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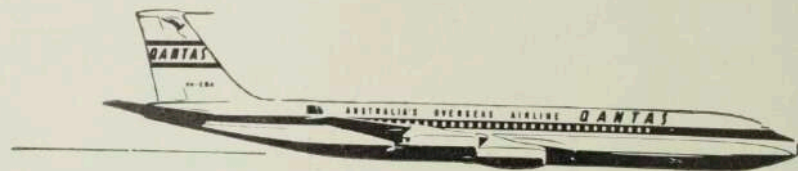
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FLY ONE JETLINE



***AROUND
THE WORLD***

QANTAS

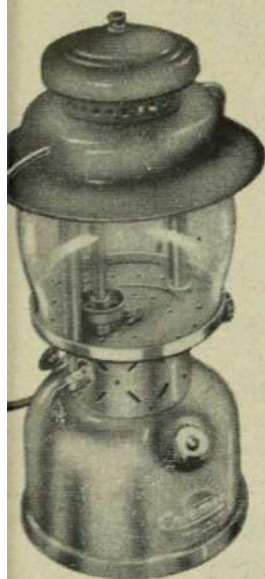
AUSTRALIA'S ROUND-THE-WORLD AIRLINE

Q50.74.119

PACIFIC ISLANDS MONTHLY — FEBRUARY, 1960

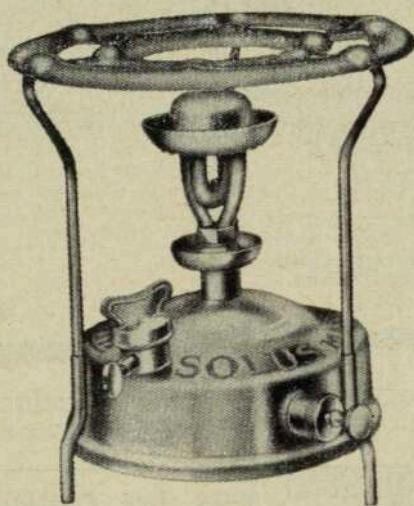
Coleman Coleman Coleman

*Your Guarantee of Satisfaction Backed by Established Service
Depots Throughout the Islands*



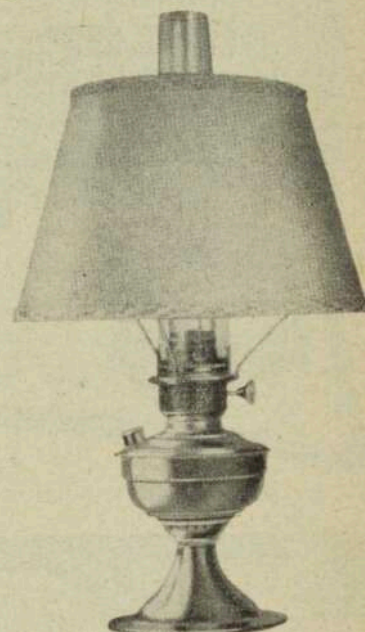
LANTERNS

igned to withstand heavy usage exposure to all weathers these kerosene lanterns have built in automatic jet cleaning needles, air-seals on pumps and heat shock proof globes. They do not spill and burn safely in position. Two sizes.



SOLUS STOVES

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



KEROMAN LAMPS

Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7 1/4 ins. Weight 3 lbs.

Gillespies' for Service

YOUNG ST.,
SYDNEY

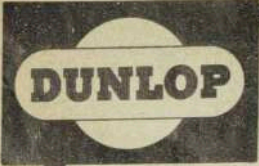
ROBERT GILLESPIE Pty. Ltd.

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



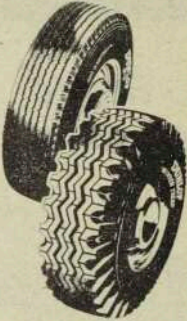
Much more for your money

DUNLOP B5 CAR TYRES

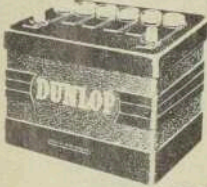
The exclusive, scientifically staggered tooth design ensures longer, even tyre wear and gives better grip on all surfaces.

DUNLOP WINTERTREAD TYRES

Designed to give dry-weather traction on wet, greasy highways.



It's dry-charged!



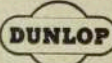
DUNLOP BATTERY

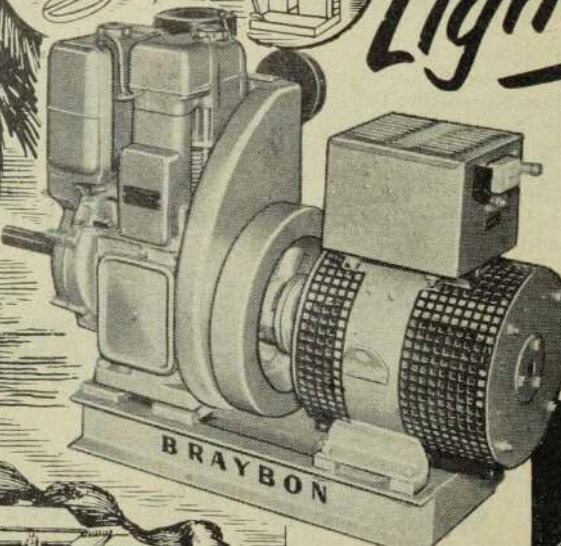
The lowest-priced top-grade battery. New, long life permic separators. Its life and guarantee do not begin until installed in your vehicle.

