter, settled in to live in a village on Manono, one of the two small islands that lie in the strait between the big islands of Savaii and Upolu. It is at this stage that the "ist" part of Author Rose is rapidly swamped, so that instead of getting what might be only a fascinating study for learned professors, *South Seas Magic* emerges as an excellent and amusing account of life amongst the modern Samoans

There is, to be sure, a certain amount of flap-doodle about calculating the Samoans' ESP (extra sensory perception) by means of a five card trick; and their PK (psycho kinesis) by throwing dice, but these passages can be easily avoided.

There have been no end of anthropological researches made into New Guinea and Papuan natives, few, indeed, either anthropological or even general-interest into the Samoans.

Since Margaret Mead's "Coming of Age in Samoa", all of 30 years old by now, most of the material written about the Samoans concerned their "march to nationhood" or their coming self-government, all of which is blinding us to the fact that the ordinary Samoan is still ruled by his *matai*, or family head, and is still a simple islander with an outlook on every aspect of life entirely different from our own.

Although Rose makes few direct references to self-government (in 1961), except to observe that the Samoans will probably do well enough by adhering to the form already established by New Zealand and based on the limited democracy of the *matai* system, his whole book —probably unconsciously—shows a people completely unfitted for a change-over to any of the forms and conventions of our own form of democratic society.

At the same time, he shows that some young, untitled men of exceptional tenacity (not to say moral courage) have bucked the *matai* system and gone against the wishes of their family head. This he feels is the thin edge of the wedge and will ultimately result in the system's destruction.

The Samoan, says Rose, has a philosophy based on today; it is not his nature to look into the future and the past—further than 200 years ago, anyway—is a closed book to him.

"The Samoan Way"

The Samoan economy is one of "just enough". They work sufficiently to ensure that they have sufficient food, and although occasionally there is a miscalculation that results in supply falling short of demand, no one would be foolish enough to plant food in abundance (although it would be easy enough) when some improvident neighbour would certainly beg, borrow or—most likely—steal it.

Old Samoan custom—*fa'a Samoa*—is seen as both the strength and curse of the country. Everything from marriage to petty crime can be adjusted, *fa'a Samoa*, and although it probably suits the temperament of the people and saves trouble, it presents, also, the biggest obstacle to full democracy.

A great deal of Rose's book is concerned with the lighter side of living with those who have no inhibitions about their sex lives or bodily functions and who thus require little privacy; whose ideas of property ownership are elastic whose natural laws are still Samoan and not made-in-Europe; and whose abiding philosophy is "just a little work in the sun today, and love in the moonlight tonight".

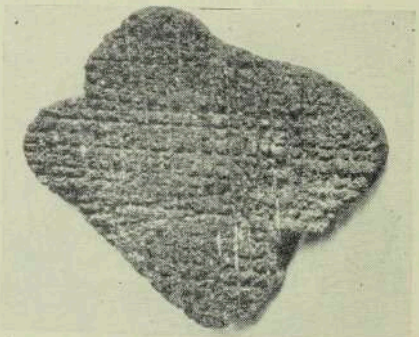
"Indispensable"

Some items of European culture they have adopted enthusiastically however. No Manono household of any pretentions whatever, writes Rose, would be without three essential articles of European manufacture—an enema; a chamber-pot to the ubiquitous umbrella.

The use of the chamber-pot is of course, self-explanatory; the cult of the enema Rose leaves to the imagination; but he explains at some length the *fa'a Samoa*, as it applies to the ubiquitious umbrella.

In Samoa, he says, the umbrella has a significance apart from its more utilitarian use—it is used as a symbol of sickness. If a person is ill he walks slowly from his house with his umbrella open above his head; as he gets better he will carry it furled under his arm; and when fully recovered will sally forth again using it jauntily as a walking stick.

The umbrella in other ways is probably the most useful article ever introduced to Samoan by the European, because apart from its use to keep off sunshine or rain, it can be taken apart and used in many ways



Relic Of The "Bounty"

This "yoller" stone is believed to have come from Tahiti with the women who left there with the "Bounty" mutineers. Cut from coral—scored criss cross—it was and still is used to break hard, uncooked vegetables before cooking them. The indentations at each side are where the stone fitted into a wooden stand. The stone is owned by Ivy Buffett, of Norfolk Island, and was loaned recently to Mr. Leonard Moran, of the Polynesian Association of Sydney.

—Tele-Photo

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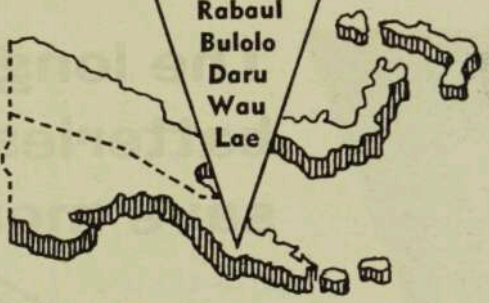
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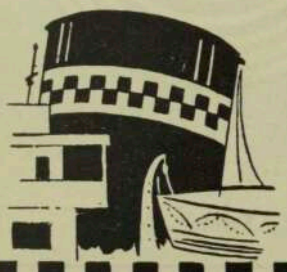
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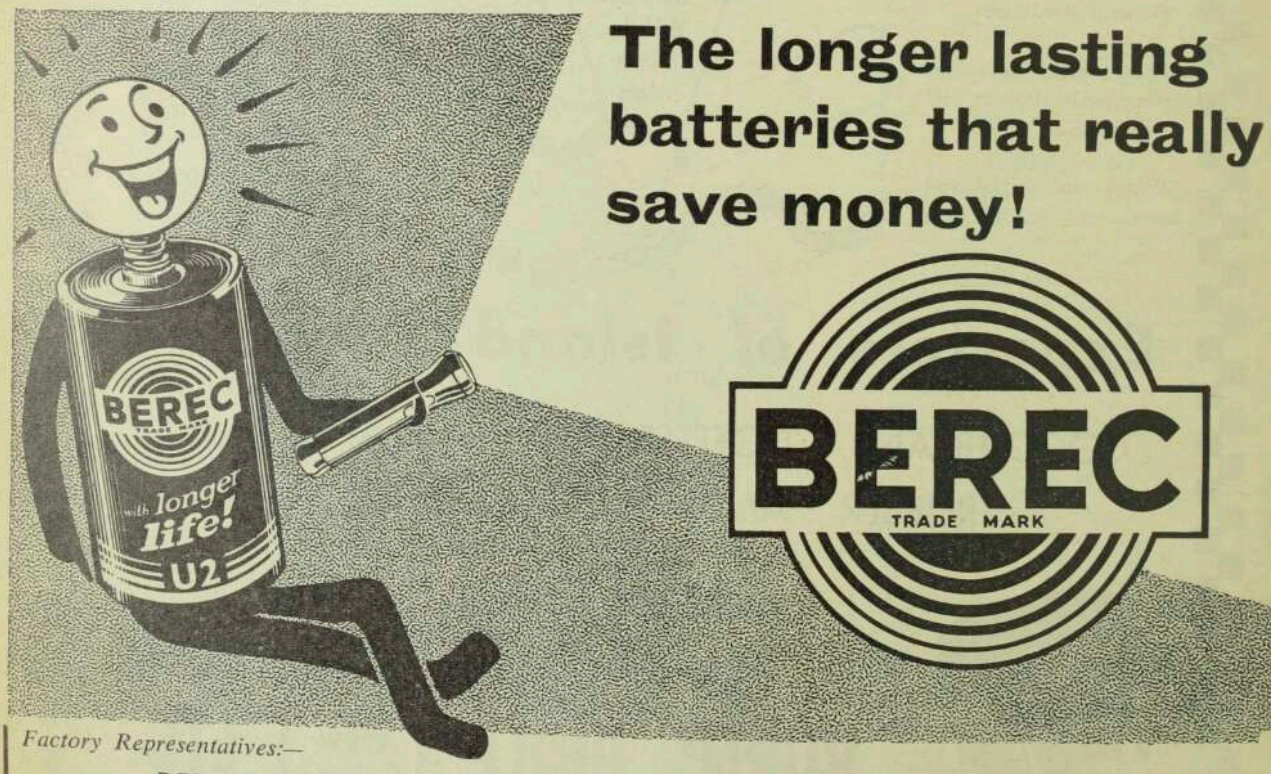
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The cloth with the centre cut out used by women as a loose blouse at can be easily tossed aside for eedom of movement—umbrella ouses are still frequently seen on anono, and others are deliberately t to the same pattern. The stick the umbrella can be used by iefs and orators to indicate their portance; and the ribs can be ounted on a suitable pole and to used as a fish spear. If the uropean has given the Samoan thing else, it has provided him ith a whole department store in ie shape of one brolly.

The Rose family spent six months Manoro where no other Euro- an had lived permanently r 60 years. Few anthro- logical (or parapsychological) ex- editions include a whole family it, and it can be imagined that is one was not without its trials nd its shocks, but out of the gold- sh bowl existence that they led, ere has emerged an engaging udy of a semi-sophisticated native eople.

(SOUTH SEAS MAGIC. Published by obert Hale, Ltd. Our copy from Hicks, mith and Sons, Sydney. Australian price, /6.)

rish Journey, With lenty of B and G

IRISH novelist and playwright Walter Macken explains the reasons for his latest book *Seek he Fair Land* thus:

"In a period of the lives of my wn people, I saw a time in the eventeenth century when the rish were living the history of all eoples. This was the dark night f the Irish soul, and it was to ast a long time as Cromwellian rutality, persecution and the well- nown satellites and camp- ollowers of conquerors, famine, isease and pestilence, fell upon he Irish. These were not really mportant. What was important vas that the ordinary people, some f them, managed to survive them ll and pass on their own ndomitable courage, hope, and aith to their children, who would n turn dig in their heels and urvive until the sun shone again nd the waves of terror had bbed."

Well and good, but the message eems to have been lost among the lood and guts.

Seek the Fair Land tells the story f how one family escapes from the nassacre of Drogheda and flees cross Ireland to an uneasy peace n Connacht. The journey takes ome years and there are many rials and tribulations on the way, nd even when the party arrives n the fair land there are more rials and tribulations ahead.

Along the way, the English bash ut the brains of babies against loorposts, rape and mutilate every emale within cooee, pack the children off as slaves to the cane fields, draw-and-quarter odd bods here and there, strangle a few others, and burn one leading character at the stake after dragging him behind a horse. (You get the details in technicolour).

All this rather indicates that the English of the day were baddies, which is quite right. But where Mr. Macken seems to get off the beam is that he makes out that all the poor Irish and their hunted priests were just too good for this sort of persecution. He gives them twentieth century minds in a seventeenth century slice of history. But since he still leaves the English with the witchburning outlook which was common to all in the seventeenth century, his history of the Irish working classes comes out a little lop-sided. The reader ends with the impression that Mr. Macken is still personally a little bit mad at the English.

If you overlook this and read the novel as an adventure story it's good stuff—providing, of course, you have the right kind of stomach.

(SEEK THE FAIR LAND. Published by Macmillan. Australian price, 20/-.)

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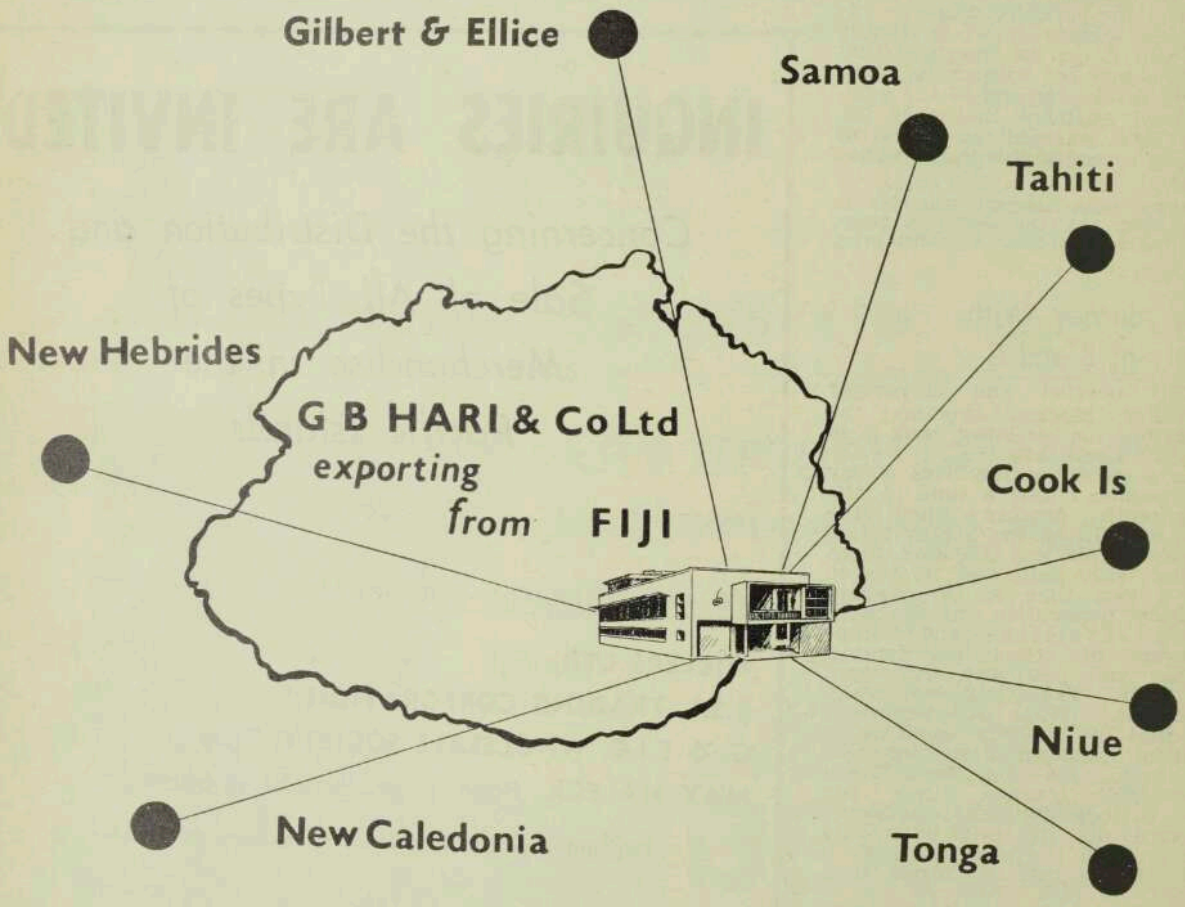
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he Know-How—But Not The ang—Of The Surf

WHERE are no better surfing . beaches anywhere in the Pacific than those along the 12,000-mile astline of Australia, and there is sport in Australia that has more tive participants than that of rfing.

Along the hundreds of sandy aches that line the east coast of ie continent (the zone which sup- rts the greatest part of Aus- alia's 10 million population) surf- g is probably even more than a ort. It is a regular habit, like go- g to church or to school, or buy- g the groceries. Whole families ke to the surf.

Every year a number of surfers rown—nearly always at quiet aches not patrolled by some of ie 17,000 young men who now make p the voluntary membership of ie Surf Life Saving Association of ustralia. But the patrols have scued 110,000 others from the surf nce they have been operating.

This popularity of surfing in Aus- alia is a comparatively modern velopment. For many years after ie coming of the white man, the aches near Sydney—which to- ay are the greatest mecca of the rfers—were used only as tracks the north and south of the settle- ent.

Gradually, men began to explore ie joys of sea bathing, until the udery of the Victorian era pro- uced edicts to prevent them. No erson, said one ordinance, could athe in waters exposed to public ew from 6 a.m. to 8 p.m. Hardy uls who still persisted in their anton excesses were thus compelled rise with the birds.

Despite the lack of official en- uragement, swimmers not only ntinued to surf but to try their rength and skill. Tommy Tanna, South Sea islander employed as a rdener's boy at Manly, near dney, was first to amaze onlookers his habit of throwing himself a wave, and then hurtling wards the beach with it. Local rfers were quick to acquire this ility to "body shoot", and soon it as being practised by other illegal vimmers on other beaches—illegal ecause the surfers were now surf- g outside the prescribed hours.

Gradually the restricting ordin- nce became difficult to police, and s end came with a memorable act f defiance. On September 1, 1902, ie editor of a Manly newspaper, V. H. Gocher, announced in his ewspaper that he intended to athe publicly outside the permitted ours.

The following Sunday, at noon, he athed at Manly's now famous ean beach. No official action was aken—despite the wide public in- erest in the case.

Gocher continued to bathe unmolested again and again on Sundays, and others quickly realised that the freedom of the beaches was ensured—as it was from then on.

John Bloomfield, a former Australian surf champion who is now a sports master at Maitland High School, NSW, takes a closer look at the Australian surf in *Know-how In The Surf*, which is described as being the "first book in history to combine an ABC for the surfing beginner and an invaluable aid for the expert".

This it might well be—we can't recall any other book with the contents of this one, nor can we recall more than one other book on the Australian surf, despite the popularity of the sport. It is likely for this reason to be a very useful book.

It is not, unfortunately, going to be a book that will live in the minds of men for itself alone. A book on Australian surfing could, we think, be written as some experts can write books on the best of the French wines—books that say a lot more than merely how the wine is produced; books that bring out the very bouquet of the wine; books that conjure up scenes of the vineyards themselves.

Know-how In The Surf has none of the froth and foam and the salt tang of the Australian beaches. It is an adequate, if pedestrian, account of the technique of identifying and catching body waves—and of avoiding dumpers; of the technique of using boards and skis; of the mechanics of the surf carnival and how best to train yourself to take part in one, or how best to train others.

The book has some excellent photographs and drawings.

(KNOW-HOW IN THE SURF. Angus and Robertson. Australian price, 25/-.)

A Studious Book On Fiji Fishes

HENRY W. FOWLER'S 670-page "Fishes of Fiji", the manuscript of which was presented by the author to the Fiji Government as long ago as 1942, has at last been published—and will cause disappointment in some quarters.

Although fishing enthusiasts in Fiji might willingly pay the price of £F3/10/- for such a well-produced and masterly study of some hundreds of fish, 27 of which are peculiar to Fiji, they will be disappointed that the local names of the fish have not been included with their scientific names. As a source of identification for local sport fishermen it is therefore not as useful as it might be. From the scientific aspect the work will get full honours. It is a most exhaustive study.

Publication was first held up by the war and later by lack of funds. The printing has been done in New Zealand. The edition is very limited and is available from the Government Printer, Suva.

Mr. Fowler is—or was—Curator of Ichthyology and Herpetology at the Academy of Natural Sciences at Philadelphia, and honorary consultant in ichthyology at the B. P. Bishop Museum, Honolulu.

When "Cyclone Jack" Scratched for Tin

THE tally of Australian author Ion L. Idriess' books is now pushing the 40 mark—he has ranged Australia from the inland, the outback and the pearl seas of the north-west to Torres Strait, the Coral Sea and even Papua-New Guinea. In his latest one, *The Tin Scratchers*, he goes further north from the locale of his last one, *Back O'Cairns*, and uses Cooktown and Cape York, the Big Peninsula, as his background of his own personal story.

In his early 20's, Idriess journeyed to Cooktown, lured by gold, but gold was in the jungle country and the aborigines were wild and plentiful—they hadn't yet met up with the Spanish influenza that all but wiped them out in the Peninsula—so he turned instead to tin-mining.

Idriess was writing even in those days, almost half a century ago, and his eagerness to scan through packages of the Sydney *Bulletin* when they arrived on mail-day cost him his first job on Rossville field. You couldn't hunt through the "Red Terror" for your published pars and tend to your windlass and buckets at the same time—leastwise, not while the boss was around.

They nicknamed the dreamy, slow-working scribbler "Cyclone Jack", in biting irony; but, going it alone, he got on to a patch of "flood tin" and won enough from it to get a stake to venture out and discover for himself all he could about the tin-mining business, from fossicking to sluicing.

Idriess spent 11 years up North and his experiences make entertaining reading. Now 69, his memory of the old-timers' tales still is sharp and his pen has lost little of its cunning, as he reels off endless anecdotes of those now-vanished times and the rugged characters who put colour and vitality into the frontier days of Cooktown's tin mining area.

But *The Tin Scratchers* is not only about mining. The great gold

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sh of the Palmer River and
ıe toiling Chinese pack-gangs,
ruggling the 100 miles of ambush
om Cooktown base; the North
ueensland sandalwood trade and
King, Hughie Giblet; the luggers
ıd links with New Guinea (such
Jimmy the Larrikin, who found
t. Hartley tin field but left it for
ew Guinea's gold—only to be
ubbed, cooked and eaten by NG
vages)—all are fascinatingly re-
eated.

(THE TIN SCRATCHERS. Published by
ngus and Robertson, Ltd. Australian
ice, 22/6.)

ercule Poirot After he Pigeons

THERE must be as many different ways of writing detective stories as there are people writing etective stories, yet one method is robably most satisfying to the al connoisseur of crime fiction. hat's the method which goes to ıe trouble of putting all the clues ı the text, so that the crime lover ther (a) beats the author to the olution by a page-and-a-half (b) icks himself for not having done).

Agatha Christie, referred to by er publishers as The Queen of rime (after 61 detective novels ıe is entitled to be called some-ning) is not one of the writers or connoisseurs—despite her huge llowing, and despite the uproar ıat statement will no doubt touch ff in some of the more ignorant uarters of the globe.

To put it bluntly, Miss Christie heats. She does not always cheat, ut she cheats enough to deserve greater reputation than she's got or that particular crime.

Nothing can be more galling than) have read happily through a hristie crime, to find on the econd last page that the murder as committed by somebody the eader has never heard of, in cir-umstances which he could never ave been aware of, since Miss hristie only thought of them her-elf at the last moment so she could nish off the book and begin lunch. hat is the impression the crime onnoisseur occasionally gets, any-ow.

All this is by way of saying that liss Christie's new murder book, *at Among the Pigeons*, mercifully oes not cheat. Not all the clues are here, to be sure, and it is doubtful deduction alone will win the eaders their trophies but at least liss Christie appears to have fficiently planned her work so as) convince most readers that they aven't been diddled.

There is some nice characterisa-on, too, particularly of Miss ulstrode, the school teacher who uilds up her school from nothing) its position as one of England's eading colleges for young ladies.

Murder among the mistresses is the basis of the book, and Hercule Poirot gets involved in it at the later stages.

(CAT AMONG THE PIGEONS. Published by Collins. Australian price, 15/6.)

The Grand Tour Brought Up To Date

WHEN Colin Simpson wrote *Adam in Ochre* and Angus and Robertson Ltd. published it in 1951, they combined to introduce a new standard in Australian book-publishing that has continued through Simpson's other *Adam* books and is climaxed in his *Wake Up In Europe*, issued last month.

Lavishly illustrated with 30 colour-plates and over 80 photographically perfect black and white pictures, it delights the eye and titillates the travel sense of even the dullest stay-at-home. The author's wife, Claire Simpson, too, has expertly handled the book's decorations.

Wake Up In Europe is a five-months' record of the Continent and Britain seen through the perceptive eye of an Australian who has a particularly apt gift for describing places and people exactly as the average Down Under or Islands tourist would see them for the first time.

Simpson travelled by KLM route to Europe, as a Cook's IIT (Individual Inclusive Traveller) and he

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makes no bones about his frank admiration for the Man from Cooks and the IIT plan that allows stopovers for as long as you like at any place along the way that takes your fancy. Thus, before he woke up in Europe, he sharpened his pencil on word-pictures by sampling Bangkok (Thailand) and Beirut (Lebanon).

His continental tour took him first to Holland, which the Dutch have unaccountably managed to keep as a picture-postcard country for foreign tourists and at the same time make it modern and progressive (Rotterdam has the largest commercial building in Europe). Then into Western Germany and down the Rhine, Bavaria and Austria, and on into Italy, via the Brenner Pass.

No little part of the charm of Simpson's book is his flair for meeting up with "interesting" people. Beginning with Helen, a American chemist, with whom he watched the Rhine castles on the river trip, he glides along the Grand Canal with Peggy Guggenheim, art-collector (and millionairess), who lives in Venice; obligingly turns over his private-bathroom to Janet and Beth, two hitch-hiking Australians, for their first hot soak in three weeks; and lets Geraldine, "in scarlet pants and chartreuse sweater, with a bun of blonded hair and a figure that can wear a bikini", show him the rock and roll haunts of Capri. Not to mention half a dozen other assorted travel-companions who seem to bob up at just the right time.

Italy and Rome get lengthy but interesting treatment, for the book in part is angled to go into the travelling-bag of a large slice of the expected 70,000 Aussies and New Zealanders who will trip off to the 1960 Olympic Games in Rome and then wander for a time in Europe until the budget dries up.

Switzerland (with capital Berne nominated by Simpson as the best-kept city on the continent), France and Paris in the spring, Monte Carlo and Nice, fleetingly in Spain—all add their quota. Maybe, it's to give the red-blooded he-men readers their money's worth that an all-in description of the nudity of the Folies Bergere and the Lido is included. Incidentally, Simpson isn't coy about describing the less ritzy areas of the cities he visits — there usually is mention, brief or in detail, of the Ladies of the Night and their establishments. Maybe his observations have shown him what the after-dark tourist-on-the-loose is interested in, at that.

A chapter on Britain covers more than most of what the average traveller has time to take in. Some 2,500 miles of motoring through England, Scotland, and the edge of Wales allowed Simpson to visit and describe with feeling and insight a host of places that remain forever only names in literature and history to the great majority of Antipodeans.

Flying home, he set down in the two Berlins, and found that going behind the Iron Curtain wasn't as hard as he'd been led to expect. His chapter comparing bright East Berlin with Big Brother's West Berlin in both enlightening and thought-provoking.

(WAKE UP IN EUROPE. Published by Angus and Robertson Ltd. Australian price, 37/6.)

Netherlands Neighbours

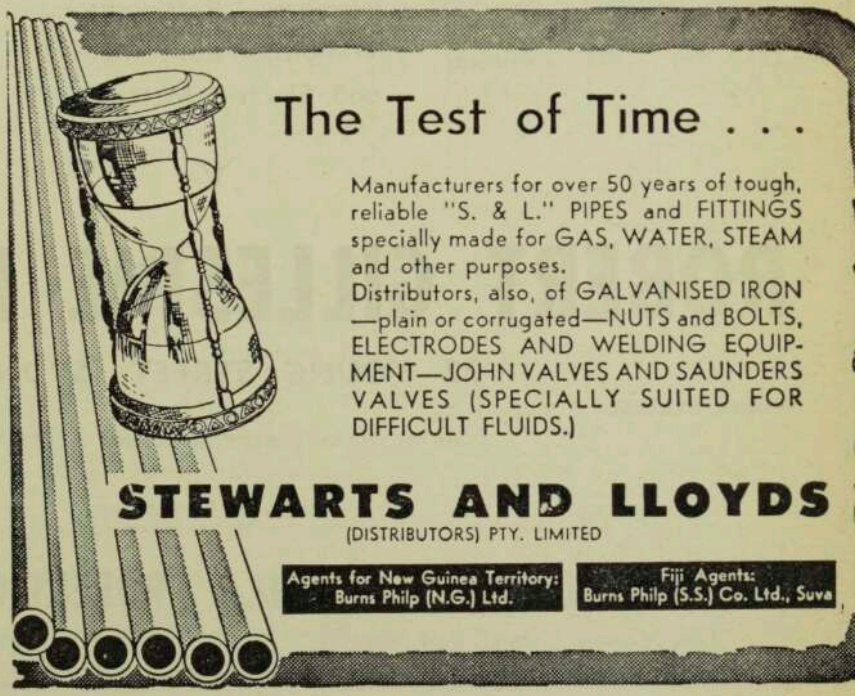
PIM, in December (p. 20), published a brief extract from a small book, *Our Neighbours In Netherlands New Guinea*, by G. T. Roscoe, which had just been published in Brisbane.

The author is the Papua-New Guinea Director of Education and the book gives an account of a recent trip Mr. Roscoe made to Netherlands New Guinea as part of the exchange of personnel and ideas between the two Territories.

The book gives a direct and clear account of what Mr. Roscoe saw on the other side of the border. It deals with such matters as health, education, and the native people, and finally it has something very brief to say about the road to self-government.

In this regard, and in respect to some other matters, one feels that perhaps Mr. Roscoe has reserved his comments and opinions more than he should. It would have been interesting to know more of what he felt on the things that he saw.

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No doubt, of course, he was conscious of his present position with the P-NG Administration and might not have felt that this was the occasion to speak his mind too freely.