TOUGH, LONG WEARING DUNLOP TRUCK TYRES

All Dunlop truck tyres have the exclusive Vultanic Tread to give slow, even wear under the toughest conditions. For miles more service choose from this Dunlop range ... Dunlop Lug, Highway, Roadster and Roadtrak Major. For your ute there are Highway and Roadtrak Major Light Truck Tyres.



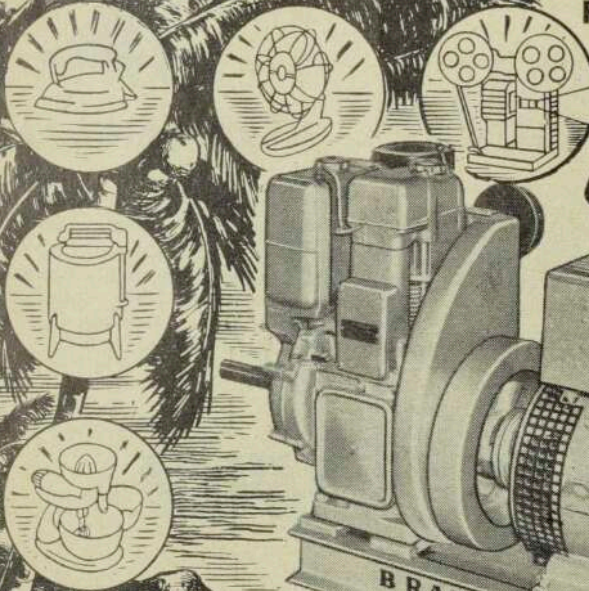
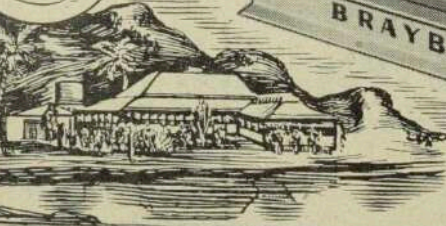
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Light & Power

We feature here one of our most popular diesel sets for application to the average bungalow, which is available in 240 or 110 volts A.C. current. All sets are tropic-proofed electrically and are simple to install. Skilled labour is not required.



BRAYBON BROS Pty. Ltd

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Telephone MA 6

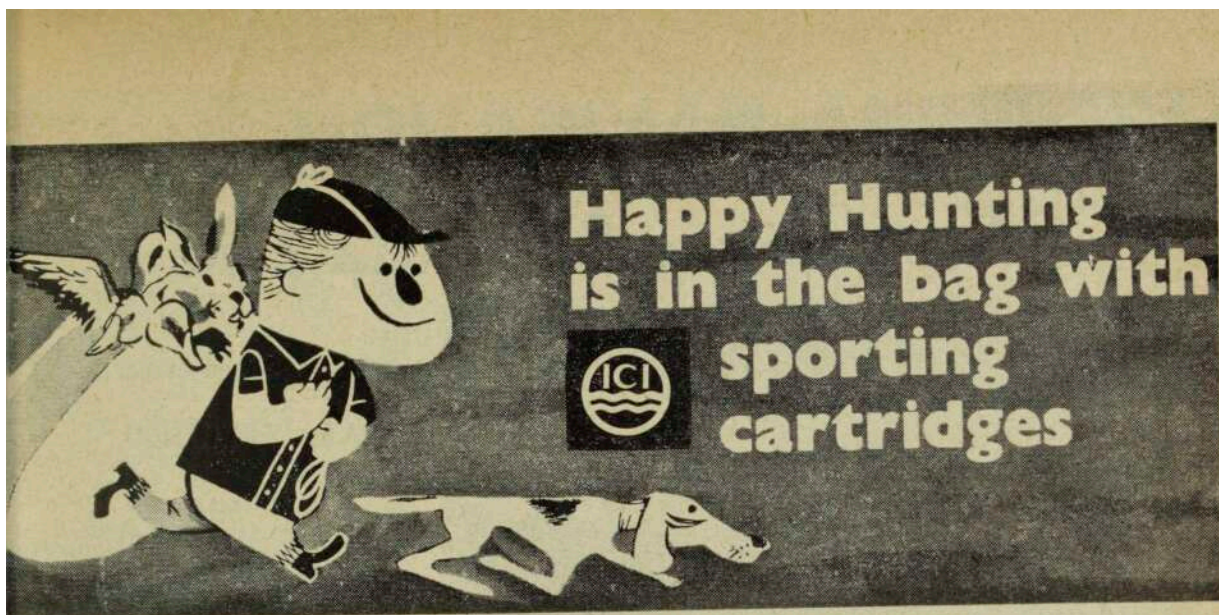
TELEGRAMS: "Braybon
Sy

The sign of Quality Products

Please write for full particulars without obligation on your part

FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

Page 4
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**best value
for money . . .**



. . . reliable ICI Sporting Cartridges. Designed for top performance they're the choice of champions everywhere. For trap or field shooting there's a powerful ICI shotgun cartridge in gauge, shot size and load to meet the needs of every shooter.

BLUE STAR: The dual purpose, trap or field cartridge available in shot sizes, 3, 4, 5, 6, 7, 8, 10, with $1\frac{1}{8}$ ounces of shot.

ICIL SPECIAL: Available in a full range of shot sizes with $1\frac{1}{4}$ ounces of shot.

These cartridges are star crimped for tight patterns and lacquered for moisture resistance.

GRAND PRIX: Available in shot sizes B3-10 with $1\frac{1}{16}$ ounces of shot.

MAXIMUM: Heavy field load in shot sizes SG, SSG, AAA, BB, 1, 2, 3, 4, with $1\frac{1}{4}$ ounces of shot.



SPORTING CARTRIDGES

Manufactured in Australia for Australian conditions by

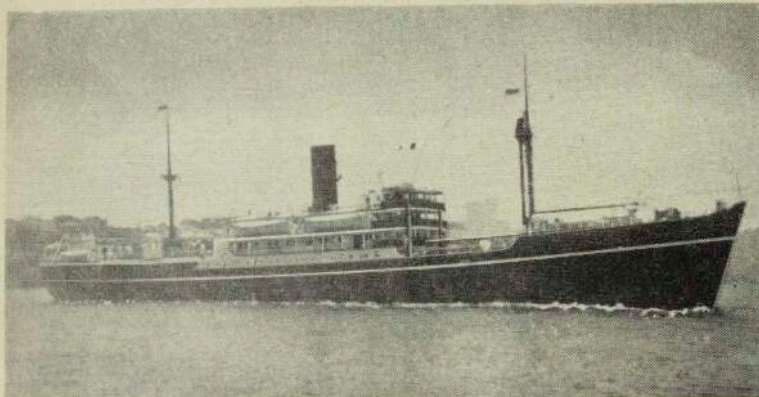
IMPERIAL CHEMICAL INDUSTRIES OF AUSTRALIA & NEW ZEALAND LTD.

AM7174

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"

M.S. "SOOCHOW"

S.S. "PAKHOI"

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

South Pacific Service

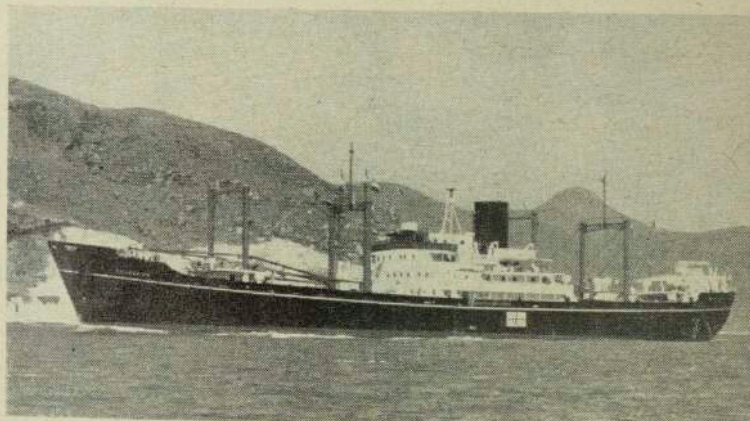
Regular monthly service with
the modern motorships:

"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.

EASTERN MANAGERS: Butterfield & Swire Ltd., 1 Connaught Ro
Central, Hong Kong. Cables: "Swire".

General Agents in Australia

SWIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP", BU 171

PEOPLE

...e Tungi, of Tonga, returned ...ualofa from Fiji on January ...er a business tour of a ... of Asian countries as far ...s Ceylon. He was in Japan ...ouple of weeks, and he also ...ome time profitably examin- ...e coconut industry in the ...ines. He said, in Suva, that ...ends to establish a modern ...-processing plant in Tonga— ...not only the flesh for copra ...ccated coconut, but also to ...he husks into fibre and the ...into buttons.



...well-dressed Director of Works wears. J. H. Commin, Fiji Works Director, in ...ing suit. He donned it in January to ...inspection of the screws of the liner ...", which met with an accident in ...Suva. See page 127.

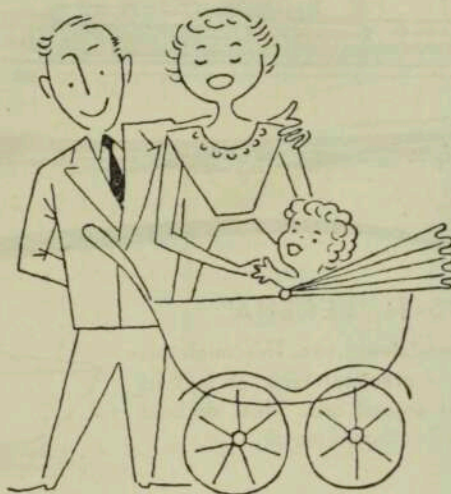
—Rob Wright, Fiji PRO.

W. L. Verrier, British Phos- ...Commission manager at ...Island, has retired after 35 ...service with BPC. Mr. T. ...has been appointed as his ...sor.

* * * Commodore P. C. Jameson, ...SO, DFC, recently succeeded ...mmodore J. F. Roulston, CBE, ...DFC, as commander of the ...ish nuclear test unit at ...mas Island, Central Pacific. ...ugh there have been no bomb ...or over a year, a permanent ...a military unit is stationed on ...oll.

* * * en Ratieta, of Marakei, Gil- ...lands, has been appointed, at ...ge of 24, an Assistant Admin- ...ve Officer. Educated at Queen

Our first was a girl . . .



We knew that three people couldn't live as cheaply as two, so we decided to open an A.N.Z. Cheque Account to control our money better. Now we have Savings Accounts for ourselves and young Mary, and keep all our accounts at one office—saving time, effort and money. It makes a difference if you manage your money and don't let it manage you.