Despite the book's slim size, and despite this lack of comment, the book is most readable, and anyhow would be worth having for no other reason than that it is the latest authoritative record on the Dutch Territory to have been produced in English by an outside observer. It should be read by anybody interested in New Guinea affairs.

(OUR NEIGHBOURS IN NETHERLANDS NEW GUINEA. Published by Jacaranda Press, Brisbane. Australian price, 8/6.)

Easter Island

(Continued from page 81)

innocent globe-trotting Yanks corralled together in one spot, at the end of 10 boring days of wide and lonely ocean with nothing to spend money on but grog, the ship's civilised shop and a hair-do. But even allowing for that windfall, the Easter Islanders' idea of values is extraordinary.

In these days a First Class, gentleman's suiting costs up and over £40; a modest pair of grey slacks can't be replaced under £7/10/-. A carton of cigarettes or a bottle of brandy are peanuts, but represent a considerable sum to most unsophisticated islanders. In this part of the Pacific they rate only a string of shells that could be picked up in places like Suva for a couple of bob.

Some of the small carvings were well done; many of the larger ones were crude. All showed the influence of mission school, or some form of modern instruction. None could be considered genuine "primitive art". Probably their real value, in any of the more accessible Pacific ports, would be from 10/- to 25/-.

Green, Pleasant

Easter Island, as we saw it, was a green, pleasant place; the "village" a scattering of red-roofed houses in amongst clumps of trees. The huge Pacific rollers with nothing to stop them for thousands of miles south to Antarctica, beat continually on the shore. A road, tree-bordered in places, leads over the lowest part of the ridge and disappears. There were patches of cultivation; and on the higher grass slopes "burning off" was in progress. It could have been a chunk bitten out of the far south coast of NSW; or even a distant prospect of the Isle of Man on a summer day.

There was no sign of the airstrip that was to be in operation "by the end of 1958", to put a new air-service across the South Pacific between Santiago and Sydney. (But one of the two Top Brass that came on board from a motor-boat was wearing air force uniform).

Nor, even through binoculars, were there any signs of the statues that are Easter Island's trade mark to the world.

* * *

Mr. Thor Heyerdahl and his buddies are still trying to settle the larger questions of Pacific migrations and the riddle of Easter Island. We'll leave them to it; but it is easy to see how a few of the minor problems mix and mingle out here in the blue Pacific.

Out of Wellington, encouraged by the air-conditioning inside this ship and the blizzard cold of the Roaring 40's, in which this outfit chooses to make the Pacific crossing to Callao (port of Lima) Peru, one of the best cold-germs seen this season developed on board.

At the time we hung off-and-on Easter, most of us were blowing and bronching. It's a pair of pants to a wood carving that a few days after we departed, the same furious flu-cold developed amongst our visitors, on their isolated Pacific speck.

But the trade wasn't all the one way. Crawling on some of the carvings when the islanders whipped them out of their calico bags were pear-shaped, brown and orange spotted bugs of the lady-bird variety.

Now, 11 days later, and one day out of Miami, a select colony of the bugs—maybe harmless, maybe not—are still flourishing up on the lido deck near the swimming pool. Let's hope the fussy US authorities we are due to meet tomorrow morning don't get to hear about it.

CROSSQUIZ SOLUTION FROM P. 78

K	I	R	K	W	A	L	L					B		
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The Vision Of Sir Hubert Murray

(Continued from page 83)

be pushed forward to the arc of islands than run from Singapore to Suva.

Weak as the line was, the weakest part was the Mandated Territory, where a stultifying clause in the agreement prohibited the building of defensive works, or the training of native troops other than for simple police duties.

Local troops must therefore come from Papua, where according to the Old Man, the constabulary were soldiers in all but name.

On the Job Quietly

This line of reasoning was no abstract talking point. Quietly and entirely on his own responsibility, the Old Man called for an accelerated intake of police recruits in 1938, a precaution that helped enormously when the Papuan Infantry Battalion came to be raised.

Trained and commanded for a time by Major L. Logan, Headquarters Officer of Constabulary in Port Moresby before the war, and at a later stage by officers of the calibre of "Bill" Watson—who having won the MC and DCM in World War I, was to add a DSO to his distinctions as a result of operation on the Kokoda Trail—the PIB grew into the Pacific Islands Regiment, which, with strong reinforcements from the Mandated Territory, numbered something like 5,000 men by the time the war ended.

The Old Man lived to see guns on Paga Hill and troops in Port Moresby, but I have the best of reasons for knowing that, as far back as 1938, he was talking about the importance of what he called the "only transverse roadway in New Guinea"—the Kokoda Trail.

He even urged me to accompany the post boy who took the mail to Buna, and so see the possibilities of attack against Port Moresby being mounted from across the Owen Stanley Range.

It was common knowledge (even in Japan) that one could use motor vehicles or ride a bicycle for long distances between the coast at Buna and the Government station at Kokoda.

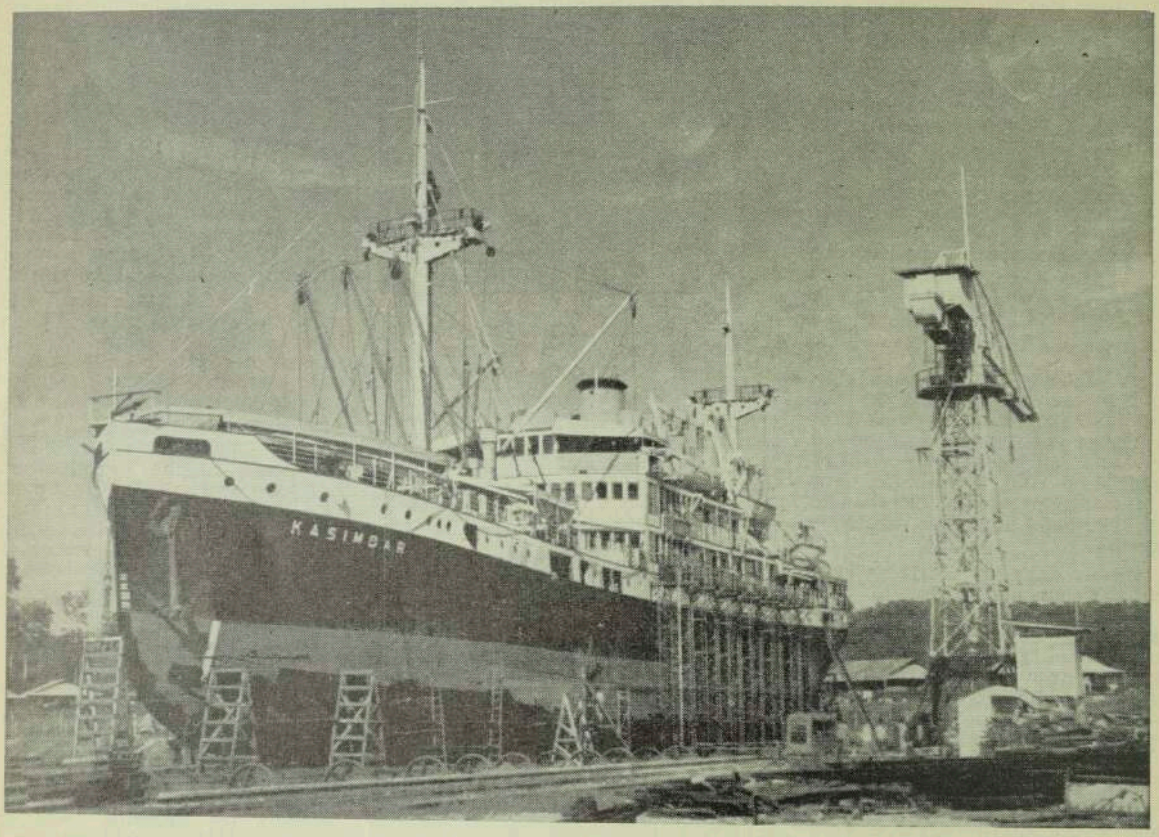
The roughest section of the track was always on the southern side of the range, and the gruelling part it played in subsequent proceedings was not due to lack of warning, but to the blank incredulity that greeted the Old Man's information.

This is the man whom only last year, in Port Moresby, I heard described as a "showman"; it was said that he was aloof, remote and cold.

That was not my impression. I think of Sir Hubert Murray as a great Australian, as one who was able, shrewd and clear-sighted to the end—a grand old man.

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DUTCH NEW GUINEA

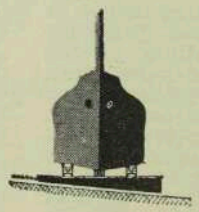


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PACIFIC SHIPPING AND CRUISING YACHTS

Those who imagined that the air age would quickly wipe out the sea passenger trade are being proved falser prophets every day. Latest to join the fleet of ocean giants which will service the Pacific Islands in the next few years, is a 21-knot 22,000-ton 1,400-passenger one-class sister to Shaw Savill's *Southern Cross*.

SOUTHERN CROSS represented the most daring and revolutionary change in passenger-ship design in post-war years—a no-cargo vessel with engines aft, designed solely for the comfort of passengers and for operations according to a strict timetable through elimination of cargo delays. That this beautiful ship has filled the bill is proved by the fact that Shaw Savill has now ordered another and by the fact that others are imitating the design.

The O & P liner *Canberra*, soon to enter service, is a similar vessel, but has the further unusual feature of twin side-by-side funnels like those of a whaling factory ship.

No name has been announced yet for the Shaw Savill vessel, whose keel will be laid in March, and which would enter service in April, 1962, when the connection with Fiji, and perhaps Tahiti, will be doubled.

In the war for the Pacific passenger trade, in which big British, American, Dutch and Italian (Panama flag) lines are competing, hard words were flying in December. The British Conference lines were telling their Europe-bound passengers that there may be no rides back home to the Pacific for those who perhaps think of saving money by travelling to Europe with the "pirates"—that is, the Dutch and Italian lines, especially the Sitmar Line which has been making deep inroads. Sitmar has increased its trans-Pacific voyages from two to five per year over the last three years, and its scheduled call at Tahiti en route to Panama is forcing the Conference to make similar provision. Between 400 and 500 passengers boarded Sitmar vessels at Auckland (NZ) alone this year, and the Auckland agents reported that there were 700 applications for berths in *Castel Felice* in January.

Sitmar was quick to reply to the Conference Lines that a return passage will be guaranteed to all who travel to Europe, though it was not stated how this would be done. Sitmar has heavy commitments in the Italian migrant trade to Australia on the outward-bound voyages.

Conference Lines later explained that they would not refuse to carry ex-*Sitmar* passengers, but they would naturally give first priority to passengers who had made the Europe-bound voyage in their own vessels.

While competition is keen, there is no sign of any fare reductions.

• SHIP SAFETY — AND THE 10,000 TO 1 CHANCE: During 1959, at least two vessels were lost in the South Pacific as a result of collisions in coastal waters. A daily news despatch concerning one of these accidents called it a "10,000 to 1 chance". Without suggesting that any such philosophy was responsible for either of the two disasters, the idea conveyed by that news despatch is totally inaccurate and the odds could be reduced by at least 9,900 under similar circumstances.

It should surely be worthwhile for yachtsmen and launch owners, and perhaps some Islands smallships masters, to ponder that ships lay courses from light to light and from headland to headland, usually by the shortest available route. Thus ships on reciprocal courses can be fully expected to meet each other—

In The News This Month

Baleout
Camilla
Canberra
Castel Felice
Catusha
Chitose Maru
Craig J
Delfino
Deutgan
Dobiri
Dugout
Eole
Foxton
Ginga Maru
Guadalcanal
Inaha
Janis
Jinyo Maru
Joyita
Kochab
Korrigan
La Confiance
Melanesian
Marilen
Mission Bay
Moana Roa
Monarch
Mundalla
Nagasaki Maru
New Silver Gull
Orsom III
Patsy Jean
Poseidon
Ranginui
Romayne
Sarong
Sacred
Sea Chanty
Shearwater
Singora
Sirene
Stranger
Te Matangi
Te Rapunga
Tokelau
Van Yung
Verao
Viti
Waikawa
Wairuna
Wanderer
Wanderer III
White Squall



Owners of the "New Siren", Don Silk and Bob Boyd left Rarotonga on their yacht, the "Patsy Jean" (above) for New Zealand, via Tonga recently. They arrived at Whangarei, NZ, in December and will return to Rarotonga in May to carry on the job of renovating the "Siren". See page 107. Photo: D. C. Berry.

if not head on, at least at no great spacing of their tracks. That they do not meet head on more often is likely to be due to errors in steering or fortunate terrors in allowance for compass and current.

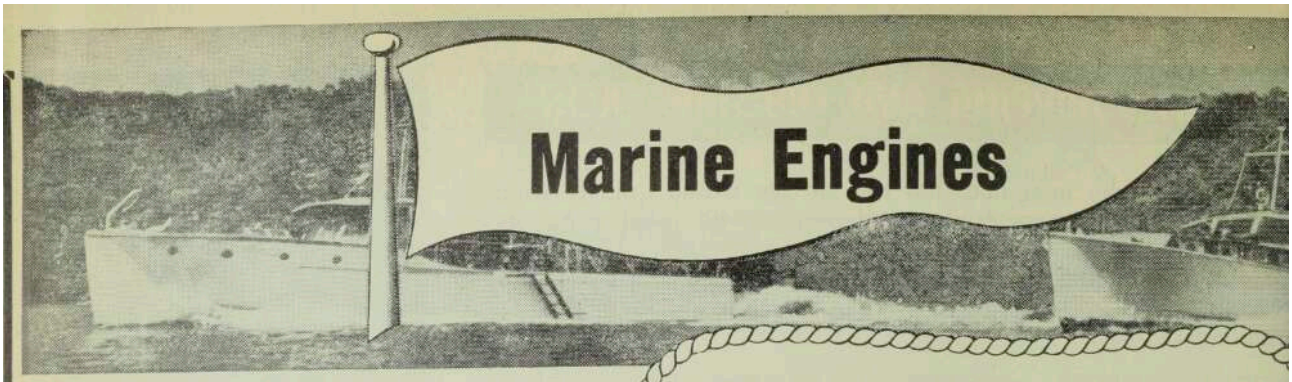
• THE EMERGENCY RADIO: Although no progress was made during 1959 towards establishment of legislation whereby all registered trading craft in the Islands could be compelled to carry one of the foolproof type of waterproof portable emergency radio transmitters, there is continuing progress in the design of such equipment.

With the transistor now firmly established we may be certain that much lighter and more compact transmitters of lower power and requirements will soon appear. There has also been great progress in the development of devices producing electric power from the sun's light or its heat.

It is now possible to produce a transmitter of reasonable power for life-boat use which could be entirely powered by the sun. The objection to batteries for emergency transmitter use lies in the fact that too often these are unserviceable when really wanted.

• DOWN TO WORK: The Scripps research vessel *Stranger*, mentioned last month as having called at

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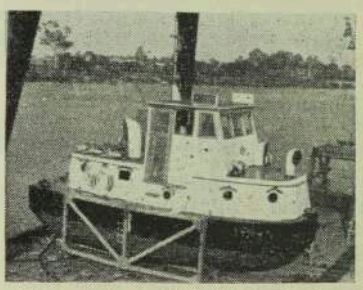
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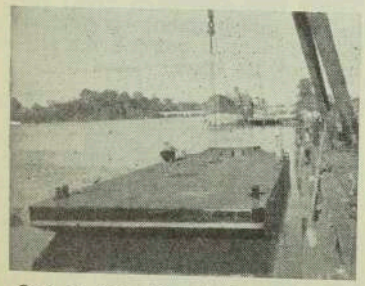
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Honolulu, arrived at Bangkok late in November to carry out a big programme of oceanographic research in the South China Sea.

The South Pacific Commission's latest *Quarterly Bulletin* contains an interesting article by Michel Angot, which makes it clear that France is contributing its share in oceanographic research in the South Pacific tropical area with the Noumea-based 75-ft wooden vessel *Orsom III*, owned by the French Institute of Oceania, which organisation is equivalent to Australia's CSIRO and New Zealand's DSIR.

Apart from her important contribution to the IGY, *Orsom III's* work has apparently firmly established the fact that a tuna fishing industry employing Japanese long-line methods could be based on Noumea with the main operational area south-west of New Caledonia, especially in summer months.

It has been proved that surface-fishing methods would not be successful, except close inshore, where smaller troller-fishing industry would be warranted.

As a result of these findings there is already interest in commissioning vessels for the latter type of fishing which calls for less capital.

• SOMETHING SLIPPED: Navigators of trans-Pacific vessels, like all other navigators, would like the magnetic and geographic poles to coincide, but at least they can be thankful that things are not as Dr. Takeshi Nagata says they were 500 to 1,000 million years ago.

Dr. Nagata, leader of the Japanese IGY Antarctic expedition, has calculated from magnetic readings taken down South last year, that the North Pole formerly was located at what is now 3 degrees N and 127 degrees W—or midway between Tahiti and Mexico—but there was probably no water there then, so sympathy for the old-time Second Mates may be reserved.

• THE FOUR-LEGGED TRADE: The ex-passenger liner *Delfino*, of 1,000 tons, and on Fiji registry, sailed from Sydney for San Diego (USA) with her third cargo of about 25,000 lambs in mid-December, but it was reported at about that time that the permit which Mr. James Delfino, of California, had obtained from the NZ Government for the shipment of 10,000 cattle from that country had now lapsed.

The stalls built in the 8,174-ton *Delfino* are designed only for the carriage of sheep, and no other satisfactory stock vessel could be chartered on suitable terms to carry the cattle, the shipment of which commenced in July, 1958, when the converted 6,923-ton *Catusha* made one voyage with 1,100 head, after which she was sold and broken up for scrap.

In addition to shipping difficulties, there has been strong opposition to the importation of live lambs also.

• ANOTHER RARE ONE: Suva saw the South Korean merchant flag for the first time, and the Finnish flag perhaps for the first time, during 1959. There now seems a possibility that 1960 might open with the appearance of a Chinese Nationalist-flag vessel, though this was not quite certain in mid-December. The 5,806-ton, French-built, 23-years-old *Van Yung*, ex *La Quinta*, ex *Louis L.D.*, ex *Fomalhaut*, ex *Louis L.D.*, was to load scrap in NZ ports in December-January, and then go on to Suva if a possible consignment of over-age empty drums was finalised.

This ship is owned by the Taiwan Chung Hsing Steam Ship Co. Ltd., which also owns a 37-year-old 2,704-ton steamer named *An Lung* (which may perhaps be translated as "one lung" at this stage of her career!)

• STILL IN TROUBLE: Ever since the 70-ton *Joyita* sailed on her ill-fated voyage from Apia on October 3, 1955, she has never long been out of trouble.

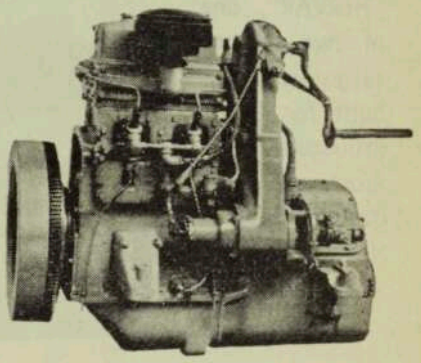
Towed into Suva and sold by her Honolulu owner to Mr. David Simpson, of Vanua Levu, at an auction in July, 1956 (price £2,425, plus Customs duty £1,260), the one-time yacht was extensively rebuilt and was recommissioned in November, 1956, in the Fiji inter-island trade.

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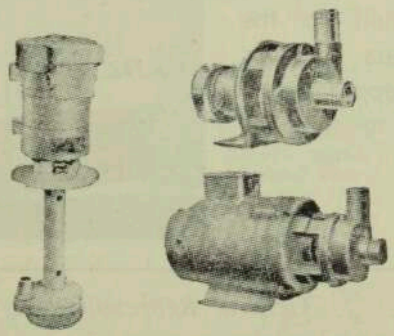
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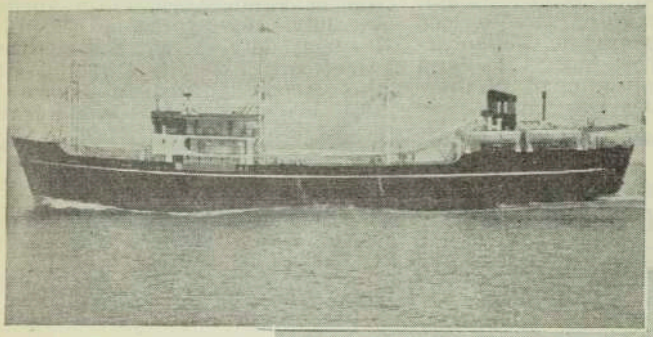
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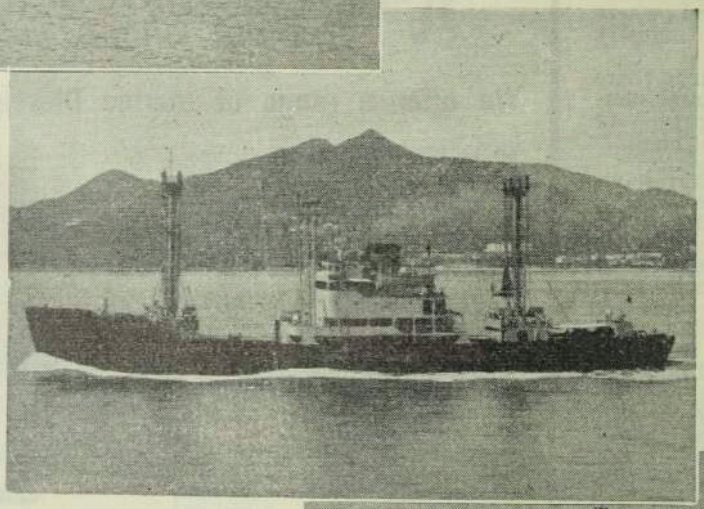
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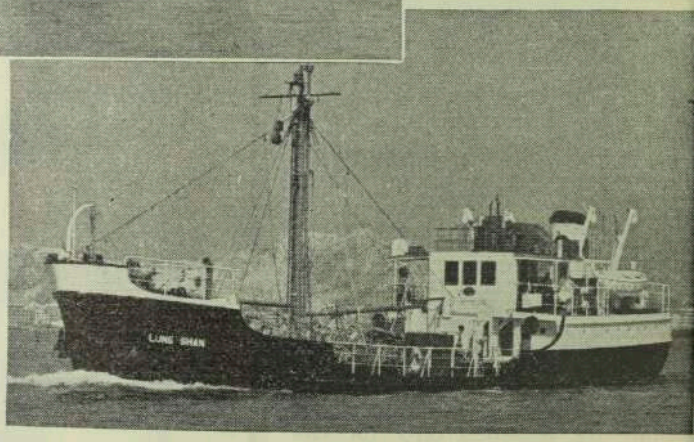
SALVAGE OPERATORS

Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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HE BUILT IT IN HIS SPARE TIME



This 17-ft. cabin cruiser, "Moana Toa", was built by Mr. John Comesby, at Rarotonga, in his spare time. It has a plywood hull coated in fibre glass, and took two years to build. The cruiser is powered by a Johnson 35 hp outboard and an auxiliary, 10 hp outboard, which gives it a speed of more than 25 knots. Photo: D. C. Berry.

On January 8, 1957, *Joyita* went n Horseshoe Reef in the Koro Sea -that resulted in her being out of ommission until October 6, 1958.)uring 1959, business was slack and he ship was laid up for a time.)n one occasion she put back with er master ill, and there were everal other technical hitches.

Then, on November 20, the wooden essel again went ashore on Vatu-alu. She floated clear after a ouple of hours, proceeded to Levuka or inspection, then sailed for Suva. he began to make water badly, so ut back. She sank at Levuka harf, was pumped out sufficiently o be towed to Nasova, where she as beached for repairs. In De-ember the then owners (Mr. David Simpson had died since purchasing he vessel and it is now owned by Producer's Shipping Co., a group of anua Levu planters) were con-emplating putting the vessel up for uction again, "as is, where is".

There are probably people in the JSA who would buy her simply as collector's piece.

• BOUGHT THE PAIR: Mr. Lew Graham, of Auckland, mentioned ast month as having purchased the NZ coaster *Inaha* for re-sale, per-aps to the Islands, has now also urchased the same owner's other essel, *Foxton*, 209 tons, a wooden win-screw Auckland-built craft, aunched in 1929. She, too, will be verhauled and offered for sale.

Ships in which Mr. Graham has t one time or another had a share ave contributed largely to post-war South Pacific shipping history. Names like *Karoro, Alexander, Nukalau*, and *Scot* will all ring bells. Add to them *Nikau*, now owned by BP's.

Inaha is being registered in Vila (New Hebrides) and *Foxton* probably in Suva (Fiji).

• THEY'VE GOT FIJI'S LAUNCH: The Auckland Division of the RNZVR has benefited by the decommissioning of the RNVR in Fiji. The 72-ft patrol launch which was HMS *Viti*, loaned to the Fiji unit, was recommissioned in late December as the station vessel for HMNZS *Ngapona*, the Auckland RNZVR headquarters. They have been without a vessel for 2½ years. This HDML will no longer bear the name of *Viti*, however; she is now simply *No.* 3555.

• WIRES EVERYWHERE: The boffins are at it again. While the ironmongery from above falls all around, they're busy fixing lots of wires down below to detect what goes on overhead. Wake Island (between Hawaii and Guam) was the first Pacific Island to be wired for missile detection—or is it submarine detection?—early last year. Five 70-mile electric cables radiate spoke-like from the island along the ocean bottom, and the report is that a lot of other islands will be similarly wired-up this year.

Another expensive piece of wire will be snaking its way right across the Pacific from Sydney, via Auckland, to Canada in the next four years. It will be the first trans-Pacific telephone cable—the present cables are telegraph only, except for one cable from USA to Hawaii laid several years ago.

The Sydney-Auckland section will be completed by 1962, then the main span will be laid in the two following years.

To cost £26 million, the cable will have "repeater" amplifiers, which should never require any attention, every 27 miles, and it will be capable of handling 80 simultaneous conversations. The job will be done by the cable ship *Monarch*, owned by Cable & Wireless Ltd.

• SOLD EAST: The well known Union Co. trans-Pacific freighter *Waikawa*, laid up in Vancouver, due to lack of profitable business over the past year, is reported sold to Hongkong, and there were rumours —which could not be confirmed in Auckland—that *Wairuna*, similarly laid up in Auckland, might also soon change hands. Of the other vessels which have operated trans-Pacific in post-war years, *Waitemata* has been in continuous service, and *Waihemo* and *Waitomo* have recently resumed after a period of idleness. With *Wairata* and *Wairimu* on the service to India, all these ships were war-time built in Canada or US.

• ANOTHER STRANGER: The 3,038-ton, single-screw, motor vessel *Mundalla*, ex *Mundoo*, recently sold by the Adelaide Shipping Co., is reported to have transferred to Vila registry in the name of Southern Shipping Co.

Inquiry in Auckland as to whether this might in fact be the Southern Cross Shipping Co., of Vila, owners of the small Suva-registered tanker *Verao*, which operates trans-Tasman in the molasses trade, brought an emphatic denial that there was any connection between these two companies.

PIM has no information as to *Mundalla's* intended trade. It is possible that the transfer of registry to Vila is simply associated with the delivery of the 33-year-old vessel to overseas ship-breakers.

• STAND CLEAR: Falcon Island, in the Tonga Group, gets most of the publicity when there's talk of jack-in-a-box islands, but there are others, and the waters just east of Epi and north of Tongoa, in central New Hebrides are worth careful navigation. A number of undersea volcanic vents are in this

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CARGO VESSELS

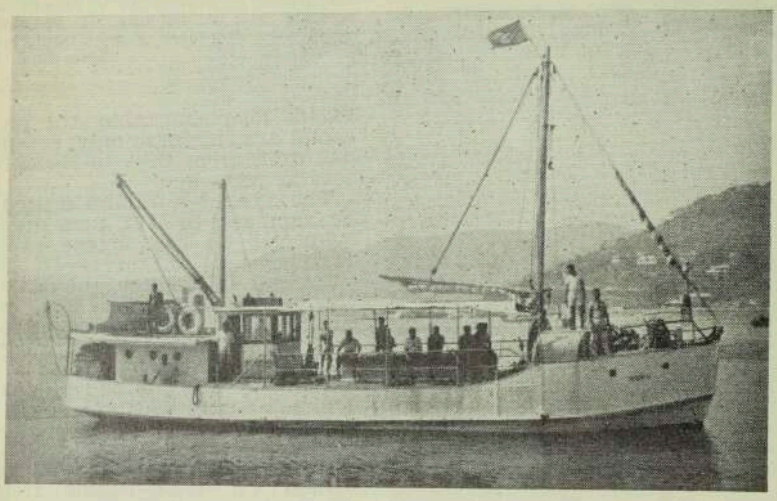


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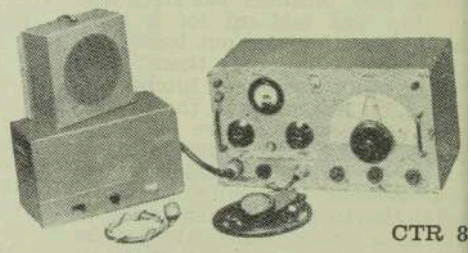
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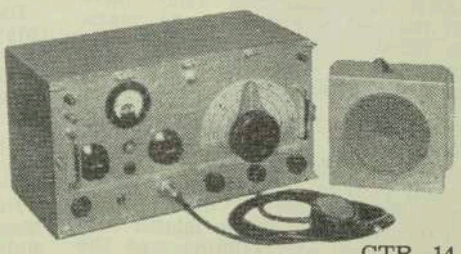
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rea and there may or may not be ater over them.

A hump of pumice reaching nearly 00-ft above sea-level appeared here in 1949 and was given the ame Karua Island—but it had all roded away again through wind, ain, and sea, a year later. Other uch pumice heaps appear from ime to time in this vicinity, and ne was in the making again in eptember when there was consid-rable volcanic activity with smoke isible for miles belching from a rater about 3½ miles east of Epi nd 3 miles north of Tongoa. Large atches of floating pumice, likely to e mistaken as shoals, were drift-ng on surrounding waters.

• TROUBLE AT VILA: An ex-losion of another kind and an out-reak of fire in the engine room f the small vessel *Tokelau*, as she ay in Vila Harbour on September 9, caused considerable damage to he ship and serious burns to one New Hebridean member of the rew, who jumped overboard but vas rescued by boat. *PIM* has no echnical details of *Tokelau*, which s owned by Mr. Marcel Marinacce, who also owns the 211-ton *Deutgan*, nother craft which has made head-ines in the past.

• ANOTHER LIGHT: Future Solomons navigators, as they ruise past Rua Sura Island, at the astern end of Sealark Channel, will ponder for a while the unexplained loss with all hands of the BSIP Gov-rnment vessel *Melanesian* some-where near Sikiana on or about July 10, 1958. A collection is now being taken up for half the cost of a lighthouse for Rua Sura; the other half will be met by the Gov-rnment.

• USE OTHER DOOR: If recom-mendations made by a Fiji Economies Committee are accepted by the Government, Levuka will cease to be a Port of Entry—and there is little reason to suppose that the recommendations will not be acted upon. The Committee found that Levuka's trade had declined to such an extent in recent years that few overseas vessels now had need to call there. The establish-ment of copra crushing mills at Suva halted the direct loading of big ships at Levuka. A saving in Customs staff could be made by re-ducing the port from its Port of Entry status.

• THE THREE-STORIED ADMIRAL: Rear-Admiral J. Richard Evenou, commander-in-chief of French land, sea and air forces in the Pacific, who paid an official visit to NZ in December, is a man of wide experience, equally at home in a diving suit as on the bridge or in an aircraft cockpit. The vessels of his Pacific command are *Francis Garnier, La Capricieuse, La Confiance, Tiare* and *Lotus*.

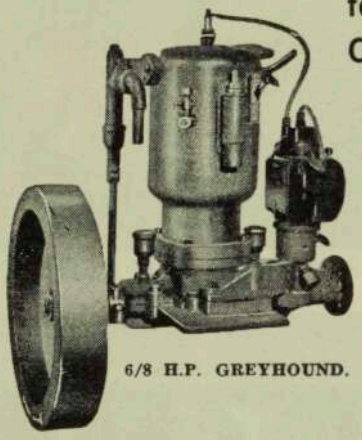
• LOOK WHO'S HERE: New Zealanders are likely to be found in unusual places, but one of the least expected places must surely be in a Japanese merchant marine officers' training ship. When Tokyo Mercantile Marine University's 3,171-ton *Ginga Maru* (Ginga means Milky Way) called at Auckland in July, 1957, and again when the vessel called at Papeete several months ago, the ship's complement included one lone European, Professor Eric S. Bell, lecturer in English, amongst her 21 officers and instructors. Mr. Bell, formerly of Christchurch, has lived in Japan for many years—he was interned there throughout the war, and Japan is now very much his home.

Ginga Maru gives a year's practical training—following the theoretical shore training—to about 60 budding deck officers and 45 engineer officers. Captain H. Orihara is in command.

• THEY ALL GOT HOME: Chief Radio Officer Toshio Tobita, of the Taiyo Company's tuna mothership *Tenyo Maru No. 3*, writing from Yokosuka, reported that his ship arrived home on November 23, and *Jinyo Maru* on November 24, thus

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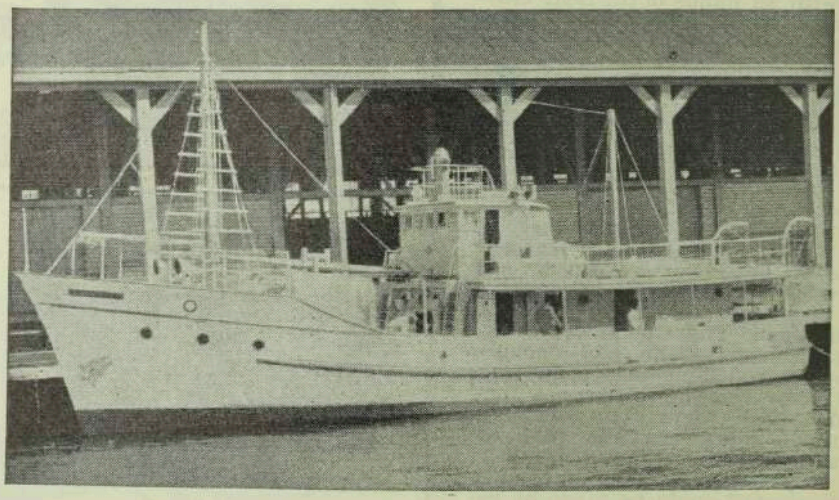
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nding the 1959 mothership tuna shing season.

Tenyo Maru No. 3 sailed for the ntarctic late November to load ackaged whale-meat from the actory ships which were already eading South for the baleen haling season, due to open about anuary 7. Southbound, some of iese fleets were sperm whale fish-ig. Two southern voyages at most, ien it will be time for *Tenyo Maru No. 3* to set course again for ie GEIC-Fiji area to mother the 960 Taiyo fleet of longliners which ill be already on the job and wait-ig to discharge into her when she rrives at the end of May.

• HEADACHE SOUTH OF MID-AY: Captain A. Poot, of the utch salvage tug *Elbe*, had a spot bother 630 miles south of Mid-ay in mid-December. The old US avy aircraft carriers *Guadalcanal* nd *Mission Bay*, stripped of fit-ngs and bound for Japanese melt-ig pots, parted the tow-line in eavy weather, and the towing gear uled the tug's propeller. Out went radio call for assistance, and in ent the US Navy with the carrier *on Homme Richard* and the de-royer *Richard S. Edwards*.

Aboard each of the derelict rriers was an eight-man tow-line nding crew but, surprisingly, pparently no portable radio equip-ent for communication with the ig.

• COMING YOUR WAY: If rums of aviation gasoline start owing up in Tonga, Fiji, and rther westward, 10 to 1 they'll be om the French Polynesia Public Vorks Department's 235-ton LCT e *Porionuu*, which took the big unge at the end of last July.

News of the disaster has only just ltered through to *PIM*. The vessel as running a cargo of aviation asoline from Papeete to Bora ora airport when she suddenly rang a serious leak during the ght and went down in about 20 inutes, somewhere off Huahine. ith her went the captain's new otor scooter and his two sextants nd chronometer. The 11 men oard got a boat away, but had a ard 17-hour windward pull to uahine, where they arrived safely.

Purchased as war-surplus from awaii about eight years ago, *Te orionuu's* bottom plating was said be in poor condition at the time her sinking.

• IN TOWN TONIGHT: Captain ugh Williams, of Rarotonga, took is 117-ton Noumea-built *Dobiri* to Auckland on December 20, and ie will remain there until the end the Cooks hurricane season (if ot sold sooner, as seemed possible). or the run south, the vessel was anned by her four-man crew, plus volunteer emigrants, and she carried a cargo of about 200 of the owner's empty fuel drums for re-filling. While the 85-ft wooden vessel lies at Auckland, with engineer Les Livingstone holding the fort, Captain Williams may take a furlough in Japan.

• POM-POMS IN SYDNEY: The French frigate *La Confiance* (Commander d'Antin de Vaillac, eight officers and 121 ratings) from Noumea station, was in Sydney for three weeks to December 20, for dry-docking and general refitting. Three years ago, the Commonwealth Government agreed to allow French ships stationed in the Pacific to do annual refitting in Sydney. She is a 2,200 tons A class frigate, built in UK in 1943, and handed over to a Free French crew for Atlantic convey work during the war. *La Confiance* was named after a famous French warship which captured a much larger British man-o-war, *Kent*, in the Bengal Gulf in 1800.

• LAUNCHING NEAR: Because Edinburgh's summer has been particularly fine work by Grangemouth Dockyard Co. on *Moana Roa*, replacement for the old NZGS *Maui Pomare*, has been speeded up some six weeks ahead of schedule. Launching is expected early in February. For the Cook Islands and Niue trade, she will carry 40 passengers, have 85,000 cu. ft. insulated cargo capacity, and is expected to make 13¾ knots.

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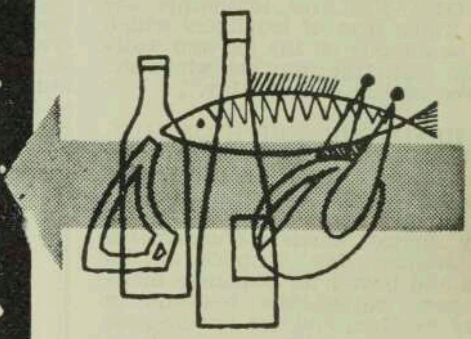
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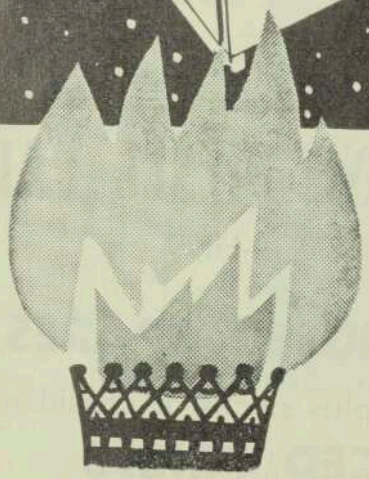
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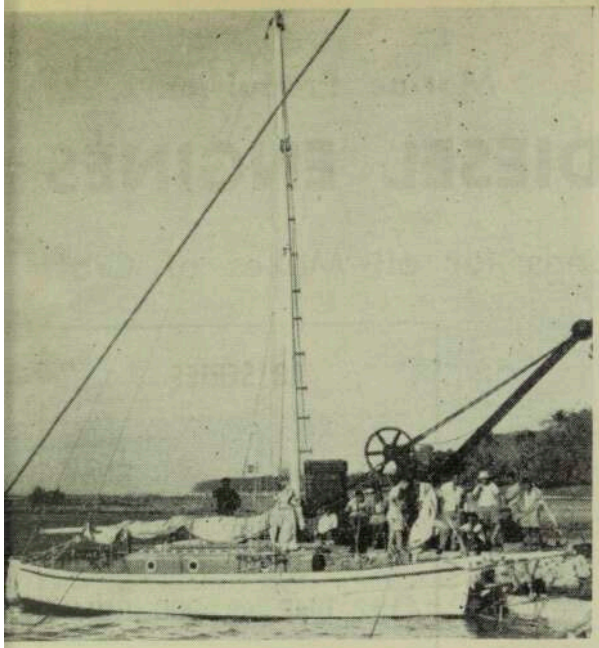
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Reported missing recently between Rarotonga and Wellington, NZ, with lone yachtsman James Moore aboard, the "Drifter", is here photographed at Rarotonga.
Photo: D. C. Berry.

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argo ships, *Nagasaki Maru* (7,000 ons), aground on Helen Reef. Australian diver Jack Childs flew from abaul, NG, to the Carolines late ecember. The grounding ripped er hull from stern to engine-room nd Childs will work underwater in ne flooded holds to build a frameork into which hundreds of tons f cement can be poured to seal ne damage. It is planned then to ear water from the holds by pumpg; Childs will set some 600 explosive charges in the reef to blow away from the hull; then *Chitose Maru*, the 3,000 tons mother ship of apan's salvage fleet that has been aking part in the salvage of warme wrecks in New Britain and ougainville waters will take her in ow for Japan—if all goes well.

Chitose Maru left Rabaul on ecember 15 for Helen Reef with cargo of timber, sand and cement r the salvage operation. She was call at Hollandia, NNG, to pick p two salvage engineers who flew own from Japan.

In open ocean, Helen Reef is a arrow belt of coral surrounding vo small uninhabited islets right own in the south-west corner of ne US Trust Territory of the acific Islands.

• WHARF AT TARAWA: The ilbert & Ellice Islands Colony overnment is building a small harf at Tarawa and Mr. D. Buck, enior partner of Wilton and Bell, ondon, consulting engineers for he Fiji Government (who has been Fiji looking over the Lautoka harf project) took the opportunity f inspecting it in December, when ransport was available.

Mr. Buck is also checking on proress of the plan for two new slipways at Suva (one to take ships up to 1,000 tons deadweight, the other to 500 tons); there has been some engineering difficulties so far, because of the depth of mud on Suva's harbour floor. His firm, too, has a scheme before the Fiji Government for the reconstruction of King's Wharf, Suva.

The Condominium Government of the New Hebrides was also interested in Mr. Buck's visit to the Pacific. He had been asked to report on the possibilities of a deepwater port at Vila.

News of Cruising Yachts

• **ROMAYNE, of Vancouver, 49½-ft. ketch and one-time yacht of the son of Kaiser Wilhelm of Germany, arrived at Auckland from Rarotonga December 2. Then things started to happen. Crewman Hans Reiner married crewgirl Ann Cowan within a day or so of arrival, and crewgirl Emily Shepard announced her intention of marrying owner-skipper Stuart Riddell on January 16. Also aboard and relaxed: Michael Kinloch and sister Caroline, and navigator George Miller. This yacht, completed 1928, will be in Auckland for a few months. Picture, page 111.**

• **SEA CHANTY, of Vancouver, 16 days out of Suva, dropped anchor at Russell, NZ, on December 2, and will be in NZ waters for some months.**

• **PATSY JEAN, of NZ, left Rarotonga November 16—same day as ROMAYNE—bound for Nukualofa and Auckland. With owners Don Silk and Bob Boyd was Cook Islander Nekeare Tutini. She arrived in Whangarei in mid-December.**

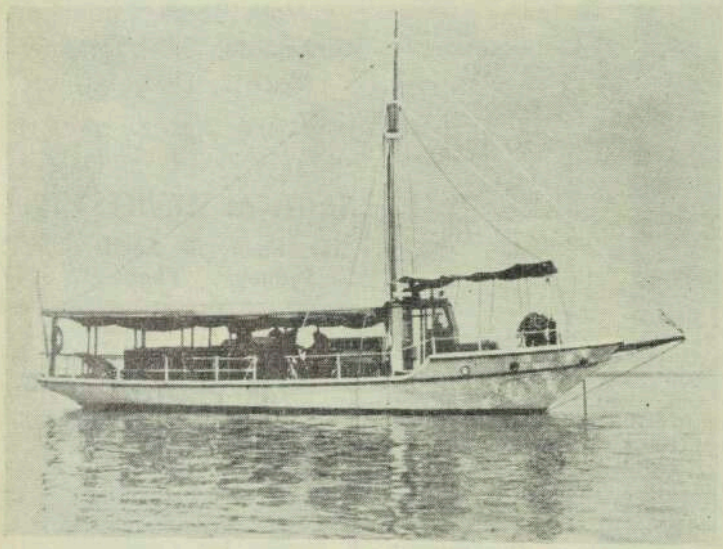
• **SIREN, Suva-built ketch long beached at Rarotonga, has now been almost completely rebuilt by Don Silk and Bob Boyd. It is understood they will return from NZ after the hurricane season to complete the job, and probably to put**

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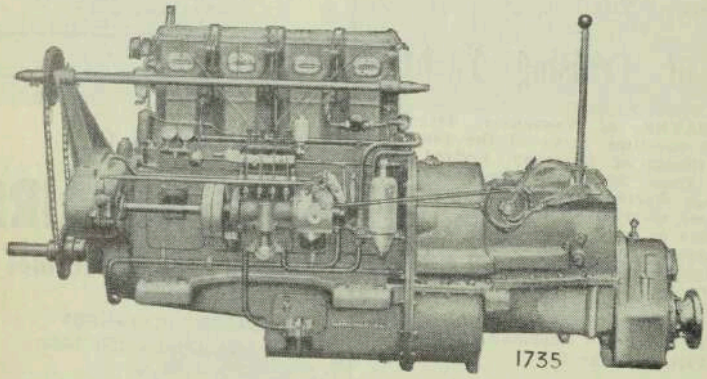
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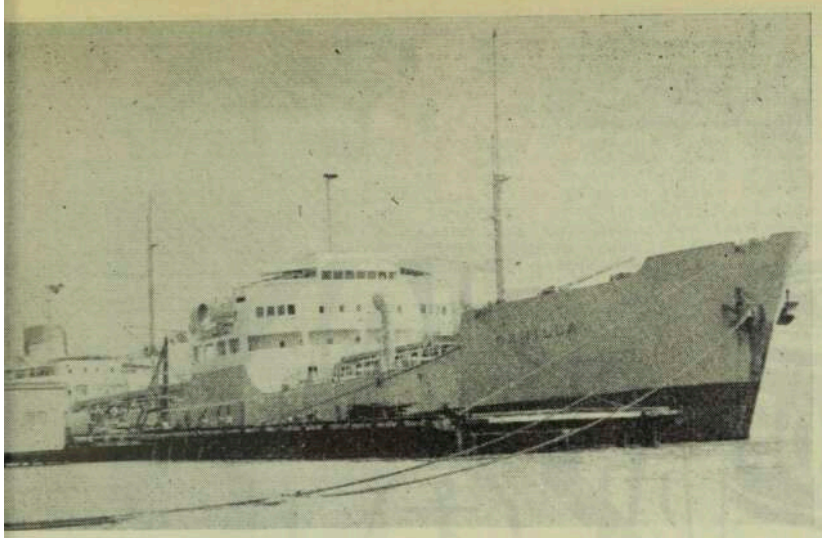
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e "Camilla", a Swedish tanker, seen for the first time in Lae, New Guinea, as she called in m the Persian Gulf to unload 4,000 tons of petroleum products in November. She later went to Rabaul and Queensland. She has a crew of 42, and was one of the largest tankers to have put in at Lae. Photo: Pat Robestron.

e vessel to work in the inter-island de.

• WANDERER, with Stirling Hayden d children, arrived back at San Francisco m Tahiti in November.

• SARONG, which left Auckland in mid-5 for Sydney, changed hands there, re-ned to NZ, then sailed again for Europe, ared Balboa about November 16 for the lapagos, French Polynesia, Auckland d Sydney. Aboard the 37-ft. Colin Archer ch is owner Ted King, Ted Payne, er Wilson, and Andy Sundstrom. No er details, except that the ketch left several months ago.

• JANIS, of Sydney, with Anton vacek, and TE RAPUNGA, of Tasmania, h in Auckland since last March, show signs of moving yet. George Dibbern TE RAPUNGA returned to his farm lier in the year, leaving the boat in hands of an Aucklander.

• DUGOUT is the name we'll call the parently unnamed dugout canoe which Michael Fomenko paddled from Banks Island, Torres Strait, to Merauke, Dutch New Guinea, in November - December. Following this 126-mile hop, 29-year-old Fomenko is now reported to be sharpening his paddle for a further reef-hopping excursion to the Solomons in easy stages—if they will let him.

• BALEOUT could be a more fitting name for the twin outrigger contraption consisting of a main body of five end-to-end 44-gallon oil drums plus one for each outrigger which Peter Pedaja, of Sydney, wearing green Tyrolean hat, white shirt and tie, fawn waistcoat, and tartan swim shorts, boarded for a trans-Tasman voyage in December. The accommodation was provided by cutting the upper side out of one of the drums. Fortunately, the sea was too rough right at the start, so Pedaja put back, sold the strange contraption, and is now saving for something more seaworthy. He made a similar sortie from Darwin two years ago and was rescued.

• RANGINUI, 33-ft. Auckland ketch which was a contestant in the 1956 Auckland-Suva Race and afterwards sailed to Noumea and on to Port Moresby, met her fate on a reef off Cooktown, Queensland, on December 5. With owners Harold Farnsworth and Mervyn Whitten was Sydney crewman William Balmain and the yacht was bound from Port Moresby to Auckland. The men were lucky in getting a small dinghy away at night in bad weather. Thanks to the box-kite of an emergency radio transmitter they were sighted by the tanker STANVAC PALEMBANG after a long hard row towards land. They had rowed 24 miles in 16 hours and were then about three miles off Cape Bedford and 20 miles north of Cooktown. They were landed at Cairns. The yacht was a total loss, with no insurance.

• RAFTS of the KON TIKI type are still in fashion. The latest one hasn't a name yet, but it will soon set off from Guatemala as the vehicle for a Radio Ham DXpedition to Lima, Peru, calling at Cocos and possibly the Galapagos. Estimated duration of the voyage, 90 days each way. Radio callsign OA3F. The raft will consist of 36 26-ft. balsa logs. To supply radio power there will be a diesel generator aboard, and 200 gallons of fuel. No details of crew yet available. Launching date: soon.

"Pu'ori" Awaits Adventure

"I tried everywhere a year ago to get a copy of your 'Pacific Islands Year Book' before making an extended trip through the Polynesian Islands, as it is considered by yachtsmen as being the very best—but it was out of print", reported Gene Pettengill recently, from Newport Beach, California, USA, sending $5 for a copy of the new recently-issued edition of "PIYB".

Pettengill's ketch PU'ORI, ex-GOLDEN RULE, completing her nine-months' cruise of Hawaiian, Marquesas, Tuamotu and Society islands, put in to Newport Beach a few months ago just as the fleet of yachts were starting the Los Angeles - Honolulu race. PU'ORI now has a "For Sale" sign tacked on her bowsprit and awaits her next adventure.

• POSEIDON, successor to GEMINI, which Jack and Leah Wheeler sailed through these pages in recent years and sold last year, now rides a Honolulu moorings and will probably be seen south of the Line one of the days. Built in US this year, POSEIDON is a steel double-bottomed ketch, 48-ft. x 13¾-ft. x 6-ft., of ¼-in. plating. She has a diesel which gives her an easy 8 knots, and carries 1,000 gallons of fuel and 300 gallons of fresh water in the bottom tanks. There is inside steering from a midships doghouse. She's the Wheeler family's idea of what a cruising boat should be.

• SHEARWATER, of Brisbane, with Bill Sellen and Sid Nettleton, now at Auckland until about Easter, called at Gau, Lakeba, Vavau after leaving Suva in September. Permission to call at Nukualofa after Vavau —a rhinoceros beetle port—was refused, so the yacht continued direct to Whangarei, NZ.

• WANDERER, of Auckland, with Tom Buchanan and companions, is likely to clear Auckland for the Islands in March-April.

• WHITE SQUALL, of Auckland, with Ross and Doreen Norgrove, who have cruised the Islands before, will be headed for the US Pacific Coast via Islands ports about March-April.

• KOCHAB, of England, with Dr. John Franklen-Evans, was last sighted at Whangarei, NZ. He too is reported to be planning to head for deep water again early in 1960.

• SINGORA, of London, England, a 63-year-old 40-ft. ketch should be somewhere along the route to the Pacific. She sailed some months ago. No details of crew other than believed three men aboard. Our information shows the owner as Lieut.-Col. L. H. Landon, R.A.



The "Craig J", recently arrived at Rarotonga, where its owner Dayton John Lalonde, an American, is attempting to break a record for a lone handed circumnavigation of the world. The ketch is only 20-ft.

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e yacht "Romayne", of Vancouver, in Auckland in December. See page 107.

● MARILEN of Los Angeles, with Mr. d Mrs. E. Howard Gee, children, and lends, which left Suva November 8, lled at Atiu Island on December 2 en ute from Nukualofa to Papeete, South nerica, and home. This is a 60¾-ft. tch.

● CRAIG J—some say J CRAIG, the -ft. ketch in which Dayton J. Lalonde r La Londe) arrived at Rarotonga on vember 22, intends to try for a non-stop mp from there to Brisbane. Lalonde id he is attempting to break the round-e-world lonehanded record for speed id size of boat. He left New Orleans ne 4. Precise dimensions are not known, t this yacht is approximately 20-ft. o.a. id 16-ft. waterline. She was cutter or oop rigged when the voyage commenced, t the mast was broken and with the o pieces she was later re-rigged as a tch, according to our brief informa-n. This cruise should be worth watch-g.

● TE MATANGI was the source of some rry for a while in mid-December. A Mayday" distress call was picked up by aller's Launch Service radio station at ssell, northern New Zealand at 2.4 p.m. December 18. Two calls were heard at short interval, but although the "May-y" signal was clear the message, in a oman's voice, with a child's voice in the ckground, was indistinct. It was thought relate to a fire and to the vessel turn-g turtle. The Search and Rescue rganisation went into action—but not til 5.30 p.m.—when all shipping was ad-sed by Auckland Radio of the known tails. At daybreak next day, an air arch commenced in waters north and st of NZ. It was thought that the call ight have come from the 35-ft Nevada tch TE MATANGI, owned by the Ferguson mily and understood to have left Nuku-lofa about December 10 for NZ, but later AR reported that it had been confirmed at TE MATANGI had no radio trans-itter. Up to late December, the source of e call was still a mystery, but the caller ould have been at no great distance from ussell as the radio range of a small vessel n 2182 kc/s in daytime would not be reat.

● WANDERER III and the Hiscocks, cording to an unconfirmed report, left the UK in July on another world cruise. If correct, they apparently have not yet made the Panama Canal.

● SACRED, a 28-ft. sloop with Peter Dohm of the US, left Aruba last July 26 for Panama and Samoa—but "PIM" has had no later report. Dohm sailed from Europe in a 33-ft. yawl with his wife and two children in the 1930's, and operated the Red Hook Boat Service in St. Thomas, Virgin Islands, in recent years.

● EOLE, a 32-ft. (approx.) steel double-ender, with Radio Ham Guy Clabaut, of Paris, which has been in Papeete since early July, is expected to continue west about April.

● KORRIGAN, which New Hebrides trader and planter Bob Paul, bought from American lone-hander Bob Grant after she went aground on a reef off the west coast of Erromanga, NH, in mid-1955, was lying in Vila harbour, having an engine fitted when the hurricane hit the group in December. Originally salvaged from Erromanga by Paul, she was towed to Tanna, where she had a hundred feet of new planking and some ribs fitted. She was ashore there being generally refitted, made fast to a tree by a heavy steel cable, when Tanna was hit by a severe tidal wave in March last year. KORRIGAN was picked up, as the steel cable snapped, and carried some 50 yards inland. One side of the yacht was completely stove in and had to be fitted with a new set of ribs.

● NEW SILVER GULL arrived in Sydney from Fiji on November 20 at the end of a 12-years' voyage, during which the Scotts estimated they visited about 480 ports in Pacific and South American waters. With the Scotts on the last leg from Suva, were John Boulton and Gus Smith, both of Suva. Boulton has since returned to Suva while Smith is at present working in Sydney. Mr. Scott will spend the next 12 months recuperating from a recent operation, and he and his wife have no cruising plans for the immediate future.



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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

More Shipping Links For Papua-New Guinea

Transport in the South Pacific has a habit of being available either as a feast or a famine. New shipping arrangements affecting Dutch interests and Papua-New Guinea are in the feast class—and nobody in the Territory is likely to complain about it.

The Dutch KPM Line has recently inaugurated services involving two ships, the *Arfak* and *Korossa*, between NNG and P-NG ports, and in December two major Dutch shipping companies, the Netherland Lines and Royal Rotterdam Lloyd, announced that about February they would operate alternating services from Holland to P-NG.