You'll like banking at

A.N.Z. BANK

AUSTRALIA AND NEW ZEALAND BANK LIMITED

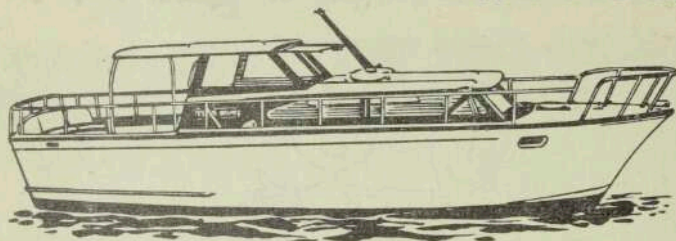
AUSTRALIA AND NEW ZEALAND SAVINGS BANK LIMITED

Cheque Accounts—Savings Accounts

ANZ640.2FC

PROVEN TO BE THE...

Four Best Performers with Speed and Sea Worthiness...

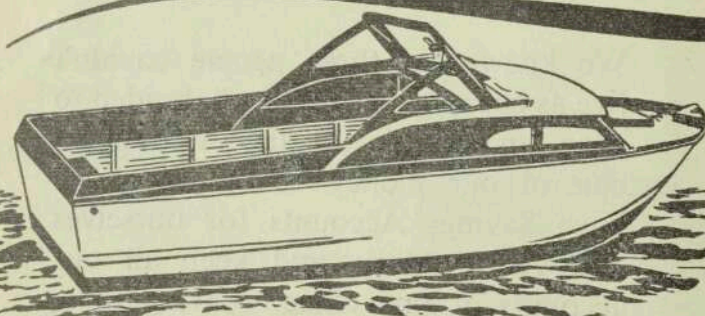
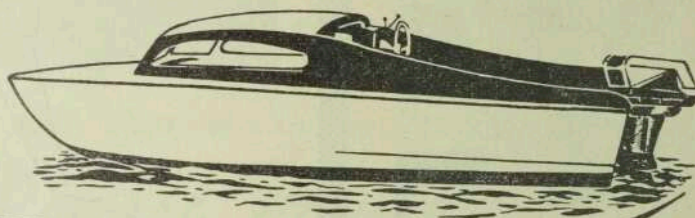


38-ft. 'COMMANDER'

37'6" x 12' x 2'9" with twin Chrysler 177HP speed 27MPH. Sleeps six in comfort. This boat is offered with custom modification in arrangement where the full balance and basic hull strength scheme are not affected.

16-ft. 'SERENA'

16' x 6' beam, sleeps two. This miniature cruiser is a practical type of hull for rugged all around use. Ideal ski boat with 40HP outboard motor.

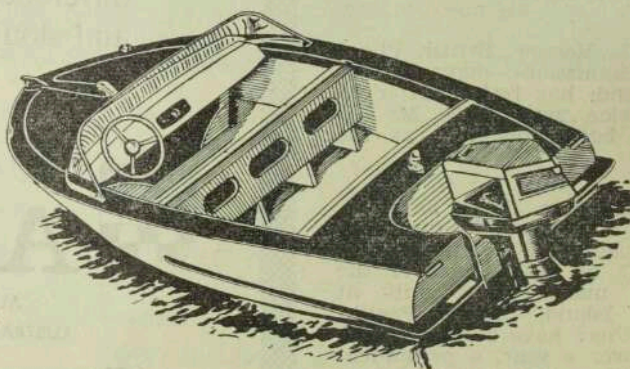


21-ft. 'SPORT-CRUISER'

21' x 8' beam. This express cruiser is equipped with two berths, toilet, ice box, sink and galley, with Chrysler 177 HP speed 35MPH.

15-ft. 'SKIBOAT'

15' x 6'6" beam. This outboard runabout has an extremely roomy cockpit for water ski equipment and cruising gear. Powered by outboard motors from 10HP to 75HP.



INQUIRIES FOR PLEASURE CRAFTS
FROM NEW GUINEA
PLEASE CONTACT:
C. SULLIVAN (NEW GUINEA) LTD.
P. O. BOX 214, AUGUSTA HOUSE,
WIRRAWAY ST., RABAU, N. G.

Manufactured by:
SCIENTIFIC SERVICE CO., LTD.

447, Alexandra House, Hong Kong, P. O. Box 923

ria School, Fiji, he is the
gest Assistant AO ever to be
nted in the Colony. He is the
f Assistant AO Bauro Ratieta.



John T. Wallis, Carpenters' manager in London,
as retired. This photograph was taken
in London in January. See below.

John T. Wallis, well and
urably known over many years
ie manager of Messrs. W. R.
enter & Co. (London) Ltd., re-
on December 31 (having
ed the retiring age) and will
London in March for Sydney.
and Mrs. Wallis are Australians,
ave many friends and relations
SW; and, as he is "a young 65",
robably will take up some com-
ial pursuit in Sydney. Mr.
is took over Carpenters' Lon-
office in 1944, and has gained
st extensive knowledge of the
ess of marketing copra, coco-
oil, cocoa and so forth in the
pean markets—he was pro-
nt in the activities surround-
he MOF contract, under which
in bought all South Pacific
a for a period of nine years.
Wallis has been succeeded in
on by Mr. W. D. Ashburn, who
been manager of the Carpenter
ing interests in Vancouver in
t years.