The KPM Line arrangements have already started (see *PIM*, Shipping Section, Dec.). Recently a representative of the line, Mr. Th. Hut, visited P-NG to get things under way.

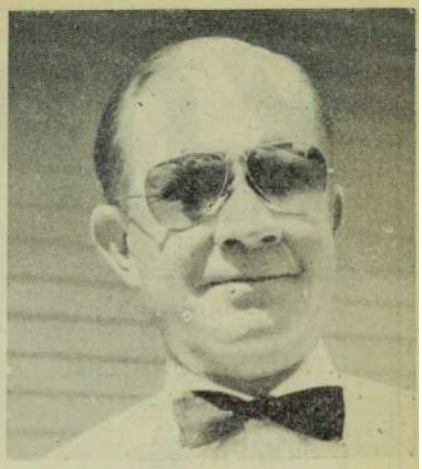
In Lae, Mr. Hut told a *PIM* correspondent that the first idea of a shipping link between the two Territories followed the Canberra conference on co-operation in October, 1958. It had originally been suggested that one service from each Territory should alternate; however KPM had offered to start a service on a monthly basis for a six month's trial.

"KPM feels that with the lifting of import restrictions in P-NG there should be a bigger flow of cargo from Europe to the Territory," said Mr Hut. "Also, until now, cargo from the UK to Territory ports has had to be transhipped from Hongkong—taking four months—although Hollandia gets a ship every three weeks.

Thus cargo transhipped at Hollandia will take a much shorter time, and there will be a lower freight rate. For example, textiles shipped from Europe to Madang at present cost 547/- a ton. Shipped via Hollandia they will cost 457/- a ton."

The motor ship *Arfak*, which can load 100 tons of cargo, will ply between Hollandia, Wewak, Madang and Lae, and the 2,000-ton motor ship *Karossa* will run from Merauke to Port Moresby, Sorong, Timordilly, Singapore, and back to Port Moresby. The latter accommodates 20 first-class passengers, 30 second-class, and has room for third-class and deck passengers as well as cargo.

The *Arfak* does the round trip from Hollandia and back in a fortnight, sailing from Hollandia on the fifth of each month. The company has taken *Arfak* on charter from the Dutch Government. Apart from carrying cargo ex Europe to New Guinea ports, the company will also canvass for cargo from New Guinea to Hollandia. No cargo will be carried between inter-Territory ports.



Mr. Th. Hut, in Papua-New Guinea to see about shipping.
Photo: Pat Robertson.

The *Karossa* will carry cargo ex Europe to Port Moresby after transhipment at Singapore.

The Port Moresby-Singapore service should appeal to Territorians with long leave as it offers two alternatives. They can either do the round trip, which allows 12 days in Singapore, or disembark at Singapore and make trips to Rangoon, India Hongkong, and Bangkok—spending approximately 40 days—and then catch the next steamer to Sorong,



According to the caption that came from Pago Pago, this photograph shows "Dr. Jones, TB specialist with the Samoan Medical Services, barefooted, joining in a siva with one of his nurses during a social evening at the nurses' quarters". That is all very well but "PIM" believes that everyone named Jones should have initials—and we wrote away for the good doctor's initials some time ago. We still haven't got them. But we can brook no further delay in publishing this delightful photograph, so Dr. Jones is now minus both initials and shoes.

—Pan American Prints.

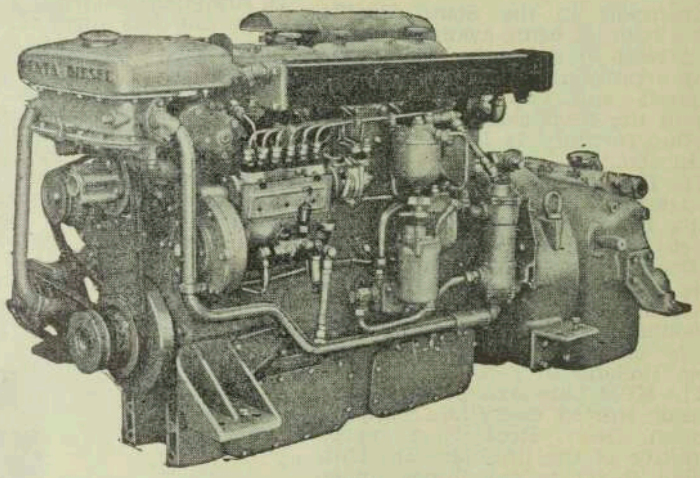
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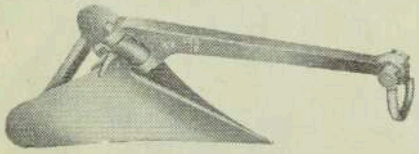


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Dutch New Guinea, picking up *arossa* there. The same facilities e offered passengers from Port oresby to Europe and return by *arossa*, that are already offered ssengers via Hollandia, i.e., single re with reduction of 30 per cent.

Mr. Hut, who has been with the mpany since 1939, pointed out at KPM ships were not strangers old-time Territorians, who would call that before the war a number them called regularly at Port oresby from Singapore — these re the *Maetsuycker* and *Van Rees*.

The company, which operated in donesia prior to 1957, owned the ll known ocean liners *Nieuw olland and Nieuw Zeeland*, now ns *Johan von Oldenbarnevelt*, *illem Ruys*, and *Oranje*, a tanker et, and has interest in a line nning between Europe and the nadian Lakes.

It was Mr. Hut's first visit to the rritory.

The official announcement in De-mber on the other services said:

"Starting early next year, two ajor Dutch shipping companies, e Netherland Lines and the Royal otterdam Lloyd, will operate an ternating service from Europe he Netherlands) to P-NG.

"It will be a nine-weekly service, d from Europe the ships will call Hollandia before going to Rabaul, e and Port Moresby. The call at adang will be optional.

"From the Territory, ships will t return to Hollandia but will ss on, alternatively, via the ilippines and Indonesia, to rope.

"The ships will be 10,000 tonners, d will have air-conditioned commodation for 12 passengers. e first sailing date from Holland scheduled for February, 1960. No ures are yet available for freight sts and passenger fares."

Z Warning to lands Firms

Islands firms who advertise in w Zealand newspapers are likely be doing less business in future. In recent months the NZ Customs partment has issued two warn-gs to people in New Zealand who rchase transistor radios and nilar items from Western Samoa, ji, and other Islands areas.

The Customs Regulations allow private individual to import for s own personal and private use ods not exceeding £10 in value, parcel post, but only where the ndors of those goods have not licited for business in New Zea-nd.

If it can be shown that the vendors ve advertised such goods in New aland, or sought business in any her way, the goods can be seized ods associated with any business, for example, parts for machinery, are also not permitted. The regulation is intended only to permit the duty-free entry of bona fide gifts. A person wishing to import other goods must apply to the Customs Department for an import licence—and at present he has very little chance of obtaining one for non-essential goods.

Several hundred transistor radios seized by the Customs under these restrictions and in other circumstances were sold by auction in Auckland in December at prices ranging from about £10 to £16. The police were called to control the huge crowd that attended the auction.

Some New Hebrides Phosphate Soon

Definite progress is being made towards the exploitation of phosphate deposits on the east coast of Efate Island, New Hebrides, at Forari.

The big Compagnie Francaise des Phosphates de l'Oceanie, which operates the workings on Makatea Island, French Polynesia, has been showing an active interest in the Forari deposit for some years past.

Recently the managing director of that company, Mr. Lamotte d'Incamps, visited the area. He said that a contract had now been



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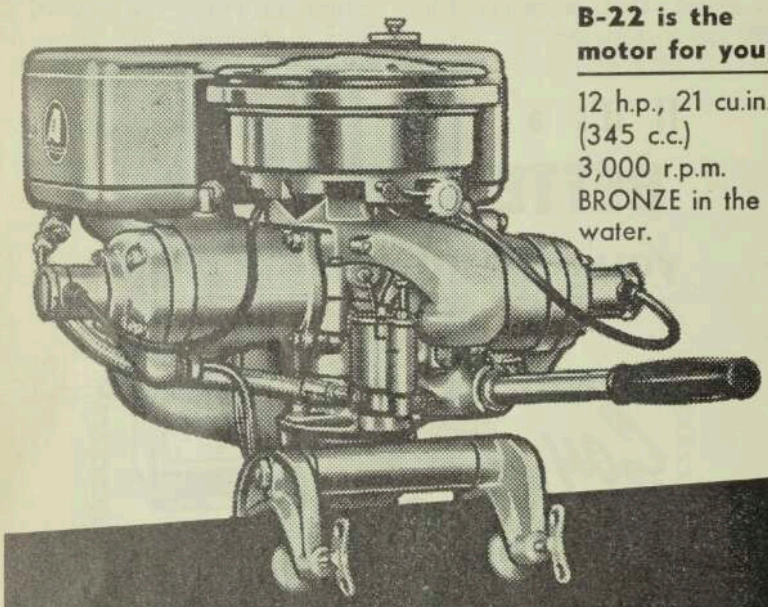
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awarded to Compagnie Industriel de Travaux (CITRA) for the co struction of a loading jetty, ar that work on it would commence December. Equipment and materia arrived on the site in Octobe Certain negotiations regarding t company's exploitation of the d posit were completed satisfactori by Mr. d'Incamps with the Briti and French Resident Commissione across the island at the capit Vila.

Progress In All Directions in CI's

Things are happening in all dire tions in the Cooks. Gone now a the days when a client at the movi in Rarotonga might be asked by t happy vahine in the next seat hold onto a set of wet naps for minute while she fits out the bal in a new set. They've just brougl in a law barring children und three from entering. It's believe that young children often pick u infections in movie houses.

Progress towards self-governme is also bringing some surprises new taxes. The Island Council, no responsible for certain public work has to raise funds somehow. N longer is *all* of it coming from Ne Zealand. A tax of £1 has just bee placed on every new bicycle sold and there are many bicycles Rarotonga's flat perimeter roa That has been followed by a ne road improvement tax of 10/- p annum per head on all males b tween the ages of 18 and 60.

Now on the stocks is a licensi scheme for traders. Up to now, you wanted to go into business yo hung out your sign. Soon it will b necessary to apply to a committe which, if it grants a licence, wi extract an annual fee.

Between passing or considerin these new means of gathering taxe the councillors found time in No vember to raise their pay from £ per annum to £50, and to arrang that they also receive £1 each tim they had to attend a meeting any special committee set up look into any particular problem

First Shots In The Fares War

Duncan Sandys, British Ministe of Aviation, told the House Commons, in December, that th Government had given its approva of BOAC's policy of cutting a fares.

He said that new aircraft on orde by BOAC and BEA would carr about 50 per cent. more passenger and being faster would be able t accomplish more flights in quicke time. To make economic use of thes aircraft, a larger increase in a traffic was essential.

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NGAN HONOUR. Mr. T. Mather, of Auckland, o has had much to do with Tongan visitors New Zealand in the last 10 years, recently de a six months visit to the Kingdom him- f and came away loud in his praise of its spitality and friendship. "A lovely Queen, ely people and lovely islands," he said. He o came away with this taovala, and a Tongan title name of "Mauo".

"I am convinced that the only ay to do this is by boldly cutting own fares. Experience has shown at a reduction in fares quickly tracts new passengers," said Mr. ndys.

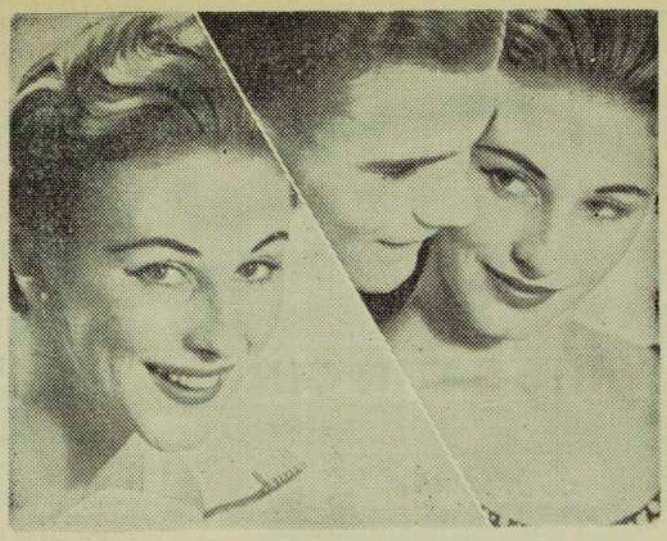
What Mr. Sandys had to say will ave an impact on the South Pacific entually. He was opening an air- ne fare war.

The last IATA traffic conference Honolulu concluded without aching agreement on fares on a nsiderable number of the world's r routes. This was largely due to OAC"s' insistence on the introduc- on of economy fares, a measure hich did not meet with general pproval.

"After carefully considering this hole matter I have decided to uthorise BOAC to introduce conomy fares on the cabotage utes to West Indies, Africa and e Far East. These fares will vary etween 10 per cent. and 20 per nt. below existing tourist fares," id Mr. Sandys.

Because of BOAC's stand at onolulu the fares to be charged on number of international routes uring the new year beginning pril 1, have yet to be fixed. IATA ad decided that the traffic confer- nce—which alone can agree on ares—would not meet again until here was a reasonable chance of greement.

Now BOAC may be able to modify s demands since it has got its ay on cabotage (overseas pos- essions and dependencies) routes.



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Perhaps IATA will convene anot traffic conference in order to re agreement on the internatio routes which have been the subj of dispute.

BOAC is a leading protagonist lower fares on these routes and, the *News Chronicle* said in a rec leading article, "It is not throu want of trying that only now, a only on a few routes to Colon territories, BOAC is to be allow to cut its fares. There is ho however, that this is the thin ed of the wedge. . .

"The routes on which the cuts to be made do not come within t jurisdiction of IATA. But this bo could do well to take the hi Britain's principal airlines are qu powerful enough to go it alone cuts continue to be resisted. So a those of several other countri The rest would be wise to g ground."

Are The Peasants Sitting On £20 Notes?

To prevent hoarding the F Government intends to call in £20 notes over the next two yea

The Financial Secretary, Mr. R. Bevington, speaking during t Budget session of the Legislati Council, recently, outlined t situation.

Mr. Bevington said that the were about a £1 million worth £20 notes hoarded away somewhe —the total circulation of the notes amounted to £1,730,000, b the number in possession of ban on a recent check amounted value to only £494,000.

A great proportion of tho hoarded were believed to be in t possession of peasant farmers possibly to the value of £1,200,00

All £20 notes now coming in banks will be withdrawn and £ notes issued to replace them, people want them.

In a year's time it should possible to see how many we actually being hoarded. If million was being so hoarde £25,000 a year was being lost the owners in interest at savin bank rates.

Depending upon the number notes received during the ne year, the Government may the announce that £20 notes are to formally withdrawn and that the cease to be legal tender after th end of 1961. Before then a publici campaign will be launched encourage the hoarders to put the money to work or in the safety banks.

"I hope all members will do a in their power to ensure tha farmers and others do not thin that Government is going to tak or nullify their savings," said M Bevington, "The reverse is the cas We are trying to safeguard an increase their savings."

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OWING THEIR OWN. How's that for a bunch bananas! Perhaps not quite up to Islands ndard, but these are growing in the garden the Ellis family in Auckland. Ron and Esther rand-children of Mr. Bertie Leyden of Vavau) ep a close eye on progress. Mr. Les Ellis, rmerly of Tonga, brought some plants back om Tahiti and planted them in March, 1957. 'IM's" roundsman in December helped to eat me sizeable and fully ripe fruit from the palms!

ladi "Will Not e Overshadowed"

Nadi Airport has a tremendous ıture and there was absolutely no ıstification for pessimism in some uarters that some other airport ight take its place as the aerial ossroads of the Pacific, said Mr. . R. Rae, chairman of the South acific Air Transport Council in is address to the Council at its 3th annual conference in New ealand in December.

Mr. Rae did not say so but it ıay by assumed that he was eferring to suggestions that Tafuna irport, still being built in Ameri- an Samoa, might steal Nadi's ıunder, or alternatively that 'ahiti's new international airport ight make inroads on Nadi rans-Pacific traffic.

Quake Damage, Skull Houses On Solomons Expedition

After completing three months in ne Western Solomon Islands as eader of an expedition to explore ne virtually unknown interiors of ne large islands in the New Georgia roup, Dr. Dick Stanton, of the Jniversity of New England, Armi- ale, returned to Sydney recently.

He was assisted in the expedition y Dr. David Bell, a newly appointed geologist in the Solomons, and about 30 islanders, some of whom had been with Dr. Stanton in the course of his two previous expeditions to the Solomons, in 1951 and 1956.

Working on the small launch *Noula*, much ground was covered, but it is understood that further work is needed to complete the undertaking. Towards the end of his work the old *Miena* (the ship on the 6d Solomon Islands stamp) was also brought into service. This work is to be continued by Dr. Bell.

The party had some interesting moments in the field, experiencing minor aftershocks of the August earthquake, and at one stage negotiating on foot from south to north the island of Vella Lavella, whose centre had been shattered and vast areas of the jungle canopy thrown down into the gorges from the mountain tops.

Dr. Stanton described dangerous landslides of 1,500 feet and more, which it was necessary for them to climb.

He said that he had never seen anything like the shattered rock core of the central mountain Tu'umbuo. The surface effects there had been very great, but the area was quite unpopulated, and there were no casualties.

The rivers must have been blocked for a while by a confused mass of shattered timber, rock and soil, but they had quickly cut their way through and were still depositing large quantities of sediment in the sea, which was stained brown for



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SENTATION. In Suva in December the captain the "Arcadia" Capt. G. A. Wild, received n Lady Liku, a tanoa (carved kava bowl) ch Lady Liku presented to the ship to mark appreciation and that of the Fijian people the care given to her husband, Ratu Sir Sukuna just before his death in the cadia" while on his way to England in 1958. M. W. Leivers and Sister P. L. Bissell, the geon and nursing sister who attended him le he was ill, watch the presentation. The around Lady Liku's waist is known as a vala, symbol of mourning to the Lauan people of Fiji.

—Rob Wright.

lf a mile offshore near Parasa, on e north coast of Vella Lavella.

The Islanders reported that the ck mudflows which followed the in earthquakes smothered all uarine life.

On another occasion, while the rty was nosing into the mangrove amps of western New Georgia, ey came across partly sunken panese ships and barges almost vered by vegetation.

Many other relics of the war were covered. The most conspicuous re piles of beer cans and Coca la bottles.

The expedition was enlivened en members of the party tripped er somnolent crocodiles, on one occasion killing a 12-ft long monster with improvised spears and stones, in a mild scramble that lasted half an hour.

The central parts of these islands are rarely penetrated by Europeans, and the party were surprised by the number of places sacred to the heathen that they discovered. It is probable that these places have never before been seen by Europeans.

Skull houses, ancient graves containing shell money, old walls, terraces and village sites were located in many places, particularly on Vella Lavella, Vangunu and Simbo.

Interesting material awaits the study of archaeologists.

The Job Of An Information Centre

What is the function of a United Nations Information Centre? The question is in the news following the recent Trusteeship Council decision calling for the establishment of Information Centres in or near Trust Territories (PIM, December, p. 26). The resolution was carried by 59 votes to 12, with Australia and New Zealand being among those voting against it. Mr. Kevin Kelly (Australia) said he believed the resolution was "not sincere", and, he added, considering the references made to New Guinea during the debate, it was in fact "a formal insult to my Government". UN documentation was readily available in New Guinea and Nauru to those who knew the language.

Here are the functions of a UN Information Centre, as stated officially by UN:

It is expected (1) to help promote an informed understanding of the United Nations among the peoples of its area; (2) to provide information to the press and help cover any UN activities taking place in its area; (3) to publish or encourage other bodies to publish pamphlets, etc., on the work of the UN; (4) to engage in or encourage the use of radio and TV to spread information about the UN; (5) to help newsreel and photographic press agencies and take part in the production and distribution of documentary films, filmstrips, posters and other graphic exhibits; (6) to maintain an enquiry and reference service, give out educational materials and accept speaking engagements; (7) to distribute free materials while also encouraging the sale of certain publications.

Prince Tungi on Extensive Tour

Tonga's Prime Minister, Prince Tungi, is at present on an extensive business tour. He is expected back at Nukualofa late in January.

Prince Tungi left Nukualofa on November 23, travelling per *Hifofua* to Pago Pago. From there he flew to Honolulu by Trans Ocean Airlines to represent Tonga at Hawaii's Admission Day celebrations which extended from November 26 to November 29 and marked the occasion of Hawaii becoming the 50th State of the United States.

From Honolulu, Prince Tungi was to fly to Manila via Wake and Guam, and after a week at Manila he was to fly on to Bangkok and Colombo. His schedule called for six days at Colombo.

He was then to leave by Comet jet airliner for Kuala Lumpur and Singapore, thence to Hongkong, where he was to spend Christmas. Prince Tungi was to leave there on December 27 for Tokyo and from there would proceed to Ise on the Inland Sea to inspect progress on the new tuna longliner *Teiko*, which was launched in mid-November and is now fitting out.

From Japan, Prince Tungi will again fly to Honolulu and then to Nadi and Suva, from where he will return to Nukualofa.

Prince Tungi is believed to be discussing various agricultural, produce marketing, and purchasing matters along the route, and there are rumours that he is also making inquiries regarding the construction of another larger ship for the Tonga overseas trade.

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ew High Chieftainess r Aitutaki

In day-long ceremonies, chants, d celebrations in November, urukura Tungarangi Ariki was vated to the rank of High ieftainess of Aitutaki Island, in e Cooks.

The coronation ceremony, in the cient native rite, was performed Taunga Monga, senior native iest. Later a Christian service was nducted by Pastor Samuela of the MS Church.

as It Another st Explosion?

A sudden and complete radio de-out was recorded at Rarotonga 7.10 a.m., on November 30 (1840 MT, November 30) and lasted for out half an hour.

Recalling the complete and pro-nged radio fade-out experienced the Cook Islands when the nericans carried out their high itude nuclear bomb tests on gust 1 and August 11, 1958, near nnston Island, radio men at Raro-nga were speculating whether other test shot had been fired or ether the fade-out was the re-lt of a sun spot or solar flare. e short duration of the fade-t this time suggested it might ve been a natural cause.

r the Card Collectors— nother D-Xpedition

American radio "hams" in De-mber were planning another of eir DX (that means "long stance" in radio lingo) expedi-n to far-away places. This time e target area is New Zealand's kelau atolls, where no indigen-s "ham" exists.

Identifying letters are allocated to ery country in the world by the ternational Telecommunications reau in Switzerland with the reement of the member countries. e "ham's" constant aim is to ake contact with as many of these untries as possible, and to obtain and display on the wall—a rification card for every one of e separate prefix-letter areas. hen even two "hams" make con-ct for the first time they ex-ange cards.

In recent years American "hams" ve financed expeditions to many nall, isolated territories where ere are no "hams".

There, with the permission of the cal authorities, the expedition embers set up shop with portable uipment for a few hours, days, or eeks, and make contact with as any overseas stations as possible, and especially the stations which have helped with their dollars to finance the expedition.

Eventually cards are printed bearing the call-sign allocated to the station by the local administration, and those cards are sent out to all who were lucky enough to make contact.

Apparently, however, the New Zealand authorities insisted that a British "ham" would have to be included, and that the license would actually be in his name. This was OK by the Americans, but the problem was to find a British "ham" nearby who could spare the time.

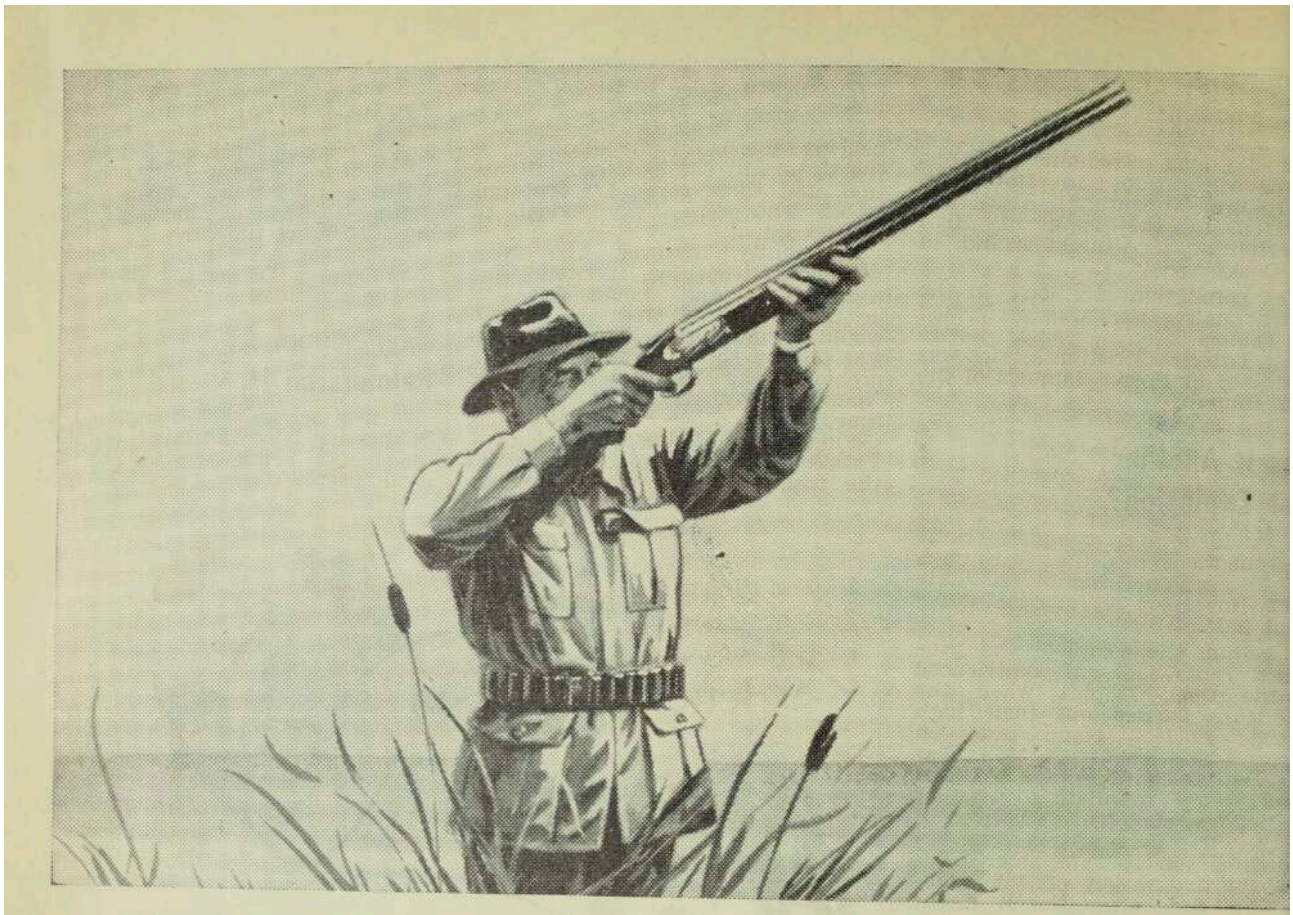
Finally, Mr. Peter Alexander, of Vatukoula, Fiji, arranged to make the trip. He and Mrs. Alexander, together with Dr. H. W. Meredith and his wife, sailed from Suva for the Tokelaus on December 29, by the chartered *Maroro*. It will be a busy week for them, after they set up their radio gear—they plan to make contact with about 10,000 "hams" throughout the world during that short time.

Early last year a New Zealand "ham" did a DXpedition to Tonga for the benefit of the card collectors.

New School At Palmerston Is.

A new school was completed at Palmerston Island in late November, the labour being provided by the local people from materials sup-





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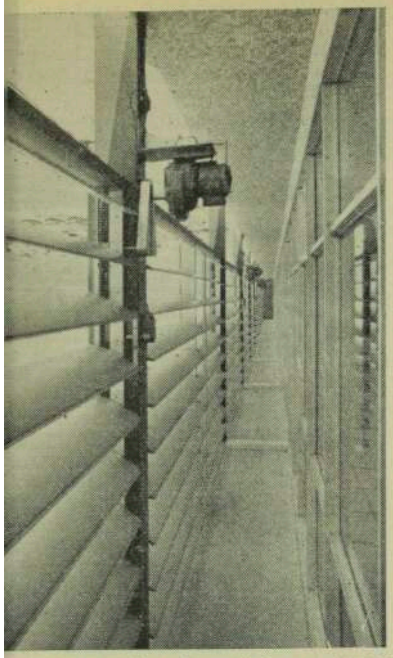
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ME SAVING. This refinement for sun louvres uld be of value in the South Pacific. It has en successfully developed in South Australia Wunderlich Ltd. The louvres in the photo- aph are in Adelaide's new satellite town of izabeth, installed along the whole 161-ft. front the General Motors-Holden plant, and they ver need adjusting. A photo-electric cell erates the louvres in shutting out the sun's ys right throughout the day. The whole ocess is automatic, but a pushbutton control can be used to over-ride the electric brain.

lied by the Cook Islands Admin- tration and delivered by the onald schooner *Tiare Taporo*.

Most of the Island's older build- gs of European type were con- ructed from lumber washed up on ie atoll from past shipwrecks, and om the timbers of such ships iemselves.

Much of the Island's furniture has distinctive 19th century nautical avour about it.

ig Trimming of Fiji Government Expenditure

Savings in many Government de- artments are recommended by an conomies Committee which looked ito staffing and methods recently.

Under the scheme there would be substantial reduction of Public Works Department manpower—from bout 3,400 to about 2,000 direct nployees.

This would be achieved by letting ll major Government works to out- de contractors, who would pre- mably absorb a good deal if not ll of the staff which would be pro- ressively eased out of Government ervice over a period of five years r more.

The PWD would continue to perate certain Government services like water supplies, and would do maintenance work on its own mechanical equipment, but by re- ducing its functions there would be a major reduction in stores held in reserve and in the staff necessary to operate that section.

There will be a good deal of doubling up of jobs or down grad- ing of certain jobs in other Gov- ernment departments, especially the medical department in the admin- istrative and field sections.

Certain vacancies in the Establish- ment will not be re-filled, and cer- tain salary scales will be reduced as the existing office holders retire or are transferred. There will be some "streamlining" to make up for reductions in staff.

Female employees will not be happy to learn that it is recom- mended that unmarried females should work the same hours as males, and that eventually the con- cession to married females whereby they start half an hour late in the mornings, should also be withdrawn.

There will be no general increase in working hours, though it was pointed out that there could be a reduction in staff if office hours for Government employees were ex- tended by half an hour. The pos- sibility of staggering the lunch hour will be considered. (Over)

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A suggestion that undoubte will appeal to the females is t the telephone be used more obviate the time wasted in writi unnecessary letters.

All recommendations have yet be approved by the Legislature.

GEIC Labour For Santo Fishery?

Some Gilbertese may be emplo at the South Pacific Fishing (NH) Pty. Ltd. tuna fishing b at Palekula, Espiritu Santo follo ing a recent visit of inspection a a similar British-Japanese tu fishing company might later established in the Gilberts.

Tebati Teeta, of Kuria Isla and Kalwanati Tebano, of Aro Island journeyed to Palekula in t fishing company's refrigerat cargo vessel *Santo Maru* to vi the working conditions there.

There has been no stateme from the GEIC Government but is understood that the idea Gilberts labour going to Paleku is to train them for similar dut back home, in the event of sat factory arrangements being reach regarding the financing of a tu fishing base in the GEIC.

Pago Pago has shown that the is no doubt that such a base co be a valuable money earner through taxation—for a territory restricted resources like the GE

Fiji Banana Legislation To Be Re-Written

A bill to establish a Bana Marketing Board in Fiji, which w to be presented at the Decemb session of Legco, is being wit drawn and re-written.

A Government statement sa that 15 amendments had be agreed upon and it would therefo be simpler now to re-write the bi

The bill did not come into for on January 1, as originally planne

After the bill has been passe the Board members will have be selected. They will then probab have a number of meetings decide on regulations to be ma under the new ordinance. The will then be submitted to t Governor for his approval, aft which the Board will invite applic tions from persons who wish become licensed suppliers—the sa overseas will be entirely in t hands of the Board.

All this is expected to take ma months.

Changes to the original bi (reviewed in *PIM*, September, 63), include a new definition of "supplier". A grower may no long necessarily be a supplier. Only th person delivering directly to th Board will come under th definition.

Some of the powers of search inspectors have also been reduce

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REWELL. Popular Lae couple Mr. and Mrs. J. Coolhaas are back in Sydney again—"gone ish" after four years in the Territory, where . Coolhaas was Regional Hydrographer with Commonwealth Department of Works, Lae. s. Coolhaas was well known for the interest she took in local kindergarten work.

hey will no longer be allowed to vade private residences in the ead of night in search of sub-andard bananas or packing cases. heir activities will be confined to icking sheds.

Another important alteration is iat where suppliers were, under ie original bill, to receive full ayment upon shipment, they will ow receive only a down payment ntil all the shipping costs are lculated—presumably a week or vo after shipment.

olonial Development Fund ssistance for Cathay

A remark by the Governor, Sir enneth Maddocks, in his opening ddress to the Fiji Legislative ssembly in November to the effect iat the Colonial Development orporation was already participa-on with Cathay Hotels (Fiji) Ltd. the development of additional otels in the Colony was the cause some surprise.

This appears to have been the rst news of any such participa-on.

Sir Percy McNeice, Cathay's airman of directors in Fiji con-rmed to the *Fiji Times* that dvice had been received in October iat the company's application for nancial aid had been accepted on ie basis of a loan with the option acquiring shares in Cathay ter.

Sir Percy did not reveal the mount of the loan.

Other interests in Fiji also in-erested in building new hotels em to have been taken by surprise iat such funds might have been vailable to them. From comment ade later in the Legislative ouncil debates it appeared the orporation would be unlikely to xtend similar financial assistance other hotel companies at this ncture, as they will be operating some extent in competition with athay in which it has now com-itted funds.

Emergency Voyage To Chatham Is.

The officers and men of NZ Island Territories Department's MV *Maui Pomare* sacrificed most of their normal Christmas-New Year leave in Auckland this year to make a special school children's voyage to the Chatham Islands.

Because a RNZAF Sunderland flying-boat struck an uncharted reef in the only sheltered landing area in the Chathams in November, and because constant bad weather had prevented a re-survey of the Waitangi lagoon by a party since sent out, a flight with 20 children due to return home from schools in New Zealand had to be cancelled. The land airstrip was considered unserviceable.

Maui Pomare, which arrived in Auckland from the Cook Islands on December 22 was the only suitable vessel available for the job. She was hastily discharged and was despatched on December 26, the children being sent by rail from south to join her.

The children thus missed their Christmas at home, but would have most of the school holidays there.



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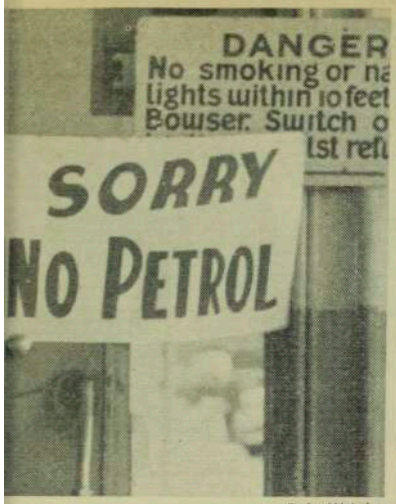
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—Rob Wright.

etrol Caused a
ji Explosion

"Sorry, no petrol," the signs said most of Suva's petrol bowsers on ecember 9. The reason was a strike 300 petrol workers in the Colony a strike which touched off the ggest civil explosion in Fiji's story. Here is the log of events:

October 24. Wholesale and Re- il General Workers' Union opened egotiations for increase of basic y rate from £3/0/6 to £4/15/-, and r proportionate increases of other tes, payment of overtime, and rtain other improvements in con- tions, retrospective to October 24. abour Department was advised of egotiations, which continued oradically into December.

Final offer from oil company em- oyers was for increase of basic te to £3/10/- as from January 1, 60, and for negotiation of other aims in February.

December 7. Negotiations broke wn.

Some 250-300 oil company em- oyees at Suva, Nadi and Vuda oint come out on strike. Union ecretary James Anthony addresses rikers and other workers at Walu ay industrial area. Bus drivers id some taxi drivers strike in mpathy.

December 8. Government state- ent condemns strikers for failure make full use of negotiating achinery. Rush on petrol bowsers private motorists, remaining xis.

December 9. Oil companies' tankers, corted by police, deliver petrol to ree Suva bowser stations. Some inor incidents in intimidation by rikers.

In afternoon, Secretary Anthony prevented by the police from ldressing strikers and big crowd of public unable to obtain bus transport home from work. Police throw smoke bombs into crowd after it fails to quickly disperse. Some retaliate with stones.

Vandals join in wanton destruction of windows. Stone throwers continue activities through night, aided in eluding police squads by destruction of street lights.

Official union statement rejects Government statement charges. Some 300 casual workers at Millers and BP's, in Lautoka, strike in sympathy, but no violence there.

December 10. Fiji Legislative Council, which had been in session, met and adjourned, voting substantially for no discussion of the strike or riots at this time. More stone-throwing and damage to the main Suva business houses in the morning, as Legco dispersed. Governor announces Safety Regulations, including 7 p.m.-5 a.m. curfew at Suva-Lautoka-Nadi. Outdoor gatherings of more than three persons liable to be dispersed. Army Territorials and police reserves called up.

In the afternoon, Mr. B. D. Lakshman, MLC, at a public meeting at Albert Park prior to the imposition of the Safety Regulations, extracts a promise for the continuance of essential services and for restraint from further violence from a crowd of about 3,000.

December 11. Worker buses resume skeleton service by union agreement. Some biscuit company men come out on sympathy strike, but factory was already idle. Some further minor damage, apparently by vandals not connected with strike. Court hearings of arrested persons commence, first at Suva gaol as a matter of convenience.

December 12. Fijian chiefs—members of Legco—address Fijians at open-air meeting, calling for restraint and condemning destruction by Fijians.

December 15. Interim strike settlement announced.

December 18. Windows smashed in Millers store, at Lautoka, when union secretary Anthony is refused permission by police to address unionists at an open-air meeting. Curfew, which had been eased slightly, was reimposed at Lautoka. Governor announces total damage in the Colony assessed at about £20,000. Private estimate is about £14,000.

December 20. Curfew totally lifted throughout Colony.

December 21. Hotel bars reopened for normal 10 a.m. to 10 p.m. hours.

December 24. Governor announces appointment of Commission of Inquiry into riots at Suva, to commence its work late January following completion of arbitration proceedings between union and employers.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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Fiji Had Seen Nothing Like It Before

The reasons for the Suva riots—and there are many of them—will be argued for a long time yet, but the actual occurrences of the three days from December 9 are the events which will remain in the minds of Suva residents of all races. Fiji had seen nothing like it before since Cakobau ceded the islands to Queen Victoria in 1874.

Events had moved slowly early in the day of December 9—the third day of the oil workers' strike.

The Government that day decided to deliver petrol from the depots to the petrol bowsers, under armed guard.

First reaction was a lighting strike by taxi drivers. They then went to the Suva bus station in Rodwell Rd., pulled the bus drivers out on strike by devious means—threats, cajoling and appeals to "workers' loyalty".

With the transport system now suddenly paralysed, thousands of Suva workers moved towards the bus station after knocking-off time.

The police earlier had sent out a riot squad to that area. Mobile police patrolled Rodwell Rd. for its full length.

The riot squad was soon in action. It broke up a procession of placard-carrying strikers (mainly taxi drivers) at the corner of Prince's and Margaret Streets.

Large crowds watched this brief episode.

With no means of getting home, stranded workers moved from the bus station to a vacant allotment at the end of Rodwell Rd., just opposite the Phoenix Theatre, where Mr. James Anthony, secretary of the Retail and Wholesale General Workers' Union was to address the striking oil workers.

As a big crowd gathered, and spilled on to Rodwell Rd., mobile and riot squad police took up positions nearby. Mr. Anthony's arrival caused a stir.

The police, a few minutes earlier, had announced twice over a loud-speaker from a Landrover that there would be no meeting. They gave an indication there would be trouble when they asked all women and children to leave. They then refused Mr. Anthony permission to address his meeting.

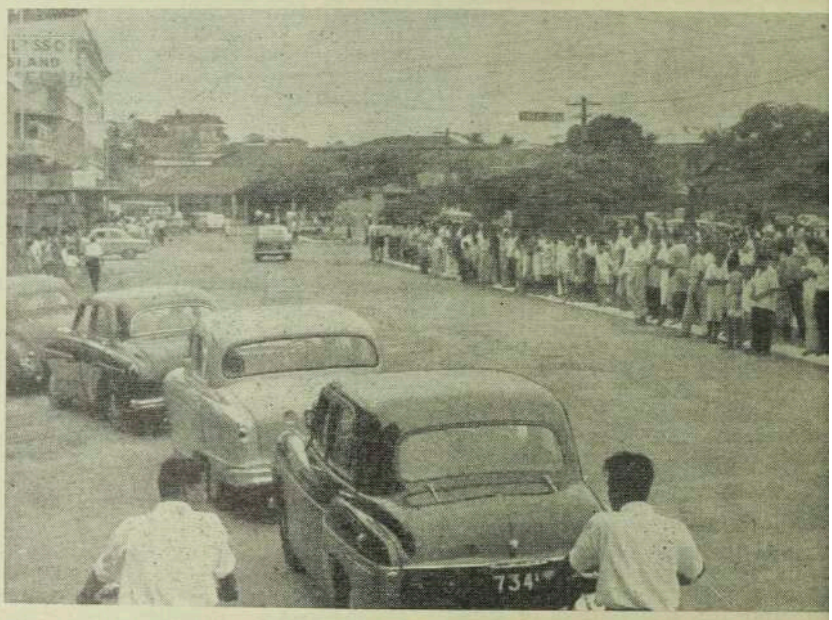
The riot squad, with perfect discipline, under Assistant Superintendent L. W. Allen-Mersh, and armed with batons as big as pick handles, carrying wrist shields, and wearing steel helmets, stood in Rodwell Rd. facing the crowd. All wore respirators. The crowd had now grown to something like 5,000 or 6,000.

A policeman now hurled a smoke gas bomb into the crowd. There was



With petrol rationed and hundreds of cars queueing up, police (right) take over some Suva petrol pumps. Below, crowds watch cars queue at a service station in Rodwell Road, markets and bus terminus of Suva, and main trouble spot during the riots.

—Rob Wright.





Members of the po riot squad, with s helmets, shields batons, await m trouble in a Suva m street. Shop at r Stinsons, owned by Mayor of Suva, badly damaged looted in the rioting.

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ild scatter as they tried to avoid smarting smoke.

unning in all directions, they n melted away to a safe distance. en-Mersh, at the head of his ad, and with a rearguard of six emen, marched along Rodwell

ome of the crowd, angry at at had happened, began to throw nes at the police, who carried on linchingly.

llen-Mersh halted his squad or three times during the rch and stood facing the crowd, st of whom were still apparently ildered by what had happened.

pposite the bus station the ad came to its final halt, where Indian MLC made an appeal calm, and said that an Indian ncillor would arrange trans- t for them.

t odd intervals people in the wd continued to throw stones at police, and one of them, istant Superintendent Eric Smith





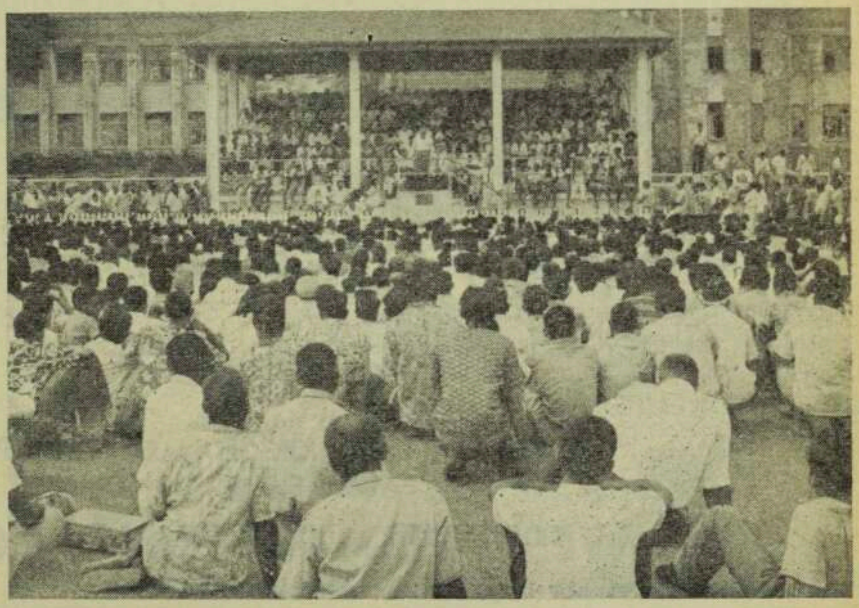


Crowds above flee from police during the first day's disturbance in Rodwell Road. Suva stores soon barricaded their windows (right) against stone throwing. The size of the stones can be seen along the kerb at left.

Top photo: D. L. Low, others Rob Wright.



n leader Ratu G. T. Cakobau, after the main ng, addresses a crowd gathered in Albert to listen to a union leader. He and other n chiefs who spoke asked the crowd to remember Fiji's good name.



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Commission Of Inquiry Into Fiji Riots

The Governor of Fiji, Sir Kenneth Maddocks, on December 24, announced the appointment of a Commission of Inquiry into the immediate causes of the Suva riots. The sole Commissioner is the Chief Justice, Mr. A. G. Lowe.

The terms of reference are:

"To inquire into the immediate causes of the disturbances which occurred in the city of Suva from December 9-12, 1959, inclusive and into the events which occurred in connection with and related to such disturbances from December 7-12 inclusive; to express such opinions relative to such events and disturbances as are necessary and to report."

The Commissioner was to institute his inquiries after the strike arbitration proceedings had been completed. These were to commence on January 11 and were expected to be completed by late January.

no was in plain clothes and tak- photographs) was hit on the e of the head.

inally, exasperated by the stones, police threw more smoke bombs i again the crowd withdrew idly to a safe distance.

he crowd jeered some passing torists and stoned a petrol ker (which should never have n allowed into the area). The wd also jeered and booed the ice.

he big crowd slowly came to- her again, mainly in the bus tion.

ncidents were now occurring ularly. Several of the riot squad sed a man into a lorry park, and en he surrendered and was ost surrounded another riot ad policeman charged into him full gallop.

he crowd was by this time be- ning incensed, and the hail of nes became thicker. The police in retaliated with their smoke nbs, although what they were empting was not apparent.

Mr. Anthony drove past during quiet moment and the crowd, tting him, followed his taxi to vacant lot where he had planned speak. The riot squad police piled o a special bus and followed.

This time the police wasted no ne. They broadcast a quick warn- to the crowd to disperse and n began to heave their smoke nbs again, in all directions, even bystanders on high ground, who re not interfering.

There was no escape from the oke, which was cruel to the eyes d harsh on the throat.

he crowd, now thoroughly roused, plied with stones from a safe tance. The riot squad was ever ick to form up, and now ready go into action with their batons, ich they had not used up till en.

The hooligan element in the wd then started on its trail of struction.

With most police at one end of dwell Rd. they raced into Robert- n Rd., between the new Car- nter Building and Burns Philp. Grabbing any ammunition they could they began throwing it at all exposed glass.

Carpenter's had earlier taken the precaution of battening all plate glass windows on the ground floor, but the upper storey windows were exposed to the mob's fury. It was a mystery where the stones came from, for the area all round the two buildings is paved. In fact the appearance of stones during the two days was a mystery, unless the crowd picked them up in the unpaved portion of land between Rodwell Rd. and Harris St.

Several people, wise after the event, claimed they had heard stories that taxis had been taking them to the area earlier that day.

The hooligan element continued its destruction around Rodwell Rd. after dark, having smashed all street lights to make it easier.

That night the Government did nothing to prepare for possible future violence. On Thursday morning groups of hooligans—arrogant and noisy—walked exultantly along the streets, with not a policeman in sight.

The Government had not arranged to meet until noon to approve emergency regulations, although it was apparent to many people in Suva that the urgent need was to break up the small groups early.

By noon there had been real trouble, with more window smashing, with European cars and Europeans stoned.

One photographic store which had its window smashed had all its photographic equipment dragged out and broken up on the pavement. The main stone throwers and looters were little boys and girls, principally Fijian, but some Indian —with Indian adults and some Fijians shouting in approval.

"The scar of those few hours," said one man later, "will take a lot of healing."

News got around that Mr. Anthony would talk in Albert Park in the afternoon, and the mob began to stream down to the waterfront, throwing stones at windows as they went.

(Over)

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Vital Figures In The Suva Riots

Here are the vital statistics of the Suva disturbances:

Damage to private and public property, £12,000 to £20,000.

Seriously injured: Mr. Bruce Brownlee, merchandise manager, Burns Philp Co.; a glass sign dislodged by a thrown stone fell on him as he watched the riots. He was flown to NZ for expert medical treatment on January 7, after three weeks in CWM Hospital.

Wounded: A Fijian was shot in a scuffle with a special constable. His condition (January 7) was "very good".

Casualties: About a dozen other people were hurt by stones and in the melees; none seriously.

Arrests: 145 cases were heard to December 23; 105 were convicted (mostly fined).

Late in the afternoon the emer ency regulations were announc but at the public meeting Mr. B. Lakshman, Indian MLC, spoke. I said that all the violence had stop.

"And they did it," reported a onlooker. "They walked home aga like lambs"

The main part of Suva w like a ghost town that night. The was peace, if little sleep.

Next day the same little grou began to form and some people we worried. A popular view was that the police had had their men the streets jollying the crowd alon London Bobby style, keeping the moving, better control would ha been had. But the police appear to operate as a kind of mobi force directed from headquarters trouble spots.

But despite the small group events remained fairly quiet in th streets. During the morning, M Anthony decided to let the bus run in the mornings and evenings

Mr. Lakshman tried to introdu a motion into the Legislative Cou cil, asking for an inquiry into th police action in throwing smok bombs on the first day. The Go ernment closed the session on gag motion—a move that won it n friends.

Said a correspondent, "The Go ernment showed no sense of urgenc at any time during the rioting an came out of it badly. The poli were both active and well discipline but they appeared to adopt an a titude of war rather than of keep ing the peace".

"Strike Planned to Cut Air Traffic"

The primary aim of the petrol strike was to cut international air traffic through Nadi, a Suva correspondent reported in December. He said that it had failed, because the Government had taken fuel supplies to Nadi from the nearby Vuda Point installations under police escort.

He added, "When James Anthony was being interviewed by overseas correspondents on this point he became very excited and denounced the Government's action in escorting the fuel. It was a matter of great importance to him."

Extensive Aid" romised N. Caledonia

Extensive aid has been promised New Caledonia in various forms, e French High Commissioner for e Pacific, Mr. Pechoux, said in umea in December, on his return m a visit to Paris, where he had conference with Mr. Jacques ustelle, Minister in Charge of erseas Territories.

Mr. Pechoux said the Vietnamese estion had nearly been resolved, d he was confident that word uld arrive soon that would settle

This statement was received with eat satisfaction in New Caledonia ere people for years have been itating to have the Vietnamese patriated to their homeland.

r. Hasluck In P-NG: Friendly Ending

After a touchy beginning peppered th strong public criticism, the cember tour of Papua-New inea by the Australian Minister Territories, Mr. Paul Hasluck, ded on a fairly friendly footing.

Public leaders (including some onymous ones in the Administration itself) criticised Mr. sluck's early conduct of the tour, t later admitted that "something appeared to have been hieved".

The tour lasted a fortnight, and vered Rabaul, Port Moresby, Lae, avieng, Madang, Popondetta, and e Highlands. It was for "fact ding", and to meet as many ople as possible.

But things got off to a bad start en Mr. Hasluck accused reporters persecution tactics at interviews Port Moresby and Rabaul. In e latter interview he showed a wspaper reporter to the door on e grounds that the reporter's



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16-oz. Gooseberries.
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ıtions were cheeky and imper-
nt.

ıe questions (without the
vers, which were never given)
e later published. General
ic opinion was that the
ıtions were in the most part
vant, and should have rated at
t some sort of answer.

ıis incident added fuel to the
ngs of some people in Rabaul
Port Moresby that Mr. Hasluck
side-stepping issues of impor-
e to the Territory, and that he
doing too much listening with
enough answering.

ven before he had left Rabaul
ral days later, however, there
a swing in feeling. Much of
swing was attributed to a
ight from the shoulder talk
ch Mr. Hasluck gave to members
Rabaul Chamber of Commerce.

r. J. K. Dowling said after the
ting: "This was the third major
ıtation to Mr. Hasluck with
ch I have been associated in
past three days.

We were disappointed with the
two, but this one was a beauty.
came straight out and told us
e of the real problems which
and his administration are
ng.

When he does something like
and we can see some of the
ters from his point of view we
in a much better position to
erstand the whole picture.

We only wish he would come
and talk this way more often
ıd more publicly, if possible."

ıter, on the New Guinea Main-
ı Mr. Hasluck followed a very
ely-organised itinerary which
him into contact with Ad-
ıistration and private people
a wide area.

ost people said that they had
ıd their talks with Mr. Hasluck
ful, and that he had offered
ıssist in a number of matters.
ne of the most hectic meetings
he tour was at Minj, in the
ngi Valley, a pioneer district
re the residents are mainly
ıters, most of whom are vocal
ponents of Canberra policy.

peakers at that meeting didn't
ıer to mince words and for
while it was heated, but it
tened down when the Minister
e as good as he got. Some
ıkers said they wanted real
esentation in the Legislative
ncil not "the comic opera"
slature they had. There was
ound insecurity, and private
ıative, either by native or Euro-
ı, was regarded as an
chronism.

r. Hasluck made it quite clear
he is willing to listen to any-
ıg reasonable, but he wanted
s and figures and not abuse.

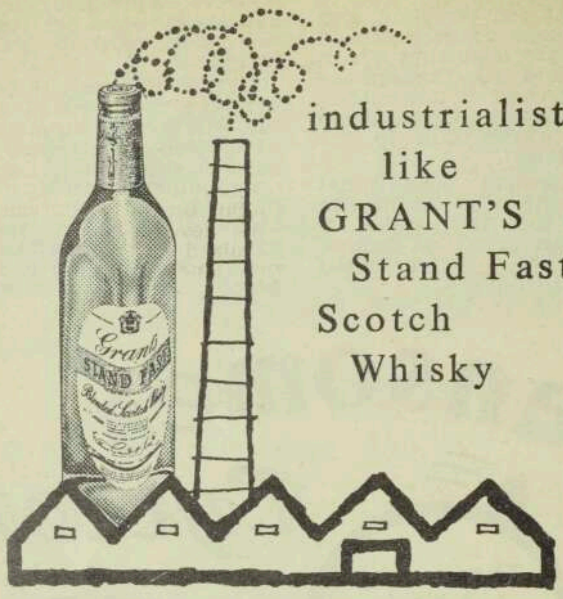
ost people left Mr. Hasluck's
hlands meetings satisfied that
had heard something, but a
hlands correspondent later re-
ed: "There has been a reaction
here. People seem to have decided that the Minister's policy was, 'I am going to let you complain, and now that you have complained and I've heard it, you can shut up in future'. Time will tell. Perhaps the trouble is that there is not enough of these official visits—not enough opportunities to complain to the people who matter".

The correspondent added that Highlands people who heard Mr. Hasluck gave him full credit for his insistence on facts and figures, chapter and verse. Generalities didn't matter to him.

Mr. Hasluck wound up his tour in Port Moresby—from where he had started—and the results of his visit were generally well received there.

Matters discussed throughout the Territory tour covered all possible subjects. Among the most prominent were road programmes, taxation, parallel development of all racial communities, primary production problems and requirements, travel facilities, education, radio broadcasting policy, hospital development, naturalisation of mixed race people, opening of new land for





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rural development, financial ass tance for rural or industr development, shipping facilities cargo, public service proble constitution of Territory Gove ment.

Generally speaking Mr. Hasl made no direct answer to request put to him, but he t details of circumstances and formation for later inquiry.

Some of the most significant marks he made during the t were:

- As long as the Austral Government continues to prov two-thirds of the Territo finance, the Commonwealth Par ment will not relinquish the ri to have final voice in the Territo
- Let there be no mistake ab the fact that the Legislative Cou of the Territory is specifica constituted to give a majority vo to the official government memb Precedence for this type of legis tive arrangement has been est lished in British systems, and being retained because of necessity in a territory of the t of Papua-New Guinea.
- People at Port Moresby Rabaul can have local munici government if they really want If a sufficiently strong mass me ing asks for it, the government be glad to sit down and talk over.
- As Minister for Territories, Hasluck personally takes full final responsibility for administ tion of the Territory, but he is prepared to enter into pub inquisitions concerning peop responsible to him for that ministration.
- The Commonwealth Gove ment has made a specific rep and decision regarding naturali tion of mixed race people, details of the decision cannot disclosed as they are at pres before the Australian Departm of Immigration which is the fi authority in a matter of t nature.
- If at any time a resident the Territory feels that he is g ting less than justice he is entit to write direct to Mr. Hasluck, approach him personally, and case will receive consideration.