Miss Vivie, Miss Olivina Fauhiva and
Mary Mafi, who attended the Marist Con-
in Auckland, all spent their Christmas
holidays in Tonga.

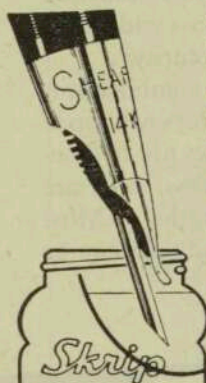
Ms. J. Bunney, and Miss C.
ney, wife and teenage daughter
Captain Bunney, of the Aus-
a-New Guinea Line, were
engers from Sydney to Europe
ne Royal Rotterdam Lloyd Line

SHEAFFER'S

SNORKEL® PEN
preferred around the world!

The only pen that gives you...

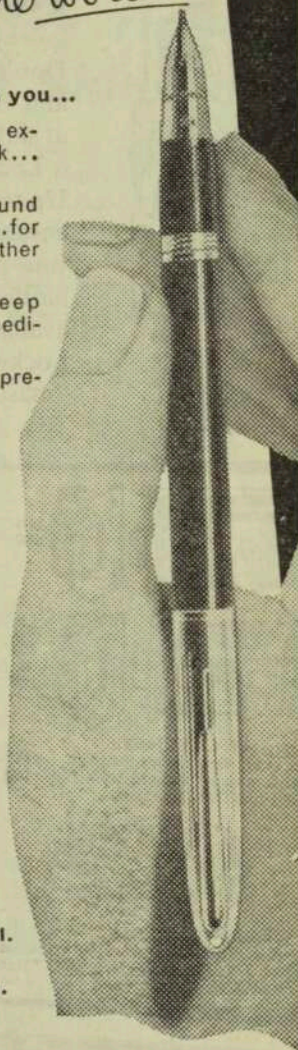
- the filling tube that ex-
tends to drink the ink...
withdraws when full
- exclusive wrap-around
precious metal point...for
greater strength, smoother
writing
- humidor cap to keep
point moist...for immedi-
ate writing
- inner spring clip to pre-
vent loss



* Remember: any pen writes best
with the world's largest selling writing
fluid, Sheaffer's *Skrip*



Gift-boxed ensemble
includes matching pencil.
Identified by the
White Dot of Distinction.



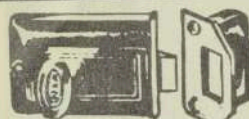
Available from all
Leading Stores

LOCK UP WITH *Lockwood*

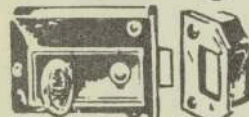


for top security..

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



No. 100



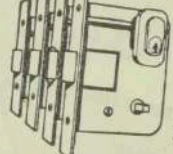
No. 201 & 206

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



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

570 Series CYLINDER MORTICE LOCKS.



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

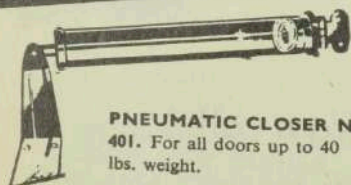
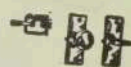
307 SCREEN DOOR TOUCH LATCH.



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

NO'S 300, 300/101 LATCH.

Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.



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



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

OGDEN INDUSTRIES PTY. LIMITED

Edward Street, Huntingdale, Victoria.

Largest manufacturers of cylinder locks in the Southern Hemisphere.

vessel *Willem Ruys*, in December. They will spend some months in the United Kingdom and the Continent.



Brother Stanislaus, SM, has returned from teaching duties in Western Samoa after a tour to New Zealand.

Mr. Grainger Johnson, eldest son of Mr. and Mrs. W. G. Johnson, is chief executive of the Carpenter group (interests in Fiji) has just concluded three years' service in the London office of the Carpenter group. He is to leave for Melbourne immediately where he will marry a girl friend of his Melbourne college days; then he and his bride will go to Rabaul, where Mr. Johnson will spend some time on the New Guinea staff of W.R. Carpenter & Co. Ltd. subsidiary, Coconut Products Ltd.



Medical Officer Harry T. Nemaia, of Niue, is returning home following a course in New Zealand. He was accompanied by his mother, Mrs. Nemaia, now resident in Auckland. They traveled on the "Tofua".

After four years as Attaché Press and Cultural Affairs to the Royal Netherlands Embassy in Canberra, and head of the Netherlands Information Service in Sydney, D. J. van Wijnen will leave Sydney in March, with his wife and two daughters, for a new post in Wellington. He has been appointed Secretary for Press and Cultural Affairs for the Netherlands Embassy there. Mr. van Wijnen has been himself a very popular representative in Australia. In February he was making a farewell call on the PIM and NNG.

E. R. Bevington, Financial Secretary in Fiji, left for the United Kingdom on leave in January immediately following the conclusion of a lengthy budget session of the Legislative Council. In his absence H. P. Ritchie, who recently returned from leave in Northern Ireland, will be Acting Financial Secretary.



E. R. Bevington, his daughter Mrs. F. Mataipule, and David Patu, were passengers aboard "Tofua" returning home to Apia in January after holidaying in New Zealand.

Peter William Fisher arrived in the United Kingdom in January to take up an appointment as medical officer at Lautoka, Fiji. Mrs. Fisher is also a doctor—Dr. Anne Monica Fisher. Dr. Colin L. K. Wainwright and his wife—a trained nurse—also recently arrived in Fiji from the United Kingdom to join the medical department.