An overall summary of the o come of the tour and the questi

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Pouvaana May Serve Sentence in France

It was reported from Papeete in December that Pouvaana a Oopa, Tahiti's left-wing political leader recently found guilty of crimes of violence and sentenced to eight years imprisonment and 15 years banishment from Papeete, may be transferred to France to serve his sentence.

cussed was given by Mr. Hasluck a broadcast speech shortly before returned to Australia. The ain points he made were:

- The people of Australia as a pulation provided the guarantee security in New Guinea rather an did the Government.
- The taxation system was not changeable or fixed, but was bject to adjustment as needs and nditions warranted.
- In any case, the tax question d not loomed as large during the ir as might have been expected.
- It was important that the ople and the Administration uld establish confidence between ch other. Good government re-ired an efficient public service, t it also required co-operation by e citizen.
- The white man's future in w Guinea lies in the attitude at the native takes in 20, 30, or more years ahead. Therefore e white man's relations with the tive today will in effect determine place in the future.

ought Still rious In N. Caledonia

New Caledonia's drought re-ained unbroken at the end of cember. The east coast had eived some good rains but the st coast, centre of the cattle tions, was still badly in need of

Cattle in the north were dying d rivers drying up.
Some old identities said the ught was the worst they had wn.
The once beautiful Yate Lake, med by the construction of the te Dam, is now more than half pty, and once submerged vege-ion and dead trees make a iful spectacle.
A bridge, which was submerged h the filling of the lake and de necessary the construction of miles of deviation road, has w come to light again.

ocodile Shooter ows Them How

n the first case of its kind ching the Territory of New inea, the High Court of Australia in December upheld the appeal of a man who had been charged and convicted of having entered the Territory illegally.

In addition to upholding the appeal, the court quashed the conviction and awarded all costs against the Crown.

The man is 40-year-old New Zealand crocodile shooter Hewton (Ossie) Amess whose legal victory created a wave of interest throughout the Territory and capped one of the strangest stories the Territory has known in recent years. (*PIM*, June, p. 143).

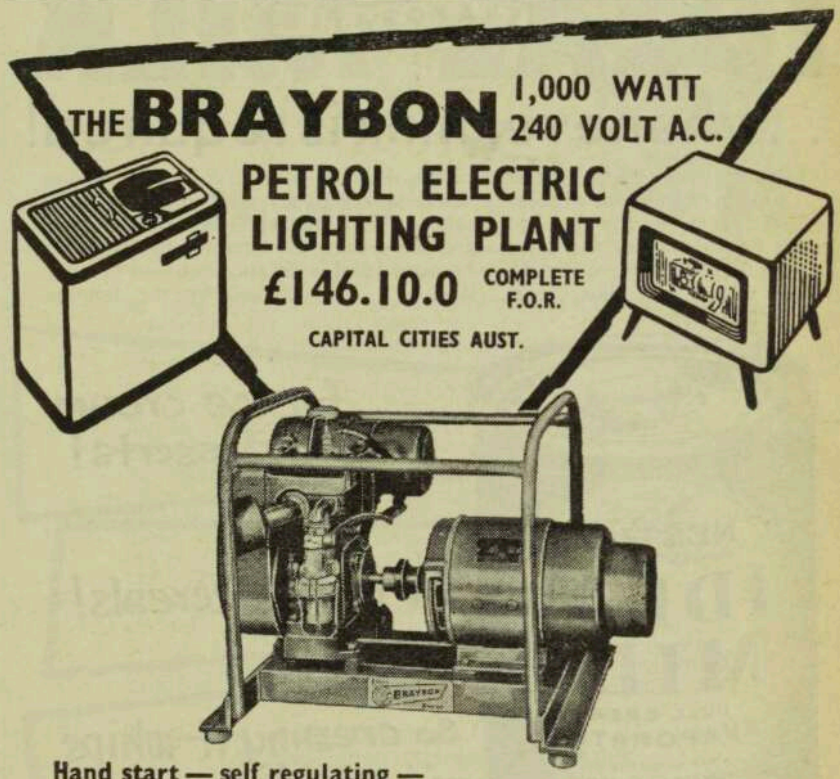
The story goes back to March, 1959, when Amess arrived in the Territory at Buin in his small motor vessel *Vega*, and with a native crew of one.

He carried a passport which was stamped at Buin, after which he came on to Rabaul. Following a series of official investigations and messages between the administrations of the British Solomons and New Guinea, Amess was charged with having illegally entered the Territory.

He appeared without legal representation in Rabaul District Court and admitted that he did not have an entry permit. The court sentenced him to two months' gaol on the charge.

Amess decided to appeal on the grounds that as master of his own vessel he did not require an entry permit so long as his passport and other papers were in order.

Meanwhile a wave of public support swung out to Amess who was confined to Rabaul Harbour



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pending the hearing of his appeal and was thus unable to earn money by shooting crocodiles.

Several private citizens and the RSL distress fund at Rabaul gave him financial help, and Mr. Dudley Jones, of Rabaul, took the brief for Amess.

The appeal was heard before the High Court of Papua-New Guinea and was dismissed. Amess decided to take the case further, and it was listed for the High Court of Australia sitting in Sydney.

While waiting for the outcome of the second appeal, Amess arranged for his wife Suzanne to come from Brisbane to Rabaul, but at the last moment immigration officials prevented her coming. Later she was able to arrange a ten-day temporary permit to visit her husband, and she went to Rabaul in November.

Shortly before Christmas the High Court unanimously upheld the appeal, quashed the conviction, and took the unusual course of ordering all costs in both appeals against the Crown.

It was a happy day for Amess—but he was not the first to learn of his victory because neither his barrister Mr. Jones nor the RSL which had helped him could find him for some hours.

The news was finally brought to Amess by *PIM's* representative at Rabaul.

Amess threw his hands in the air and said: "This is the grea thing I have heard in nine mont

In the bar of the Retu Servicemen's Club a notice scrawled on a blackboard: "C Amess wins his appeal backed your local sub-branch. All c against Crown".

Amess — who drinks m a i lemonade—was in later to th the members of the club and branch for what they had d

The president of the sub-bra Mr. L. M. Henry, asked him h to Christmas dinner, but Ar said he had been a tie on community too long.

He said: "I can't thank you enough for what you have d The best thing I can do nov get out and earn some money guess I will spend Christmas the crocodiles".

And he did, too. Four days be Christmas, MV *Vega* cle Rabaul Harbour with Amess at wheel—and with a local na crew.

"I don't know when I will back," Amess said, "But it wil when I am carrying as many s as possible. It might take a weeks, it might take longer, bu will be some day."

Hotel Encouragement Plan In Tahiti

Tahiti's Assembly has just posed a plan to exempt from t for a period of 10 years all hotel construction with a minin of 50 rooms. This is to encou French and foreign capital.

Also being studied is a plan grade hotels, from the deluxe d to the fourth class. At pre tariffs are high in Tahiti, and standard of comfort not good.

They Swallowed Up Their Old Building

On December 23, 1949, a grou ex-servicemen with the Pacific only four years behind them ope a Returned Servicemen's Club in old tin shed (ex-army) at Rab

And on December 23, 1959 years later to the day—the s club officially opened the section of its big new premises the same site as the old build

The first building, which shipped from New Ireland, di cost much ("but we can't rem ber the actual figure off hand" committee member said), but new building has already cost m than £10,000—and there is a more to come.

And perhaps one of the stran parts of the whole story is t the old building is already sta ing—inside the new one.

The old building will eventu be dismantled piece by piece " whipped out the back door of new one", as one member put neatly.

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At present it is being allowed to
nd undisturbed in a yet-to-be-
veloped section of the new build-
, but the billiard table inside it
still in use.
The new building is of pre-
ricated steel. Sections already
ened include the main bar and
lounge, a kitchen, store, and
vice sections. Later additions
l bring in a general lounge,
liard room, main hall, and ac-
nmodation facilities.
The opening ceremony was a big
asion attended by nearly 500
mbers, associate members, wives
d guests. Members assembled
the bar in the old building and
n filed into the new bar lounge,
by the president of the club,
. Stan Weston, and the presi-
t of the Rabaul RSL sub-
nch, Mr. L. M. Henry.
The opening was performed by a
ior member of both organisa-
ns, Major E. V. (Wally) Smythe,
o has also turned the first sod
earth for the new building.
Mr. Smythe spoke of the history
the club and the way in which
had developed.
The first drinks over the new
were served by three founda-
n members of the club, Mr. M.
Foley, Mr. W. Dupe, and Mr.
Flynn.
Tribute was paid to the members
the committee for the big
ume of voluntary work which
d resulted in the building of the
w club, and also to the club
nager, Mr. Jeff Stone, who had
rked outside his normal duties
bring the project to success.

AL Electras om February 1

TEAL's new Electra turbine-
ppellor aircraft were to replace
old DC6 aircraft on the
ckland-Nadi and trans-Tasman
vices from February 1. As
eady announced, the Electras
l take over from the Solent
ng-boat on the Coral Route to
hiti in the middle of the year.
The DC6's will be stored at
henuapai, Auckland, pending
eir disposal.

i's Biggest Land al Completed

The transfer of Colonial Sugar
fining Company land in the
wa Valley of Fiji to the Fiji
vernment in exchange for other
d elsewhere in Viti Levu became
ective on January 1. Some 77
cks of land of from five to seven
es have now been leased by the
i Government to ex-CSR
ployees at £1 per acre per annum.
The land transfer was the result
the CSR decision not to replace
old Nausori cane mill, first CSR
ll to be established in Fiji, which
s reached the end of its useful
e, and to concentrate its sugar production in the drier areas where the sugar content of the cane is higher.

Pacific Unaffected by France's New Franc

On January 4, 1960, the new French "heavy" franc became fully official in France—bank notes now circulating bear in red the overprint of their value in the new francs. For example, a 5,000 franc note now is marked "50 new francs".

However, French Pacific Territories will not be affected by the change. Their currency is the Pacific franc (called the CPF) and the same notes and coins will continue to circulate in New Caledonia, New Hebrides, and Fr. Polynesia as heretofore. No changes in the price of merchandise coming from France are expected.

The CPF franc, 18 of which hitherto equalled 100 Metropolitan francs, will keep its parity; for conversion purposes now, the value of the CPF franc will be 0.055 heavy francs.

Cathay Hotel for Lautoka

Cathay Hotels (Fiji) Ltd., owners of the GPH, Suva, were given a conditional licence for their proposed £100,000 hotel at Lautoka, on December 24. Northern Hotels Ltd., owners of the present Lautoka Hotel, were refused a licence for a second hotel there in November.

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Mr. Hasluck In NG

(Continued from page 23)

No Australian Government could walk out, said Mr. Hasluck, leaving its dead of two wars and hundreds of millions of pounds in development, and still expect to remain in office. The Australian public wouldn't stand for it.

He said the rumour mongering that had caused him most concern was the talk he had heard from Europeans, along the theme that the "natives will kick us out".

Said Mr. Hasluck, putting down his pen and raising his voice slightly, "That's very foolish. Stupid. The best way of starting a row is to go looking for one. Why should we talk like that?"

Rumour mongering of all types had reached serious proportions in the Territory, he said, and it appeared to be spreading.

People had repeatedly asked him questions to which he had already given definite answers. He had said some time ago, for instance, that he would not interfere with the southern leave arrangements, but people had still asked him about "rumours that it would be changed".

Said Mr. Hasluck, "I said to t 'Don't you believe what I said?' they believe me—but they had h these rumours. . ."

What was Mr. Hasluck goin do about rumour mongering?

"I have plans for tackling it, said, but he did not say what were.

Had any important decision changes come out of his tour?

"No", he said.

But I left his office with a fe that the answer was not mea be as decisive as it sounded. Hasluck has a reputation for k ing decisions to himself until h ready to release them—a enough political viewpoint, altho unfortunately, at times, it cause more trouble than it's w

[See "Commentary", page 25.]

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Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorong, Manokwari, Biak, Seroei.

See also advertisement on page 134.

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Territory Talks

(Continued from page 23)

Council with an official majo only three elected European m bers and not one elected na member.

Will Become One

At Hollandia in March the D are not likely to back down their view that if the island New Guinea is eventually to bec one, there will have to be cl political liaisons established At the October conference Dutch pressed for a consulta union, pointing out that dependence in the two Territo could come a lot more quickly t Australia seemed to think.

Australia rejected the scheme being premature.

Some leading Dutch offi believe that NNG may have 10 years before it can run its affairs. The Australian attitude, its side of the Territory, puts time at double that, or treble.

The Dutch also want co-opera in the administration field to widened to a full fledged finan economic and military co-opera (*PIM*, December, p. 37).

Fence Sitting

They think Australia has doing too much fence sitting the vital issues between the Territories, and that Australia have to make up its mind what it wants, even if its deci means antagonising Indonesia.

Meanwhile, Australian Pri Minister Menzies returned from official Indonesian visit in Decem without making a public statem on the results of his talks President Soekarno.

The Prime Minister was war received in the Republic and t is a possibility that Presi Soekarno will return the visit October, 1960.

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Deeper Issues

(Continued from page 30)

se violence produced the head-
s, but also of personally em-
ered or ambitious elements in

vents followed too closely the
tern made familiar overseas, and
e were too many hints in ad-
ce that there was "going to
rouble" to leave any real doubt
that trouble was engineered
encouraged, either from over-
or within Fiji.

his is one of the matters which
Chief Justice will have to try
assess in his inquiries into
circumstances surrounding the
s.

his applies also to the part
ed by the police.

here will be controversy for a
time over the throwing of the
smoke bombs. Whether it was
essary at that stage is at least
btful, but the inquiry will give
police the chance to state the
from their point of view.

here were unnecessarily sensa-
al reports in some overseas
spapers, but printed comment
, in general, fair. The London
es leader on the riots did little to enhance its reputation for informed comment.

The point where most overseas journals went astray was in assuming that this was another example of the demand for political independence showing itself in violence born of frustration.

Unreal Interpretation

To put any such interpretation on the Suva disturbances is fantastically unreal. It is greatly to be hoped that no precipitate "reforms" will be forced on Fiji as a result of pressure—however well-meaning, and whether it comes from official sources or otherwise—from people or groups who do not understand the Fiji situation.

A major failure during the brief crisis was the present administration of Fiji. At no stage was there any sense of urgency and the people generally were left with the melancholy feeling, which has been brewing for a long time, that policy makers are out of touch with reality and that from an ivory tower of complacency can be expected neither leadership nor drive.

The *Pacific Islands Monthly* can well say, "I told you so", but Fiji would be a much more contented place if editorial predictions had not proved to be so unhappily accurate.

London Report

(Continued from page 18)

technicians for the staffing of such industries.

I was impressed by the fact that Sir Alan, in conversation, warmly praised the achievements of the Colonial Sugar Refining Company, in co-operating with Fiji's Department of Education in encouraging new techniques in agriculture and animal husbandry.

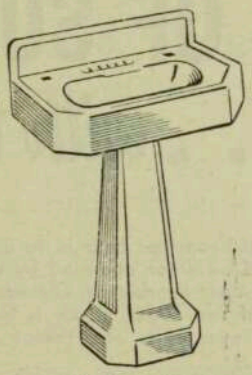
British Governmental Connection

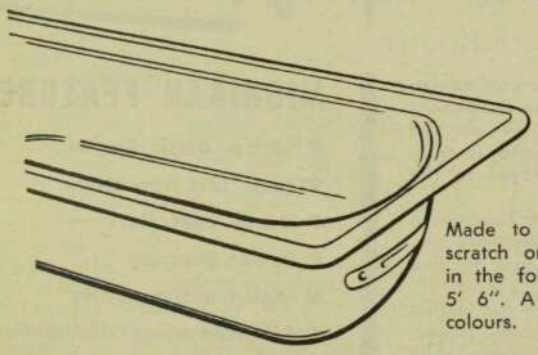
I did not get the impression that the Report will urge any marked changes in the governmental system. I think the Commissioners probably are afraid of the complications inherent in racial distinctions and common rolls.

Probably—for the present, anyway—the Colony will be urged to carry on with the present form of government, leaving to an exceptionally strong and experienced man, in the person of the Governor (if such can be found, of course!) the job of getting the real co-operation of the racial leaders and the corporation heads in the heavy task of shaping a socio-economic road along which Fiji may travel in security and reasonable contentment.

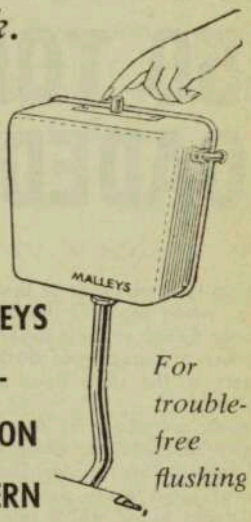
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DEATHS OF ISLANDS PEOPLE

MR. GUISEPPE ZAVATTARO

Supervising the last log to be ıcked on a pile for burning, Mr. ıiseppe ("Ned") Zavattaro, man- ing director of New Guinea In- stries Ltd., was killed when the ; swung unexpectedly and crushed m, at Nadzab, Morobe, NG, on ecember 11. He was 58.

Well-liked and widely known, he d been a resident of P-NG for years. From Turin, Italy, he went North Queensland and, in 1935, ıs one of a small syndicate which ıised a mining area in the Upper atut Valley, NG. He served with e US Forces in the war, and er founded New Guinea Industries riginally formed to purchase my disposal stock).

Later, he branched out into other sinesses and became chairman directors of Lucas and Ducrow d. (transport and timber), Morobe antations Ltd., and Munum Plant- ions Ltd.

His funeral was the largest ever en at Lae. Mrs. Letizia Zavattaro aucluse), his widow, a daughter, rs. Diana Alcorzo, and son Walter, th of Lae, survive him.

REV. TOM DENT

A former BSI Methodist ssionary, who served 12 years on ands in New Georgia group, died ently in England, where he was retirement. He was the first white ssionary at Morovo, and among e people there his memory is kept een by the fact that many ildren have been given "Dent" as eir christian name.

MR. JIM HOILE

One of the early NG miners, Mr. n Hoile, died in a Sydney hos- al at the end of November, fol- ving a heart attack.

He and his brother, Jack, had a ıse on Lower Edie Creek in 1931 d later he was interested in a edging area on the Bulolo, but he s not one of the lucky prospectors. will be remembered as the man ıo built and ran the first picture eatre at Wau—it was a boon to e amusement-starved miners of e old days.

Mr. and Mrs. Hoile were evacu- ed to Australia during the war, t returned afterwards to NG and ıde their home on the old Jap- ese wreck on the beach at Mala- ng, Lae. They turned it into a ow place, with comfortable living arters and gardens.

He is survived by his wife (now ing in Sydney), and two daughters, s. Narida Tait (Lae) and Mrs. ione Smith (Minj).

COMMANDER R. B. M. LONG

Commander Rupert Basil Michel ng, RAN (retd.), head of Aus- tralian Naval Intelligence during World War II, died on January 8, aged 60. (See page 21 this issue).

MR. PAUL VOIS

Mr. Paul Vois, a director of the Nickel Company, Noumea, in the early days of World War II, died in Paris in December.

While he was returning to New Caledonia from Australia, just after the collapse of France, in 1940, on the *Notou*, the ship was captured by a German raider in the Pacific. The Europeans, passengers and crew, were later taken with other captured voyagers to occupied France for internment; the native crewmen were dumped on Emirau Island, New Guinea. Mr. Vois wrote a book about his experiences and life aboard the raider.

He is survived by his wife, formerly of British nationality.

CAPTAIN JULIUS LUNDIN

After having retired only six weeks previously as master of MV *Matoka*, Captain Julius Lundin died in hospital at Rabaul, NG, after a brief illness on December 5. He was 69, and had spent half a century on small ships in the New Guinea area and elsewhere.

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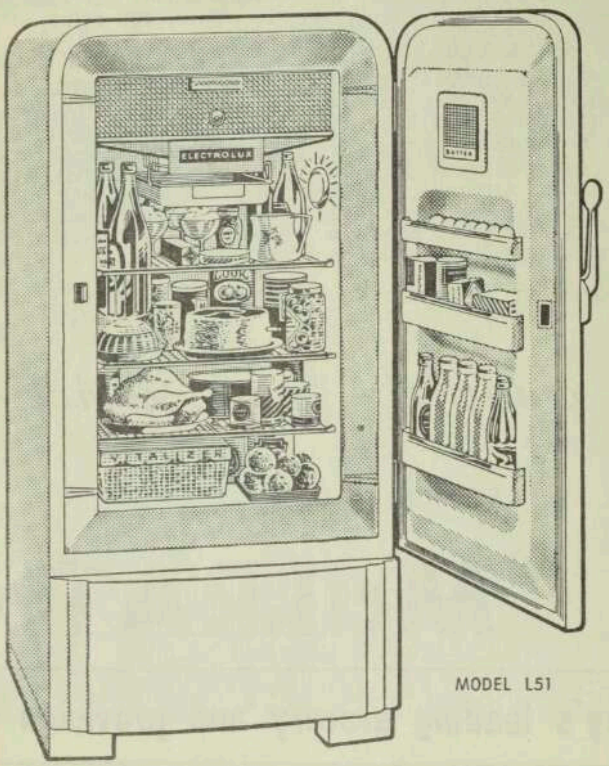
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Sports Review

ughty Boy Of Cricket

E Fiji Cricket Association unonsciously slapped the Fiji Rugby Union in the face when ppointed Nacanieli Uluiviti to in the team which is now on in New South Wales. Two years he rugby moguls decreed that iti would not go overseas again a rugby team.

course, Uluiviti—Nat as he is n to his friends—was not on wn, but the FRU firmly be- he was one of the "naughty" of that 1957 tour of New Zea- Nat, in his own quiet way, set o prove that he was not the ter alleged.

h cricket ability above the ge, he showed that he was go- be one of the first men chosen.

appointment as 1960 cricket in was well received throughiji, for apart from his ability s shown himself to be a keen nt of the game, and a good r.

that happened on that 1957 was that Nat was inclined to his independence, to the disrt of one or two who thought Fijians should be subservient times.

wever, Nat had gone to Auck- University for three years, and Plunket Shield honours for Auckland province, plus a tour of NZ with the Fiji cricket team in 1954—when he was still an Auckland University student.

His attitude to the game is refreshingly Fijian, in spite of having been trained in the orthodox approach to the game. In Fiji they were saying that New South Wales cricket fans were in for something out of the ordinary.

The team received a royal welcome in NSW, with much made of their yaqona (with some of the usual assumptions that it was alcoholic) and sulus. But bad weather dogged them in their initial games.

Will It Be Too Little, Too Late?

From Norman Baxter, in Suva

IT'S on again. Fiji is talking about sending an athletics and boxing team to the 1960 Olympic Games at Rome. In the usual fashion the question of raising funds is again being left until very late. When officials are questioned they are inclined to be coy, and reply, "We have plans".

The "plans" obviously boil down to a bite on the public, a polite sort of blackmail, an approach to those well off with the pointed suggestion, "you can't let Fiji down".

Lack of finance almost prevented Fiji's participation in the 1956 Olympic Games at Melbourne, the 1957 Malayan Merdeka Games and the 1958 Commonwealth Games at Cardiff. Only last minute public donations enabled the 1956 and 1958 teams to get away, while in 1957 Malaya, remembering the part Fiji's soldiers had played in fighting the Communists for four years paid the piper.

Perhaps, after the 1956 and 1958 efforts, it would be dogmatic to say that Fiji won't be represented at Rome. But unless the athletic officials move quickly there will be a final hurry and bustle as in the past.

Where Are They All Now?

This old photograph should revive a few memories in Tonga. It is one of Tonga's earliest Rugby teams—the Government Primary School team of 1923, when Mr. J. D. Whitcombe, now of Auckland, was school principal. Mr. Whitcombe, who loaned this photograph, recalls that a copy of the Rugby code, which had been supplied by Mr. Mahew, secretary of the Rugby Association of Auckland, was translated into Tongan by himself, Mr. H. Selwood, Head Teacher of the Government College, and another teacher, Jone Tuhatoko. In the photo are: Back row—J. D. Whitcombe, T. Fagalahi, T. Fufu, L. Malohi, S. Fifita, A. Fisifau, C. Vailea, and B. Fifita—a teacher. Front row—J. Misi, J. Taliauli, A. Aloi, G. Tuitavake, S. Takai (Captain), P. Tubou, J. Vikilani, and D. Kefu. The last name is not available.

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When in SUVA stay at



the GRAND PACIFIC Hotel

Delightfully situated in mag
cent grounds overlooking Su
beautiful harbour, the Gr
Pacific Hotel is the social ce
of Fiji.

Specially designed for
tropics. Excellent cuisine,
tentive service by trained In
waiters and servants. Ta
Singles £2/15/- to £3/1
Doubles £7/10/- to £8/1
Telephones in every room.

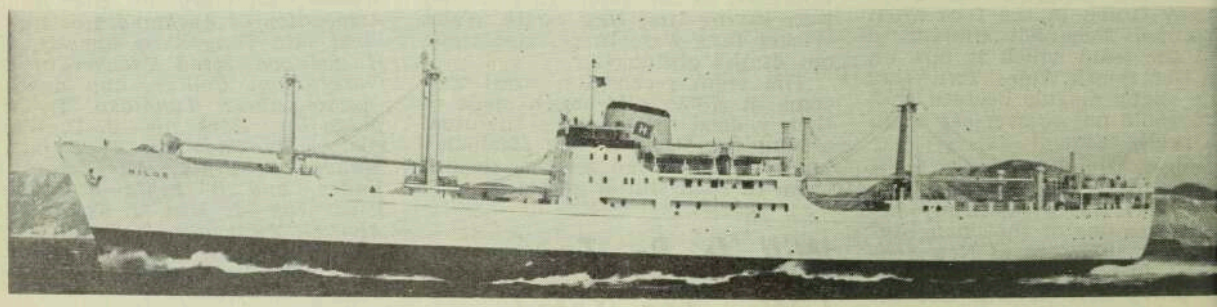
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*Under the new Manage
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CATHAY HOTELS LTD., Singa

Cables: GRANPACIF SUVA

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"M.V. MILOS"

THE A.W.P.L. FLEET comprising the modern Motor Vessels **"Aros", "Citos", "Delos** and **"Milos"** offers the fastest regular passenger-cargo service from **Australia** to **Ma Japanese Ports** and **Shanghai** via **Manila** and **Hong Kong.** Southbound vessels call at an or all, of the following ports: **Hong Kong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sy ney, Melbourne** and **Adelaide,** with six-weekly calls at **Madang, Honiara, Vanikor Santo** and **Vila.**

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 63
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs. Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. **Lae (New Guinea)**—R. W. Tebb. **Rabaul (New Britain)**—To
Transport Limited. **Honiara (Solomon Islands)**—British Solomon Islands Trading Corporation. **Espiritu Santo (New Hebrid**
—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. **Vila (New Hebrides)**—Wm. Breckwoldt & Co.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

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HIPPING TIME-TABLES

ll sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

V Montoro sails from Melbourne for ney, Brisbane, Port Moresby, Samarai, aul, Kavieng, Madang, Lae, Port esby. Last Sydney sailing: Jan. 18. t Sydney sailing April 14.

V Malekula sails from Sydney for bane, Port Moresby, Samarai, Rabaul, vak, Alexishafen, Madang, Lae, Sydney. Sydney sailing: Jan. 12. Next Sydney ings: Feb. 23, April 5.

V Malaita sails from Sydney for Brise, Port Moresby, Samarai, Rabaul, brum, Lorengau, Madang, Lae, Samarai, bane, Sydney. Next Sydney sailing: ly Feb., after docking.

V Bulolo, modern liner, sails about y six weeks: Sydney, Brisbane, Port esby, Samarai, Lae, Madang, Lomn, Rabaul. Next Sydney sailings: Feb. Mar. 21, May 4.

etails from Burns, Philp and Co., Ltd., ridge Street, Sydney.

S Pakhoi: Leaves Sydney for Brise, Port Moresby, Samarai. Last Sydney ing: Jan. 12. Next Sydney sailing: Feb.

V Soochow: Leaves Melbourne for ney, Brisbane, Pt. Moresby, Samarai, aul, Kavieng, Madang, Lae, Pt. Moresby. t Sydney sailing: Jan. 15. Next Sydney ing: Mar. 4 (approx.).

V Shansi: Leaves Melbourne for Sydney, bane Port Moresby, Samarai, Lae, lang, Wewak, Rabaul. Last Sydney ing: Jan. 9. Next Sydney sailing: Feb.

V Sinkiang: Leaves Sydney for Brise, Honiara (BSIP), Rabaul, Kavieng, awa (G&E), Rabaul, Lae. Next Sydney ing: Feb. 19 (approx.).
etails from New Guinea Australia Line ire and Yuill Pty., Ltd., agents), 6 dge St., Sydney.

V Elizabeth Boye: Leaves Sydney thly for Port Moresby, Lae, Rabaul. t Sydney sailings: Approx. Jan. 29 er docking), late-Feb.
etails from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Sydney.

Sydney-Netherlands NG

hree weeks service by MV's Sigli, Silin-ng, Sibigo and Sinabang carrying pasgers and cargo from East Australian ts to Hollandia, Biak and Sorong, NNG th call at Manokwari alternate trips), nce Borneo, Bangkok, Singapore, thence tralia direct. Last Sydney sailing: igo Jan. 9. Next Sydney sailings: Sigli 18, Sinabang Mar. 8, Silindoeng Mar.

etails from Royal Interocean Lines, 255 rge St., Sydney.

Netherlands NG—Papua-NG

he Dutch KPM Line operates MV ak (70 tons) from Hollandia, NNG, on 5th of each month, to Wewak, Madang Lae, in P-NG; and MV Karossa (2,000 s) from Merauke (south coast of NNG) ut every six weeks to Port Moresby NG), Sorong (NNG), Timordilly (Port. nor), and Singapore, with passengers cargo.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby. Next vessel:

Galway: Due Port Moresby Apr. 28 (approx.).

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philip (New Guinea), Ltd.

Far East-Sth. West. & Central Pacific

The China Navigation Co., Ltd., vessels Chefoo and Chekiang maintain a six-weekly service from Japan to Hongkong thence southwards through Papua-New Guinea ports, BSI, New Hebrides, New Caledonia and Fiji, with an extension to Tonga if cargo is available; return to Japan direct.

Chungking: From Japan via Hongkong, Rabaul, Madang, Lae, Samarai, Port Moresby Jan. 19, Townsville Jan. 21, Santo Jan. 30, Vila Jan. 31, Noumea Feb. 3, Suva/Lautoka Feb. 8, then return to Japan direct, arriving Feb. 26. She then will leave the service.

Chefoo: From Japan, via Hongkong, Kavieng, Rabaul Jan. 27, Madang Jan. 30, Alexishafen Feb. 1, Lae Feb. 3, Pt. Moresby Feb. 8, Honiara (Tenaru) Feb. 11, Santo Feb. 15, Suva/Lautoka Feb. 18, thence return to Japan direct, arriving Mar. 4 (approx.). Sails from Japan southwards again on Mar. 24.

Chekiang: Dep. Japan Feb. 6, via Hongkong, Rabaul Feb. 29, Madang Mar. 3, Lae

Linking the Pacific Islands with

S.S. SOUTHERN CROSS



EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

• Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

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Mar. 6, Samarai Mar. 10, Pt. Moresby Mar. 14, Honiara Mar. 17, Santo Mar. 20, Noumea Mar. 24, Suva Mar. 28, thence return to Japan direct, arriving April 22 (approx.).

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.

Citos: From Japan via Honkgong, North Borneo ports, Madang, Rabaul Jan. 20, Honiara Jan. 23, Lae Jan. 27, Brisbane Jan. 31, Sydney Feb. 4. Dep. Sydney Feb. 24, via Manila and Hongkong, for Japan, arr. Mar. 19.

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1960

		IBERIA	HIMALAYA	ORSOVA	ORONSAY
SYDNEY	depart	Feb. 6	Mar. 15	Apr. 23	May 27
AUCKLAND	arr/dep	Feb. 9	Mar. 18	Apr. 26	May 30
SUVA	arr/dep	Feb. 12	Mar. 21	Apr. 29	June 2
HONOLULU	arr/dep	Feb. 17	Mar. 26	May 4	June 7
VANCOUVER	arr/dep	Feb. 23	Mar. 31-Apr. 1	May 9-10	June 12-1
SAN FRANCISCO	arr/dep	Feb. 26	Apr. 3-4	May 12-13	June 15-1
LOS ANGELES	arr/dep	Feb. 27	Apr. 5	May 14	June 17
HONOLULU	arr/dep	Mar. 3	Apr. 10	May 19	June 22
SUVA	arr/dep	thence return	thence Japan,	May 26	thence Ja
AUCKLAND	arr/dep	U.K. direct.	Far East and	May 29	and Far E
SYDNEY	arrive		U.K. direct.	June 1	July 18

Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

Milos: Dep. Japan Jan. 14, via Hongkong, Manila, North Borneo ports, Madang Feb. 3, Lae Feb. 5, Rabaul Feb. 8, Honiara Feb. 11, Vanikoro Feb. 15, Santo Feb. 17, Vila Feb. 18, Brisbane Feb. 21, Sydney Feb. 24.

Delos: Dep. Japan Feb. 27, via H kong, North Borneo ports, Rabaul 20, Lae Mar. 24, Brisbane Mar. 28, Sy Mar. 31.

Aros: Dep. Sydney Feb. 9 for J direct, arriving Mar. 3. Dep. Japan so wards Mar. 12, via Hongkong, Nth. Bo ports, Madang Mar. 31, Lae Apri Rabaul April 6, Honiara April 9, Bris April 13, Sydney April 18.

Details from Wilh. Wilhelmsen Ag Pty., Ltd., 30 Pitt St., Sydney, or Isl agents (R. Tebb, Lae; Town Trans Rabaul; A. Strachan, Madang; BSIP T ing Corp., Honiara; D. J. Gubbay and Santo; Wm. Breckwoldt and Co., Vila

LONDON-SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD.,
138 LEADENHALL ST.,
LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD.,
SUVA, FIJI

Sydney-New Hebrides-BS Bougainville, Etc.

MV Tulagi, 10 passengers, makes a r trip Norfolk Is., Vila, Santo, Hon and BSI ports, Bougainville ports, lea Sydney about once every six weeks. Sydney sailings: Jan. 29, Mar. 14.

Details from Burns, Philp and Co Bridge Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West In and Panama, call about every six w at Papeete, Vila (New Hebrides), Nou and Sydney, and return by same r At present on this run are the m ships, Tahitien and Caledonien an chartered vessel, Melanesien. Next Sy sailings: Caledonien Feb. 17, Tahitien 1, Melanesian May 13.

MV Polynesie (Messageries Mariti maintains about monthly passenger ings between Sydney and Noumea the New Hebrides (Vila and Santo). Sydney sailing: Jan. 15. Next Sydney ings: Feb. 5, 26, Mar. 25.

Details from Sydney agents: Messag Maritimes, 36 Grosvenor Street, Sydne

N. Zealand-Fiji-Tonga-Samo

MV Tofua maintains a service Auckland to Suva, Nukualofa, Va Niue, Pago Pago, Apia, Suva and re to Auckland. Next sailings from Auckl Jan. 26, Feb. 23.

MV Matua maintains a service Auckland to Lautoka, Suva, Apia, N alofa, Lyttleton, Wellington, and re to Auckland. Next sailing from Auckl Feb. 11.

Details from all offices of Union St Ship Co. of NZ.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Burns Philp (South Sea) Company, Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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dney-S. Africa-UK-Pacific Ports-Sydney

w Savill's one-class all-passenger Southern Cross makes four round- orld voyages per year, two west- , then two east-bound, calling at and Papeete every trip. On present e: Dep. Sydney Jan. 18 for UK via own, Las Palmas, Southampton (arr. 2). Next voyage dep. Southampton 1, via Panama Canal to Papeete 25-26), Suva (Mar. 31), Wellington 4-6), Sydney (Apr. 9-11), returning orts to UK (arr. May 16).

N. Zealand-Cook Is.

passenger vessel Maui Pomare ains a regular service between nd and the Cook Islands.

ails on application to NZ Govern- Department of Island Territories, gton, or to any office of the Union of NZ, Ltd.

. America-Tahiti-Central Pacific-NG

ific Islands Transport Line's vessels isle and Thorshall maintain a regular e from Pacific Coast North American with sailings over 35-40 days. Some depend on cargoes offering.

rshall: Dep. Seattle (after drydock uver) Feb. 17, San Francisco Feb. Los Angeles Feb. 28-29, Papeete 11-15, Pago Pago Mar. 19-21, Apia 22-23, Nukualofa Mar. 26-28, Suva 29-30, Noumea Apr. 1-4, Townsville -9, Lae (opt.), Pago Pago Apr. 17-19, ngeles May 2-4, San Francisco May

rsisle: Dep. Vancouver Mar. 13, e Mar. 18-19, New Westminster Mar. San Francisco Mar. 22-25, Los s Mar. 26-29, Papeete Apr. 9-12, Pago Apr. 16-19, Apia Apr. 19-21, Suva 4-25, Noumea Apr. 27-29, Lae (opt.), Pago May 4-6, Los Angeles May 19- n Francisco May 22.

ails from General Steamships Cor- on Ltd., 432 California St., San isco, USA, and Islands Agents.

S-Tahiti-Pago Pago-Fiji-Australia

son-Oceanic Line of San Francisco es a regular five-weeks passenger- service from Los Angeles with the ra, Sierra and Sonoma. (Alameda charter to an associate company for definite period.) Southern terminal vary with cargoes offering. Vessels t Papeete, Pago Pago and Suva, de- g on cargoes.

Sydney sailing: Sierra Jan. 7. Next y sailings: Sonoma Feb. 28, Ventura March.

---

rican Pioneer Line has eight ships er Gem, Isle, Glen, Reef, Cove, Star, Gulf) on Australia - Panama - US ic Coast service with calls at te on southbound voyage. Sailings x. every 3 weeks.

Sydney-Fiji-Vancouver

ific Shipowners, Ltd., of Suva (sub- y of W. R. Carpenter and Co.) e a service three times yearly with ,000 ton, 98-passenger vessel Lakemba the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailings: Feb. 18 (approx.), then mid-April.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney every three weeks for Suva and Lautoka, with cargo and passengers (first class accommodation for eight). Next Sydney sailing: Feb. 5.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ. Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Last Sydney sailing: Waitomo (for Fanning Is. and USA), Jan. 11. Next Sydney sailings: Koranui Jan. 19, Waihemo mid-Feb.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

UK-Panama-Fiji

The Fiji Direct Service, with various vessels, maintains sailings at regular monthly intervals out of London, via Panama, for Suva, Fiji, and occasionally to Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London, and Burns Philp (South Sea) Co., Ltd., are agents in Fiji. Cargo for transhipment at Suva to Samoa and Tonga is handled onwards by the Union Steam Ship Co. of NZ Ltd.

Sailing dates from London for 1960 (subject to alteration without notice) are as follows: Feb. 11, Mar. 10, Apr. 7, May 5, June 2, June 30, July 28, Aug. 25, Sept. 22, Oct. 20, Nov. 17, and Dec. 15.

North America-Tahiti-N.Z.-Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Mariposa: Dep. San Francisco Feb. 14, Los Angeles Feb. 15, Papeete Feb. 23-25, Auckland Mar. 2-3, Sydney Mar. 6-9, Auckland Mar. 12, Suva Mar. 15, Pago Pago Mar. 16, Honolulu Mar. 21-22, San Francisco Mar. 27.

Monterey: Dep. San Francisco Mar. 2, Los Angeles Mar. 3, Papeete Mar. 11-13, Auckland Mar. 19, Sydney Mar. 22-25, Auckland Mar. 28-29, Suva Apr. 1, Pago Pago Apr. 2, Honolulu Apr. 7-8, San Francisco Apr. 13.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal Interocean Lines operates a service from the Far East to NZ, with four vessels calling periodically at Suva and/or Lautoka. They are Van Cloon, Van Nort, Van Neck and Van Waerwijck. Next calls at Fiji: Van Cloon Feb. 7-9, Van Nort Mar. 14-16.

Sydney-Tahiti-Europe

The Italian Sitmar Line (Panama flag) passenger motor-vessels Fairsea and Castel Felice (fully air-conditioned) sail from Sydney for Europe, via Auckland, Papeete and Panama at irregular intervals providing a sea connection in the eastbound direction only with Tahiti.

Next Sydney sailing: Castel Felice Apr. 15.

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Suva with MV Aoniu, 500 tons gross. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji). Ltd.

During the first half of 1960, departure dates from Nukualofa will be: Jan. 16, Feb. 13, Mar. 12, Apr. 9, May 7, June 4, leaving Suva about four days later in each case.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available all Services)

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)

NORTHWARDS

Tues.: Sydney (dep. 5 p.m.), Nadi (Fiji), Honolulu (Hawaii), San Francisco.
Wed. and Sat.: Sydney (dep. 5 p.m.), Nadi, Honolulu, San Francisco, New York, London.
Fri.: Sydney (dep. 5 p.m.), Nadi, Honolulu, San Francisco, extending to Vancouver.
Sun.: Commencing Mar. 6. Dep. Sydney (5 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.
Sun.: From Mar. 6, 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 Jet-Prop, Lockheed Electra aircraft from Auckland, NZ, connect with Qantas northbound flights at Nadi on Tuesday and Saturday, and on Sunday and Wednesday at Nadi for southbound flights.

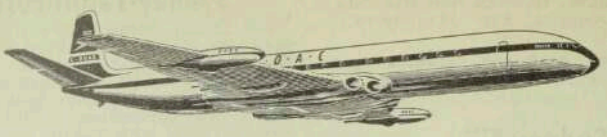
Qantas Fri. service ex-Sydney connects with BOAC London service at San Francisco (dep. Sat.).

BOAC service ex-London Mon. connects at San Francisco Tues. with southbound Qantas service.

BY PAN AMERICAN AIRWAYS
(With Intercontinental Jet Clippers*)

Thurs.: Dep. Sydney 5 p.m. via Nadi (Fiji)

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Fly BOAC world-wide jet services . . .

COMET 4s to all Continents

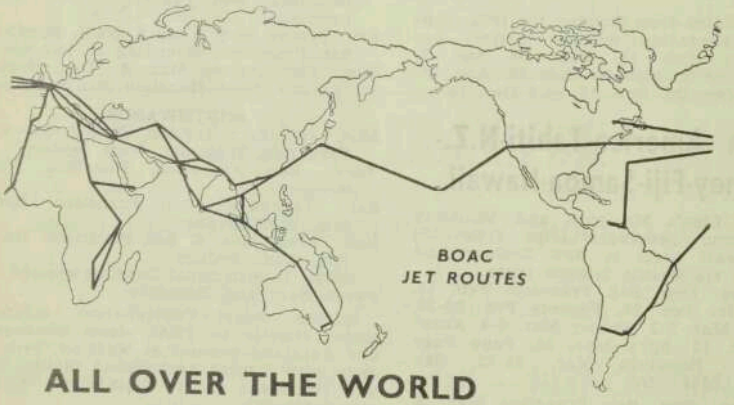
From Australia via Singapore to London—from London via India to Tokyo—from New York and Montreal to London—from London to South Africa—and soon, from London to South America . . . BOAC Rolls-Royce-powered Comet 4's, the world's most proven, jetliners speed across the globe, linking every Continent.

Faster flying times mean hours—perhaps days—more to enjoy at your destination or stop-over places anywhere you wish. Quiet . . . smooth . . . and vibrationless, the Comet 4 is streamlined for speed, designed for dependability and styled for undreamed-of comfort.

Now, you can insist that your Travel Agent books you—First-Class or Tourist—by BOAC Comet . . . with the widest choice of alternative routes, no extra air fare!

5 services weekly from Sydney—2 from Melbourne.

For full details of Luxury or Low-Fare services, throughout the world, see your Travel Agent or Qantas Empire Airways (BOAC General Agents for Australia).



ALL OVER THE WORLD
IT COSTS NO MORE TO FLY

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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A33AU

and Honolulu (Hawaii); arr. Los A
Thurs. 4.25 p.m. Connections at
lulu for San Francisco, Portland
Seattle.

Tues.: Dep. Los Angeles 8.15 p.m
Sydney via same route; arr. S
8.50 a.m. Thurs.

(Note: International Dateline c
between Nadi and Honolulu.)

* Pan American B-377 (Strato-Cli
is used on a connecting service Auc
Nadi, Tafuna (American Samoa),
Honolulu (see table 20).

**BY CANADIAN PACIFIC AIRLIN
(With Super DC-6B Aircraft)**

Every Thurs.: Sydney (dep. 1 p.m.),
land, Nadi, Honolulu, Vancouver
on to Amsterdam).

Every Sat.: Dep. Amsterdam at 11
for Vancouver (dep. 1.30 p.m.
Honolulu, Nadi, Auckland and Sy

(Note: Crosses International Dateli
route.)

SECTIONAL SERVICES I PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways
NORTHBOUND
(Super-Constellations)

First Class

Tues. & Sat.

Dep.	Ar
Sydney, 9.30 p.m.	Brisbane, 11.45

Wed. & Sun.

Dep.	Ar
Brisbane, 12.45 a.m.	Pt. Moresby, 6
Dep.	Ar
Pt. Moresby*, 7 a.m.	Lae, 8.20

First and Tourist Class

Mon.

Dep.	Ar
Sydney, 9.30 p.m.	Brisbane, 11.45

Tues.

Dep.	Ar
Brisbane, 12.45 a.m.	Pt. Moresby, 6
Dep.	Ar
Pt. Moresby*, 7 a.m.	Lae, 8.20

First and Tourist Class

Fri.	Sat.
Dep.	Ar
Sydney, 10.30 p.m.	Brisbane, 12.45

Sat.

Dep.	Ar
Brisbane, 1.45 a.m.	Pt. Moresby, 7
Dep.	Ar
Pt. Moresby*, 8 a.m.	Lae, 9.20

First and Tourist Class

Thurs.

Dep.	Ar
Sydney, 8 p.m.	Brisbane, 10.15

Thurs.	Fri.
Dep.	Ar
Brisbane, 11.15 p.m.	Townsville, 2.15

Fri.

Dep.	Ar
Townsville, 3.15 a.m.	Pt. Moresby, 6
Dep.	Ar
Pt. Moresby*, 7 a.m.	Lae, 8.20

(Jet Prop. Lockheed Electra)
First and Tourist Class

Fri.	Sat.
Dep.	Ar
Sydney, 11.59 p.m.	Pt. Moresby, 5

Sat.

Dep.
Pt. Moresby, 5.45 a.m.
(for Manila and
Hongkong).

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SOUTHBOUND

First and Tourist Class

Fri.

)ep. Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.
)ep. Arr.
Moresby, 11.30 a.m. T'ville. 2.10 p.m.
)ep. Arr.
sville, 3.10 p.m. Brisbane, 6 p.m.
)ep. Arr.
ane, 7 p.m. Sydney, 9 p.m.

First Class

Wed. & Sun.

)ep. Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.
)ep. Arr.
Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
)ep. Arr.
ane, 5.45 p.m. Sydney, 7.45 p.m.

First and Tourist Class

Tues.

)ep. Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.
)ep. Arr.
Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
)ep. Arr.
ane, 5.45 p.m. Sydney, 7.45 p.m.

First and Tourist Class

Sat.

)ep. Arr.
10.10 a.m. Pt. Moresby, 11.30 a.m.
)ep. Arr.
Moresby, 12.30 p.m. Brisbane, 5.45 p.m.
)ep. Arr.
ane, 6.45 p.m. Sydney, 8.45 p.m.

(Lockheed Electra)

First and Tourist Class

Sun. Arr.
Hongkong Pt. Moresby, 8.45 a.m.
Manila.

)ep. Arr.
Moresby, 9.30 a.m. Sydney, 2.30 p.m.

etween Lae and Port Moresby pas-
rs are carried in DC4 aircraft.

MORESBY-CAIRNS-TOWNSVILLE-PT. MORESBY

uglas DC4. Dep. Port Moresby Sun. p.m., arr. Cairns 3.05 p.m., dep. s 3.50 p.m., arr. Townsville 5 p.m., Townsville Mon. 9.15 a.m., arr. Cairns a.m., dep. Cairns 11.15 a.m., arr. Moresby 2.05 p.m.

P-NG Internal Services

Operated by Qantas

ORT MORESBY-KIKORI-BAIMURU (DH Otter)

Yule Island, Kerema, Baimuru, Kikori: t. Tues., returning same day via aimuru, Kerema, Yule Is. (Jan. 26, b. 9, 23, Mar. 8, 22, etc.).

RT MORESBY-KIKORI (DH Otter)

Yule Is., Baimuru: Alt. Tues. return-g same day (Feb. 2, 16, Mar. 1, 15, 29, c.).

Kerema, Baimuru, Kikori, Baimuru: t. Thurs. (Feb. 11, 25, Mar. 10, 24, c.), returning via Biamuru, Kikori, erema the following day (Feb. 12, 26, Mar. 11, 25, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs, returning same y via Balimo (Feb. 11, 25, Mar. 10, , etc.).

Kerema, Baimuru: Alt. Wed. (Feb. 3, , Mar. 2, 16, 30, etc.), returning alt. i. (Feb. 5, 19, Mar. 4, 18, Apr. 1, etc.).

RT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Mon., parting Port Moresby 8.15 a.m., re-rning same day.

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Feb. 10, 24, Mar. 9, 23, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Feb. 6, 20, Mar. 5, 19, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Feb. 13, 27, Mar. 12, 26, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Mt. Hagen, Baiyer R., Kainantu, Wapenamunda. Arrival back at Lae depending on stops made.

LOWER HIGHLANDS (DH Otter)

Fri.: Lae (7.30 a.m.) to Goroka, calling at any of Gusap, Aiyura, Kaiapit, 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 required) 11.40 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.*, Fri.: Dep., Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

* Calls Hoskins on request on Tues. from Lae.

RABAUL-BUIN-RABAUL (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakenai, Buka, arr. Rabaul 3 p.m.

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Mon.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Feb. 1, 15, 29, Mar. 14, 28).

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 (Neth. New Guinea) Qantas, with DC3 aircraft

Dep. Lae 11 a.m. alt Wed. (Feb. 3, 17, Mar. 2, 16, 30, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.

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Dep. Hollandia 10 a.m. alt. Thurs. (Feb. 4, 18, Mar. 3, 17, 31, etc.) and, with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE

Netherlands New Guinea Airlines, with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.

Dep. Biak, alt. Wed. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, alt. Thurs. 11.30 a.m., arr. Lae 3 p.m.
Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1.30 p.m., dep. Hollandia 2 p.m., arr. Biak 4.05 p.m.

4. Aust.-Netherlands NG

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Amsterdam with calls at Biak (NNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer and Ransiki; Beaver to Kokonao; and Twin Pioneer to Seroei.

DC7C aircraft dep. Biak Tues. and Sat. at 2.45 a.m. for Japan, Alaska and Amsterdam.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara (BSI), arr. 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. same day.

6. Paris-Saigon-Noumea Auckland

Transports Aeriens Intercontinentaux with DC6B aircraft

Dep. Paris every Wed. for Athens, Cairo, Karachi, Bangkok, Saigon, Djarkata, Darwin (re-fuel only), Noumea, Auckland, arr. following Mon.

6a. Noumea-Fiji-Papeete

TAI, with DC6B aircraft

Dep. Noumea every Sat. for Nadi (Fiji) and Bora Bora (Fr. Polynesia); transfer to flying-boat for flight to Papeete (Tahiti), arr. Sat.
Dep. Papeete every Sat. on return flight (same route), arr. Noumea Mon.
(Note: Crosses International Dateline between Nadi and Bora Bora.)

7. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flying-boats

Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

8. Sydney-Norfolk Is.

Qantas, with Skymasters

Alt. Sat. (Feb. 13, 27, Mar. 12, 26, 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

Qantas, with Skymasters

Service suspended as from Jan. 1.

10. New Caledonia-Ne Hebrides

TAI with DC3 Aircraft

Mon. and Fri.: Dep. Tontouta (N at 7 a.m., arr. Vila 9.15 a.m Vila 9.45 a.m., arr. Santo 11 dep. 12.30 p.m., arr. Vila 1.45 p.

11. New Caledonia-Fi Wallis Is.

TAI with DC3 Aircraft

Dep. Noumea 6 a.m. second Tues month (Feb. 9, Mar. 8, etc.) Wallis Is. (via Nadi, Fiji) at 3.4 dep. Wallis 7 a.m. following (Feb. 15, Mar. 14, etc.), arr. N (via Nadi) 2.45 p.m. same day.

12. Norfolk Is.-Auckla

TEAL, by Qantas (Charter)

Alt. Sat. (Feb. 13, 27, Mar. 12, 26 Dep. Norfolk 4 p.m., arr. Auckla p.m. Return next day, Sun. (F 28, Mar. 13, 27, etc.). Dep. Au 10.30 a.m., arr. Norfolk 1.30 p.m table 8 above).

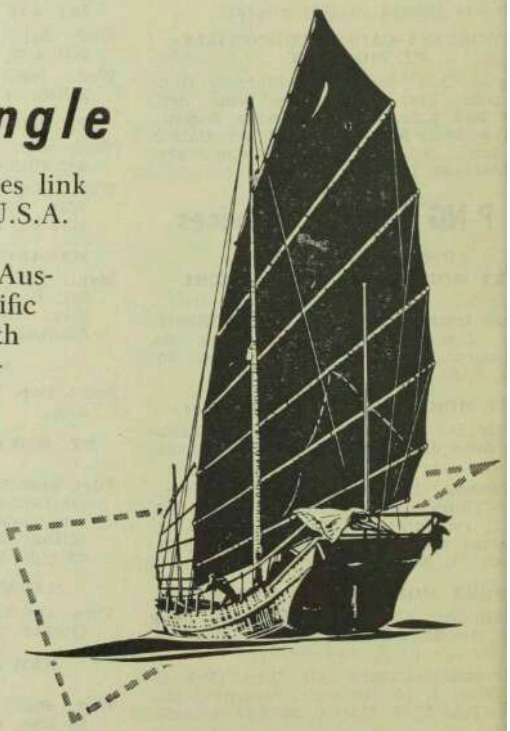
13. Auckland-Sydney

Tasman Empire Airways, daily Jet-Prop. Lockheed Electras

Daily: Dep. Auckland 9.30 a.m.

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ey 11.30 a.m.
Dep. Auckland 7.30 p.m., arr. ney 9.30 p.m.
Dep. Sydney 12.30 p.m., arr. Auck- d 6 p.m.
Dep. Sydney 11 a.m., arr. Auck- d 4.30 p.m.

4. Christchurch-Sydney

, with Jet-Prop. Lockheed Electras

Tues., Thurs., Fri.: Dep. Christ- rch 8 p.m., arr. Sydney 10 p.m.
Sun.: Dep. Christchurch 7.45 p.m., Sydney 11.40 p.m.
Wed., Fri., Sun.: Dep. Sydney 1 ., arr. Christchurch 6.30 p.m.

Christchurch-Melbourne

, with Jet-Prop. Lockheed Electras

Sun.: Dep. Christchurch 8 p.m., arr. bourne 10.55 p.m.
Thurs.: Dep. Melbourne 12.30 p.m., Christchurch 6.30 p.m.

6. Auckland-Melbourne

, with Jet-Prop. Lockheed Electras

Dep. Auckland 8.30 a.m., arr. Mel- rne 11.40 a.m.
Dep. Melbourne 1 p.m., arr. Auck- d 7.25 p.m.

17. Melbourne-NZ-Fiji

with Super Constellation chartered from Qantas

Dep. Melbourne 7 a.m., arr. Auck- d 3 p.m., dep. Auckland 4.15 p.m., Nadi 9.30 p.m. Return, same route, owing day.
nects at Nadi with Qantas Boeing service from Sydney to USA.)

18. New Zealand-Fiji

, with Jet-Prop. Lockheed Electras and QEA Super Constellations

Sat.: Dep. Auckland 6.30 p.m., arr. d 10.15 p.m.
Dep. Auckland 4.15 p.m., arr. Nadi p.m.
Sun.: Dep. Nadi 11 a.m., arr. Auck- d 2.55 p.m.
Dep. Nadi 11 a.m., arr. Auck- d 4.15 p.m.
esday flights ex-Auckland, and ay flights ex-Nadi are operated by under charter to TEAL.