Mr. J. J. MacCauley and daughter bound for Penrhyn, Northern Cooks, in January, travelling in the "Maui Pomare" from London. Mr. MacCauley, who comes from the island of Lewis and has recently been on the staff of the Maori Land Court at Wanganui, N.Z., has been appointed Resident Agent, Penrhyn, in succession to Mr. David Metuarau, who recently retired.

Mr. Usman Khan, 18-year-old son of Mr. Samudar Khan, of Saravu, Fiji, has recently left for the United States to study medicine at Pacific Grove High School for Medicine, San Francisco. Mr. Usman Khan's nephew, Dr. M. Y. Hussein, is attached to Ryde Hospital, Sydney.

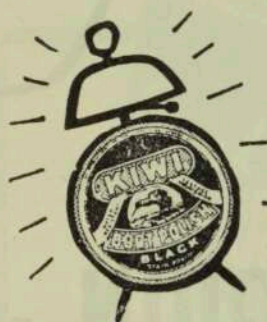
MR. PLANTER! Do you have equipment maintenance problems?

If so you will find "Power Farming and Better Farming Digest" an invaluable source of helpful information. In each issue you will find over 40 questions and answers explaining clearly and simply many of the problems which constantly arise on your plantation. Write NOW for a FREE SAMPLE COPY.

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Subscription Rates: 37/6 p.a. (Aust., N.Z. and Pacific Islands); 43/- p.a. elsewhere.

All over the world Smart people— **START the day right with a Kiwi Shine**

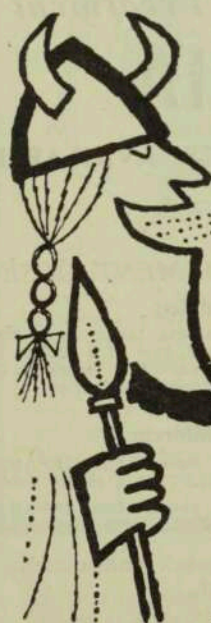
From New York to Timbuctoo—
From Birmingham to Hawaii—
From London to Papua
Smart people start the day
right with a Kiwi Shine.
Kiwi puts a gleam on your
shoes that lasts all day.



They're well worn, but they've
worn well, thanks to

KIWI

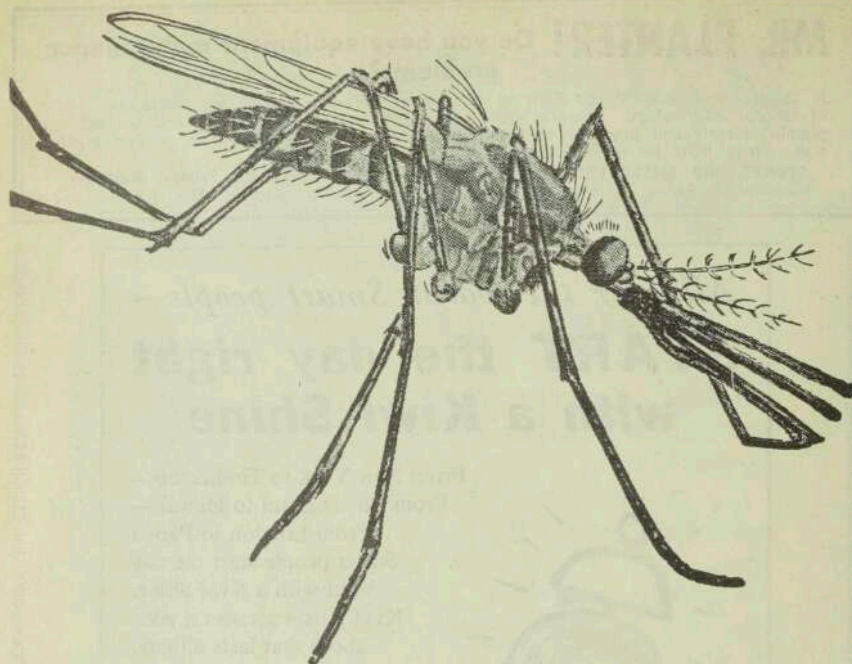
B156



singers
like GRANT'S
Stand Fast
Scotch
Whisky

Agents for Fiji, Tonga, New Hebrides, Gilbert & Ellice
Islands and Western Samoa:

CORRIE & COMPANY, P.O. Box 45, Suva, Fiji.



PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for
MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

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

For Children:

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

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

TREATMENT DOSE—

For Adults:

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

For Children:

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

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

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

Obtainable from all chemists and suppliers of
PARKE-DAVIS products

PARKE, DAVIS & CO., SYDNEY

Mr. Georges Poulet, Secretary General of French Polynesia, has been Acting-Governor of that territory since Governor Pierre Sicaud returned to France in November. It is thought in Papeete that Sicaud may soon be succeeded by a new Governor.

Mr. Valdemar J. Andersen, Secretary for British Solomon Islands Protectorate Affairs at Honiara, together with Mrs. Andersen and children, are on their way to the United Kingdom via New Zealand on furlough this month. Mr. Andersen was originally from Palmerston North, NZ.



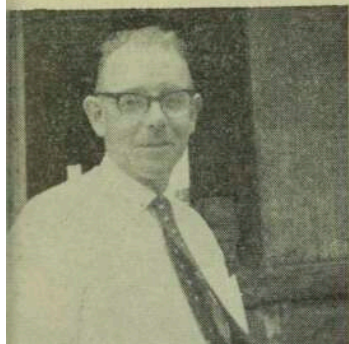
Pastor and Mrs. R. N. Heggie, of the Sunday Adventist Mission, travelled to Rarotonga in January to take up a new appointment. During the war they were stationed in Australia, but Pastor Heggie has recently been appointed to the Australasian Missionary College, Sydney.

Mr. F. A. Champion, who was District Commissioner of Central District, Pt. Moresby, and a member of one of the best known families in Papua, retired at the end of January. Born in Papua (his father was Mr. H. W. Champion, a former Government Secretary), he joined the District Services Department as a patrol officer in 1936, and progressed through field posts and senior positions for the next 24 years, but only by service with ANGAU during the last war. His two brothers, Ivan and Claude, both hold offices in the P-NG Administration, the former as Chief Native Commissioner and the latter as Director of Civil Affairs. Mr. and Mrs. Champion will live in retirement in Brisbane.

Mr. G. H. Leopard, who has served the Union Steam Ship Co. as manager in several Island areas, has lately been branch manager at Gisborne, NZ, has been appointed assistant manager at Auckland in succession to Mr. G. R. Cole, who has been transferred to Invercargill as branch manager.

Under a rearrangement of jurisdiction in Papua-New Guinea, two new Roman Catholic bishops have been appointed in the Territory.

Father Virgil Copas, formerly
arwin, who will be vicar
olic at Port Moresby; an Ameri-
Father Bernarding, who will
at Mt. Hagen; and Father
ing, from Germany, whose
quarters will be at Goroka.



F. M. Kunth, of Knuthenborg, Denmark,
ing Danish fruit grower, returned on his
visit to the Cook Islands in January
ing in the "Maui Pomare" from Auckland

s. Lilieta Soaki, and her two-
old daughter, Lata, from
a, have been receiving some
rable publicity in Queensland
papers recently. Her husband
Brisbane for four years on an
ultural science scholarship,
le at Queensland University.
Queenslanders have been
ned by her pleasant, educated
er and the fact that, having
culated, she intends to spend
ext few years becoming an ex-
at dressmaking and cooking.



marriage took place in Port Moresby re-
of Miss Elizabeth Roscoe and Mr. G.
Mrs. Ross is the daughter of Mr. G. T.
s, P-NG Director of Education, and Mrs.
s.
—Papuan Prints.

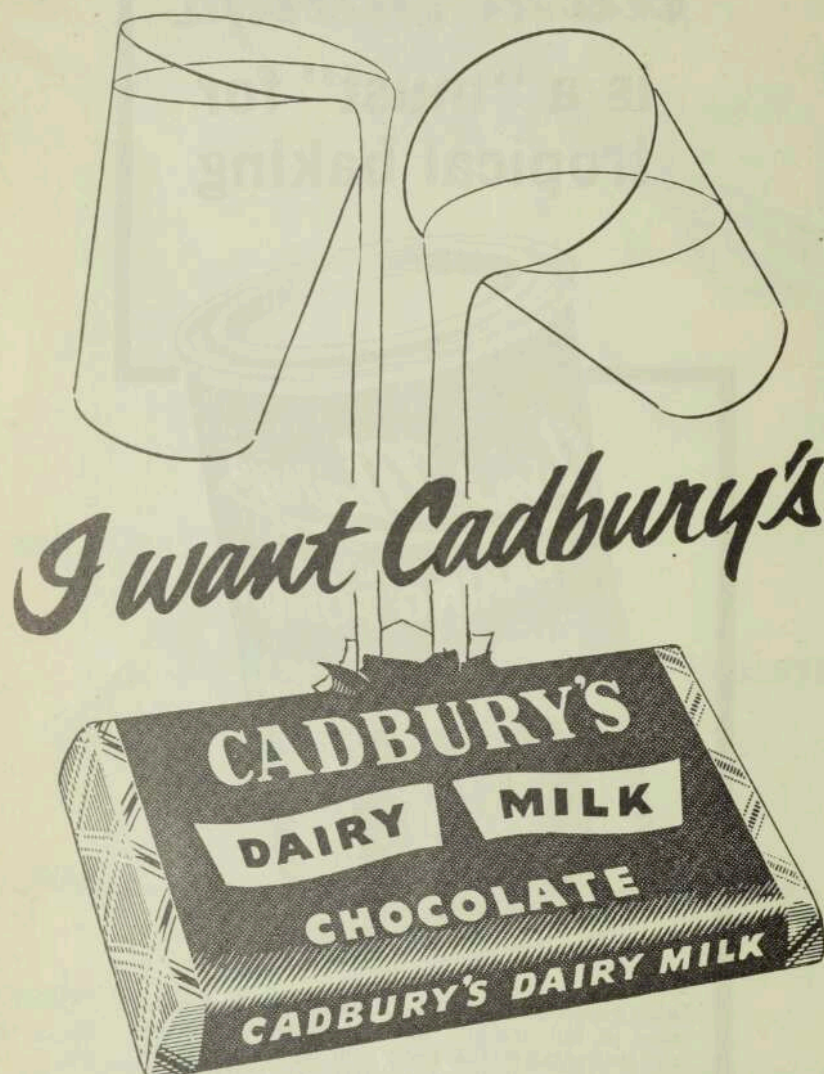
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Mr. T. H. Bot, Netherlands U Secretary for New Guinea Affairs, who has been on an inspection of Dutch New Guinea, crossed to Australian Papua-New Guinea early in February and spent a in various centres. He later down to Canberra to hold discussions with Commonwealth Government officials before departing for Washington, USA, by air on February



Mr. and Mrs. D. M. Saywell and Victor bound for Rarotonga in January. Mr. S has been appointed to the Administration as Chief Clerk, in succession to Mr. M. who has been transferred.