19. Fiji-Western Samoa

TEAL, with Solent Flyingboats

Dep. Suva alt. Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) Wed. 1.55 p.m.
Dep. Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.
(Dep. Suva Feb. 4, 18, Mar. 3, 17, Apr. 14, 28, etc.; dep. Apia Feb. 8, 22, Mar. 7, 21, Apr. 4, 18 etc.)

20. NZ-Fiji-Am. Samoa-Hawaii

Pan American Airways, with B377 (Strato-Clipper) aircraft

Dep. Auckland 4.45 p.m., Thurs., arr. Nadi 10.15 p.m.; dep. Nadi Fri. 11.30 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 3.45 p.m. Thurs.; dep. Tafuna 5 p.m., arr Honolulu 6 a.m. Fri.
Dep. Honolulu 10 p.m. Mon., arr. Tafuna 7.40 a.m. Tues.; dep. Tafuna 8.40 a.m., crosses International Dateline, arr. Nadi Wed. 11.25 a.m.; dep. Nadi 6 a.m. Thurs., arr. Auckland 11.35 a.m.

21. Fiji-Tahiti

TEAL, with Solent Flyingboats

Dep. Suva 9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 2 a.m. Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.
(Dep. Suva Feb. 4, 18, Mar. 3, 17, Apr. 14, 28, etc.)
Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline. arr. Suva 10.55 a.m. Tues.
(Dep. Papeete Feb. 7, 21, Mar. 6, 20, Apr. 3, 17, etc.)

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily—morning and afternoon.
Suva-Labasa-Suva: One flight daily.
Suva-Labasa-Suva (via Matei, Taveuni): One flight—Mon.
Suva-Labasa-Suva (via Savusavu): One flight—Thurs., Sat., Sun.
Suva-Savusavu-Suva: One flight—Mon.
Suva-Ura (Taveuni)-Suva (via Savusavu): One flight—Wed.
Suva-Ura-Suva: One flight—Thurs., Sun.
Suva-Matei-Suva: One flight—Sat.
Suva - Savusavu - Labasa - Savusavu - Matei - Suva: One flight—Tues.
Suva - Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.
Details from Fiji Airways Ltd., Victoria Parade, Suva.

23. N. Caledonia-Loyalty Is. Internal Service

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues. (dep. Noumea 2 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., dep Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.). Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Kounie (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Gaiacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Thrice weekly service to the Leeward Group.
Wed.: Papeete (dep. 7.30 a.m.), Huahine, Raiatea, Bora Bora, Raiatea, Papeete (arr. 4 p.m.).
Sat.: Papeete (dep. 7 a.m.), Raiatea, Bora Bora (arr. 8.45 p.m.), Papeete (arr 11.30 a.m.), Papeete (dep. 3.30 p.m.), Bora Bora (arr. 4.45 p.m.).
Fri.: Bora Bora (dep. 7.30 a.m.), Raiatea, Papeete (arr. 9.30 a.m.).
Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

25. Hawaii-American Samoa

Trans Ocean Airways

Every second Wednesday, a Boeing Stratocruiser operated by Trans Ocean Airways, of Honolulu, Hawaii, makes a return flight from Honolulu to Pago Pago, (American Samoa).

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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.

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ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: **Wynne S. Breden Pty. Ltd.**, "Phoenix Shipyards", Newcastle, N.S.W.

FLEETS.—36 ft. canoe stern diesel sloop, coppered, ready for sea, £2,650; 59 ft. tourist launch, in Survey, £7,000; 200 ton steel cargo ship, State Survey, £23,000; 300 ton wooden cargo ship, Commonwealth Survey, recently re-engined, £30,000; two modern 1,860 ton cargo and passenger ships, in Survey, offers invited. **Fleets**, 525 Stanley St., South Brisbane, Q'land. Cable: Fleets, Brisbane.

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MOTOR VESSEL "KEBISU"

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Hull description: Length 58 feet 6 in Beam 15 feet 9 inches; Draught 6 f inches; Cargo Hatch 1,759 cubic Gross Tonnage 54½. Vessel has two d berth cabins fitted with wash hand b etc.; 2 toilets; galley, crew accommod forward below decks.
The "Kebisu" has been used for carrying in Torres Strait and is now plus to requirements.
Tenders, in writing and so endorsed, reach the Secretary not later than on January 30, 1960. The highest o tender not necessarily accepted.
P. P. Hanley, Secretary, Island Indu Board, P.O. Box 95, Thursday I Queensland, Australia.



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Madang	Roy Macgreg
Manus	Edgell & Whiteley L
Honiara, B.S.I.P.	E. V. Lawson, L
Suva	Williams & Gosling L
Noumea	R. Laubrea
Norfolk Island	A. E. Mar
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Pacific Commerce and Produce

' Search Moves o The Solomons

surprise announcement made over the Solomons o on December 10 that Oil rch Ltd., of Sydney, was otiating with the BSI Gov- nent to acquire oil licences he Protectorate.

TROLEUM Regulations for BSI were proclaimed early last year —unusual enough in themselves, e the Solomons have always been ight to be entirely volcanic. ever, geological exploration by Government has been under there since early in 1950 and present move, it is presumed, t be based on reasonably sound nises.

here apparently was a hitch in ing the announcement. It was inally intended that a simul- eous statement would be issued Honiara and in Australia, but Sydney directors of Oil Search did not make any public state- it until December 23, when the iara announcement was already wn in Sydney.

il Search has a 15 per cent. in- st in Australasian Petroleum Co. Ltd., which is actively engaged oil-seeking in Papua. However, BSI venture is being under- en by Oil Search Ltd. alone.

60 Copra Prices ay Be 'Satisfactory'

XPORTS from world copra- producing countries in 1960 probably will be similar to 1959, "a continuation of satisfactory e levels".

hat was the opinion expressed on ember 31 by Mr. Ian McDonald, irman of the P-NG Copra rketing Board.

hilippines production should be k to normal and there should be d crops in the Pacific and Ceylon. onesian production should show siderable improvement. How- r, improved standards of living producing countries probably will e care of the extra production. World production in 1959 was esti- ted at 2,9000,000 metric tons e Pacific's share being calculated around 265,000 tons).

ECEMBER PRICES.—December weekly rages for Philippines FM grade (basis for Islands rates) was £Stg.87/15/- (equal to £A109/13/9), cif UK/Continent, compared with £Stg.88/12/6 (£A110/15/6) in November. The trend during the month was upwards; it began at £Stg.85/14/3 and climbed to £Stg.90/5/2 on December 29.

It appeared that the US Government's disposal plan for stock-piled coconut oil did not have much effect, after all, on the market—actually, it means the equivalent of 5,000 tons of copra reaching the market every six weeks, not over-much in a period of the year when production is low.

BSI's GOOD YEAR.—Solomons Copra Board annual report (to September 30 last), released in December, showed records all round. Production was 22,125 tons (up from 20,287 tons in 1958); and the turnover, with high overseas prices, reached £A1,824,945, resulting in a net profit of £A151,201.

Average price paid to producers for 1st grade was just over £A70 (for the full calendar year of 1959, they averaged in excess of £A76). Quality was maintained at 63 per cent. hot air dried against 37 per cent. smoked.

For 1960, the Board will further narrow the price differential between grades. When January rates are announced, they will be based on 1st grade £A1/10/- over 2nd grade, which in turn will be £A2/10/- more than 3rd grade (smoked). Thus, the overall difference in price now will be only £A4—in 1957 the difference was £A11.

Loloma GM to Form Subsidiary Finance Co.

Loloma (Fiji) Gold Mines, NL, made a smaller profit for 1958-59, compared with the previous 12 months—£A85,665 against £A93,914 (1957-58). Profit came entirely from Australian investments. Mining operations in Fiji disclosed a deficit of £A28,126 (£A7,430 deficit in 1957-58).

The company paid a dividend of 2/- a share (unchanged). At the annual meeting last month, Mr. M. J. Cody (chairman) said the company is forming a finance subsidiary, Loloma Finance Corporation Pty., Ltd., to engage in underwriting and financing general and industrial development activities. Asset backing of the parent would help the project—market value of Loloma (Fiji) GM investments equalled £2/17/10 a share.

Emperor's Profit Steady But No Dividend for 1959

Emperor Mines, Ltd's, operations in Fiji in 1958-59 showed a steady profit at £A22,734 against £A23,659 in 1957-58. No dividend was declared, however.

The company's current production was being maintained at nearly the same level as last year, the chairman, Mr. John F. Wren, said at the annual meeting in Melbourne in December. About 25 per cent. of the advantage of the Government subsidy was lost through increased operating costs.

PI Mines Will Be Listed Next Month

Directors of Pacific Island Mines, Ltd., report that applications for shares in the recent issue (5,000 £5 ords. at par) have been received in excess of the minimum

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NOUMEA.—W. Johnston.

VILA.—Burns Philp (N.H.) Ltd.

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NEW GUINEA.—Manager for the Territory of Papua and New Guinea, R. D. Kennedy.

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amount. The company will immediately proceed to allotment.

Sydney Stock Exchange listing will be sought early in February.

The company plans to develop areas on Misima Is., Papua.

Bulolo GD Co. Interested In Lakekamu Field, Papua

An application for gold mining rights on Lakekamu River, Papua, has been made by Bulolo Gold Dredging, Ltd. The area was worked in pre-war days by individual alluvial miners.

Mr. A. E. Gazzard, BGD general manager, made this announcement on his return to P-NG from Sydney in December.

Tobacco Co. Might Manufacture in P-NG

Associated Tobacco Manufacturers (Holdings), Limited, of Sydney, is considering a plan to manufacture part of its output in Papua and New Guinea, chairman Mr. R. C. Moulton said at the annual meeting in December.

The net advantage of 3/9 lb to cover ex-Territory manufacturers was more than sufficient to offset the additional cost within P-NG, he said. A further announcement will be made later on, he indicated.

Joint Test of Central NG Highlands Areas

Australian Gold Development, NL, and King Island Scheelite (1947), Ltd., which are jointly testing and developing Mt. Victor areas at Kainantu, Central Highlands, New Guinea, report that work since May, 1959, has proceeded on schedule. The areas are held by AGD under option.

Average assay of ore exposed in the workings is 4.7 dwt gold a ton. The grade indicates 70,000 tons of ore.

Enterprise of NG Production

The mine manager of Enterprise of NG Gold and Petroleum Development, NL, reported for December that 68 tons of ore treated yielded approximately 57 oz retorted gold.

CSA Sugar Price Lower

The Commonwealth Sugar Agreement price of raw sugar for 1960 will be 13/2 lower than in 1959, according to a London announcement in December.

Quotas will remain at a total of 2,375,000 tons, and the individual quotas will be: Mauritius, 470,000; South Africa, 200,000; Fiji, 170,000; Australia 60,000; West Indies and British Guiana, 900,000.

The agreement has been extended another year and, unless further extended, will now expire at the end of 1967.

First Shipment of BSI Cocoa to UK

First commercial shipment of cocoa from BSI to Britain left the Protectorate at the end of 1959 by MV "Lossiebank". Comprising seven bags (approximately 1,000 lb), it was consigned to an English chocolate manufacturer—not a large quantity, by any means, but a start at least.

Cocoa was introduced commercially in BSI only in 1952, by Mr. R. C. Symes, of Ysabel. In recent years, the BSI Agriculture Department has been fostering the industry among native growers on Malaita. Most European cocoa-plantings are in the Western Solomons—namely, on Rendova and in the Shortlands group.

Economic Outlook

The first year of a new decade opened with a buoyancy on the Sydney Stock Exchange that few observers thought possible.

Since last recorded (Dec. 2) in "PIM", the index of Ordinaries rose from 306.08 to 311.81 when the stock market closed for 1959 on December 24; it re-opened on January 4 and, within a few days, the index rocketed to an all-time peak of 321.7. All groups rose under pressure of heavy buying.

A score of surveys on the 1960 economic outlook by experts in every field generally agree that export returns will rise by over £A100 million, due to increased primary production, especially wool.

The Australian business outlook is healthy, with continuing expansion. Inflow of overseas capital is still at a high rate.

The other side of the coin, however, is the increases in wage margins for skilled workers and others announced in late December that might well add £A130 million to the nation's wages bill. While it is too early yet to gauge the full effect, manufacturers probably will be forced to raise prices, which in turn could another round of inflation and c living rises before the year is out.

SYDNEY SALES PRICES

	Dec. 3, '59	Jan.
Burns Philp	103/-	10
Burns Philp (SS)	70/-	6
C.S.R.	£74/12/6	£
Dylup Plantations	31/6	3
Hackshalls	58/6	5
Kauri Timber	22/-	2
Kerema Rubber	9/-	
Koitaki	26/-	2
Lolorua	12/-	1
Mariboi	8/9	
Norfolk Is. Whaling	5/9	
Queensland Insurance	97/6	9
Rubberlands	7/6	
Sthn. Pac. Insurance	30/6	4
Steamships Trading	48/6	5
W. R. Carpenter Hold.	24/3	2
Timor Oil	5/9	

OIL AND MINING SHARES

FIJI

	July 9, '58	Dec. 3, '59	Jan.
Emperor	b5/9	b6/-	b6
Loloma	—	b41/6	b

PAPUA-NEW GUINEA

Bulolo	b35/-	b36/-	
N.G.G. Ltd.	b1/9½	b2/2	
Oil Search	b2/6	b5/5	
Ent. of N.G.	b7d	b3d	
Papuan Apin	b9d	b3/10	
do. opt.	b6½d	b1/7	
Placer Dev.	b86/6	b99/6	
Sandy Creek	b4d	b1d	

ISLANDS PRODU

(Unless otherwise stated, quotation in Australian currency. Aust. £ approximately 16/- Stg., NZ, o Samoa; 18/- Fiji; 20/- Tonga, Solom WPHC areas; 196 Pac. Frs.; $US2.

COPRA

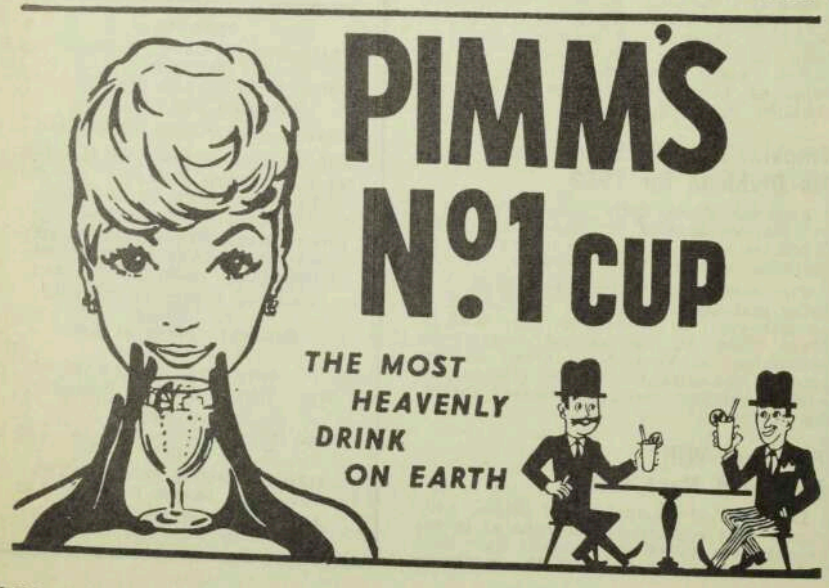
The British Ministry of Food 9 Contract, which governed Copra in Papua and New Guinea, Fiji, W **Samoa, Solomon Islands, and Gilber Ellice Colony (and, to some exter Tonga and Cook Islands) expired o cember 31, 1957; since when each tory has made its own arrangemen** collection and marketing of copra.

PAPUA - NEW GUINEA:—All prod **is delivered to Copra Marketing** controlled by six members, including planters' representatives; and the directs distribution and sales, and payments to the producers. Prod goes mainly to (a) Unilever (under tract covering 1960), (b) Australia local consumption) and (c) crushin in Rabaul. Prices generally arrang accordance with ruling rate in Philip market, with premiums for hot-air

From July 1, 1959, P-NG Board's Tentative Purchase Prices, copra delivered main ports: Hot-Air £A72/10/- per ton; FMS, £A71 per Smoke-Dried, £A70 per ton.

FIJI:—No Government control—prod sell where they wish. Bulk of copra to crushing-mill in Suva, whose on wharf, Suva, is announced each On Jan. 11 prices were: HAD, £F7 FM1, £F77/15/-; FM2, £F76/10/-.

WESTERN SAMOA:—Official Board receives all production, and same and makes payments to prod Large proportion goes to Unilever Philippines FM grade rates, plus miums up to £S3 per ton for



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dried. Prices unaltered since March. Hot-air dried, £S67/13/8 per ton; dried No. 1, £S65/3/8; sun-dried 2, £S61/13/8.

ONGA:—Sales are under Government rol. Part of production goes to Europe, r arrangement with Unilever con- d by Philippines prices, and part o open market.

OLOMONS:—All production marketed ugh official Copra Board, at prices d on Philippines market. Price de- d for December: 1st grade, £A83; 2nd e, £A81; 3rd grade, £A77 per ton, , BSIP ports.

LBERT AND ELLICE:—Production keted in Europe through official Copra rd, at prices based on Philippines s, less "stabilisation fund" charges,

SAMOA:—Producers receive 6 cents lb. 134.4 or £A60/5/- approx. per long . Periodic bonus, if average proceeds ed Govt. buying price and expenses.

W HEBRIDES:—Price was approxi- ly £A64 per ton delivered Vila/ o on Dec. 22. On Dec. 31, price was 00 Metrop. francs per metric ton, c.i.f. seilles.

OK IS./NIUE/TOKELAU: Subject to provisions of the copra contract be- n the Cook Islands-Niue-Tokelaus pers and Abels, Ltd., of Auckland, operate the only New Zealand copra hing mill, the price for the second of 1959 was £NZ85/8/9 for First le, and £NZ84/3/9 for Standard le, per ton, in sacks, f.o.b. Rarotonga/ /Apia.

OTHER PRODUCE

OCOA:—Islands prices are based on the for Ghana cocoa which, on Jan. 7, £Stg.233/10/- per ton, c.i.f., Sydney.

SAMOA:—Nominal price quoted in ey early Jan., £S245 f.o.b., Apia, e 1; £S235, grade 2.

-N.G.: Jan. 8, quote No. 1 £A305 ex- rf Sydney; quote No. 2 £A300.

FFEE:—**P.-N.G.:** Jan. 8, good quality rade, per lb, 4/2 to 4/4; B grade, to 4/3; C grade, 4/-, c.i.f., Sydney. early Jan. price quoted for Tanga- a A grade was £Stg.365; B grade, g.355; Undergradings, £Stg.265, all ton and c.i.f., Sydney. Uganda Ro- a was offering at approx. £Stg.187 Sydney.

ANUTS: P.-N.G., Jan. 8, kernels: te Spanish 1/6½ lb; Virginia Bunch, (no recent sales).

UBBER:—P.-N.G. price is based on apore rate, which Jan. 7 had dropped No. 1 RSS, spot, 115¾ Straits cents per 41.25d Aust.).

ANILLA BEANS: Victor Karp, Tulk & Sydney, advised Jan. 8 that their iti agent reported "no stocks available w season's crop all going to France".

ICE (Australian):—Price from May 1, —**P.-N.G.:** Dry brown and dressed, lb bags, 5 tons and over, £61/10/- ton, f.o.w.; under 5 tons £62 per Vitamised and enriched white, 112 bags, 5 tons and over, £68 per ton, .; under 5 tons, £68/10/- per ton. **er Pac. Islands:** Dry, brown, etc., £70 ton f.o.w., Sydney or Melbourne.

EARL SHELL.—Firm quotations in Jan. independent M.O.P. shell agents were: nd £A850, D £A600, E £A300, EE 200 (in store Sydney). Penrhyn g.400 (nominal), f.o.b., Rarotonga. nihiki lagoon is still closed.

ROCHUS.—Little demand — nominal e c.i.f. Sydney, Jan. 8, £260.

REEN SNAIL SHELL.—Strong demand, ticularly from Japan, has raised the price to £A400 per ton. **P.-N.G.** and **B.S.I.** shell still in short supply.

London and US Quotations

Copra: London, Jan. 7, Philippines, in bulk, $229 per long ton, c.i.f., UK/North European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports. £Stg.93 per long ton. New York, Dec. 3, Philippines, $247.50 US per short ton, c.i.f., Pacific coast port.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, Jan. 7, Ceylon, in bulk, £Stg.141 per ton, c.i.f., UK/North European ports. Straits crude, £Stg.133/10/- c.i.f.

Rubber: London, c.i.f., Jan. 7, RSS No. 1, Spot 34¼d Stg. per lb; Jan., 1960, 33½d Stg.; Jan./Mar., 1960, 33⅛d Stg.

London Cocoa Position

LONDON.—According to reports there are some hundreds of tons of New Guinea cocoa in store in the United Kingdom, which is looking for buyers that aren't forthcoming.

About three well-known plantations in NG have firm orders with two of the big chocolate manufacturers here, but those producers who sent their cocoa to brokers here just on spec. are not doing much good.

UK manufacturers won't readily depart from established formulae, based on cocoa from other countries; New Guinea cocoa, except in the few cases mentioned above, don't come up to their requirements.

One opinion expressed here is that NG types would be more acceptable in Germany or Switzerland where manufacturers already use types similar to NG to produce "dark" chocolate. In the UK "milk" form of eating chocolate is popular one.

Exchange Rates

FIJI.—Through **BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji,** basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji,** basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London,** basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ,** basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji,** basis £100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island:** 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak). **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific (CPF) francs are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney Jan., 1960, quotes: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 194.3 Pac. francs to £ Aust.; 246 Pac. francs to £ Stg.; 88.55 Pac. francs to US $; Noumea, 18 Pac. francs to 1 French heavy franc (conversion rate: 1 Pac. franc equals 0.055 heavy franc). Paris-London: Selling, 13.73 heavy francs to £Stg.

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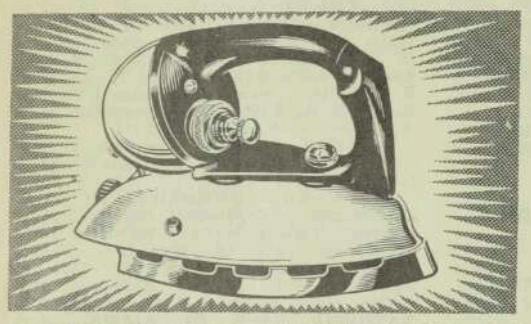
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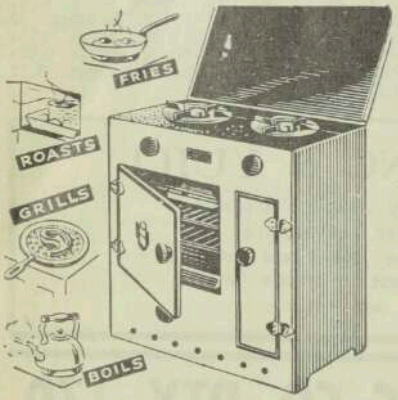


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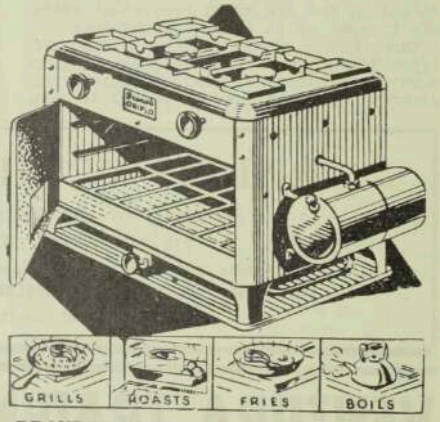


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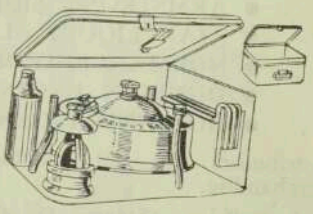


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Tyneside Eng. .

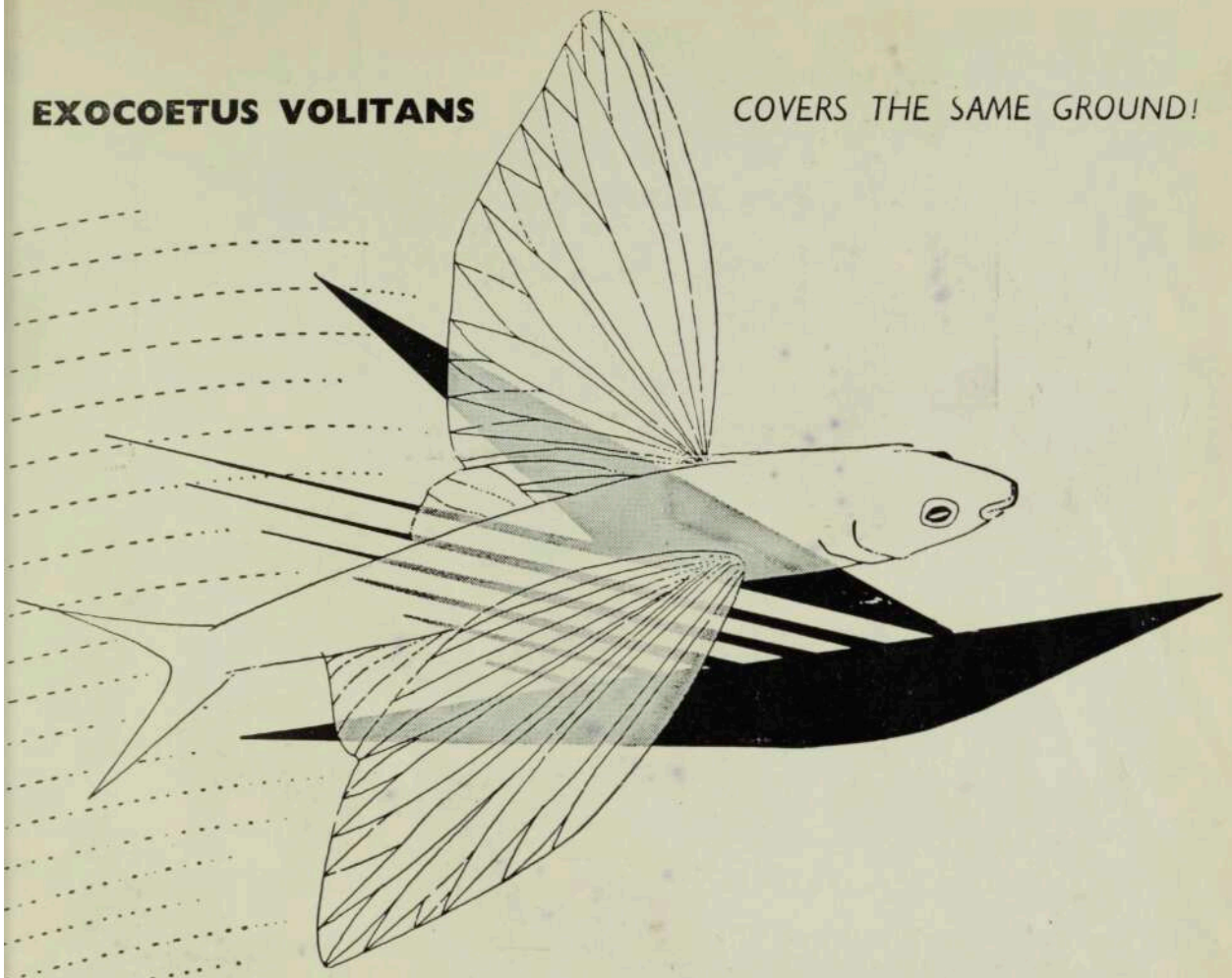
Vacuum Oil Co. .
Ventura . . . .
Vi-Stim . . . .
Victa Mowers .

Walkers Ltd. . .
Waters, Edwd. 42
Watson Bros. .
Webster, D. . .
Western Barbed Wire & Nail P/L
Westfield Freezing
Weymark P/L .
White Rose . .
Whites Aviation .
Wills Ltd. . . .
Wrigley's . . . .
Wilhelmsen, W. .
Wunderlich . . .

Yardley . . . .
Yorkshire Ins. . .

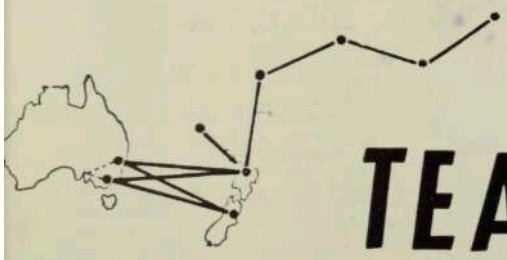
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