Lae's most lavish wedding celebrated on January 30, when Anna Tong, of Rabaul, was married to Mr. James Seeto, son of one of the leaders of Morobe's Chinese community. Mr. Seeto Kui. There were over 500 guests, including a large party flown from Rabaul in a chartered DC3 aircraft. The ceremony was given VIP treatment—it was recorded by TV camera and later televised over Channel 7, Sydney.



Mr. and Mrs. A. M. Gurau, well-known residents of Apia, returned there in the "Tofua" in January following three months vacation members of their family who have settled in New Zealand.

Mr. J. L. Chalmers, for the 32 years with Colonial Sugar Refining Company in Fiji, reaching the position of acting chief manager and lately Resettlement Officer Nausori, has transferred to Sydney to take up the position of technical field officer.

Alan Lennox-Boyd and Lady Lennox-Boyd, who paid a visit to Tarawa by RNZAF boat from Fiji in December, a round trip from Suva to Niue and Samoa in January, and to Tahiti from Fiji on February 15.



Anne Cameron models a frock at a Teenage Parade held on the lawn of Mrs. Mary Strachan's home in Lae, N.G. Mrs. Strachan led the parade and donated proceeds to the Youth Club. Other models included Judith and Barbara Griffith.

—Pat Robertson.

to leave Rabaul early in 1938 for a new position with his company in Port Moresby. Mr. George Clarke, a director of Burns Philp & New Guinea Limited and Rabaul resident since 1938.

has been BP manager at Rabaul for nearly six years. He will move to an executive position at the company's head office following a general reshuffle of company operations. Mr. Clarke has taken an active part in Rabaul affairs—president of Rabaul Amateur Football Club, president of Rabaul Football Association, a trustee of New Guinea Club and a trustee of the Returned Servicemen's League at Rabaul. He is also a member of Rabaul Town Advisory Council.

Mesa Sikivou, Fourth Fijian member of the Fiji Legislative Council, lately senior master at Victoria School, and the first Fijian to attain the distinction of an MA degree (1955), has been promoted to Education Officer, Suva. He will supervise some 90 schools at Tailevu, Naitasiri, and the Provinces.



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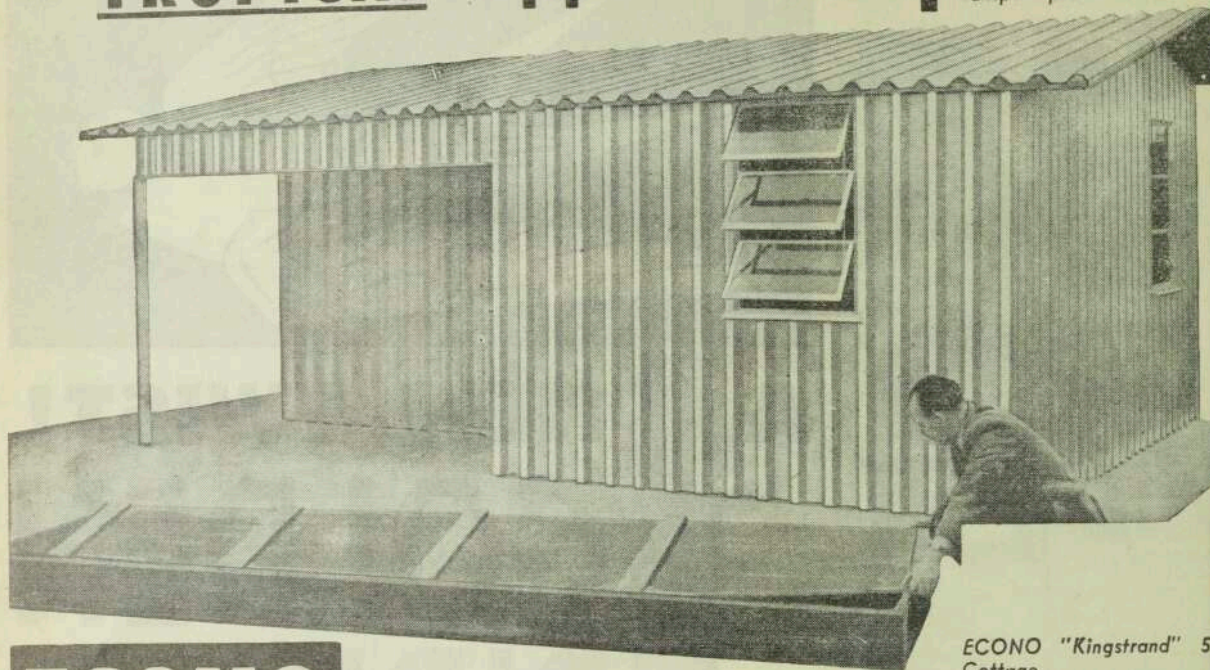
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Fiji Takes A Backward Look At The Riots

Fiji in January-February was holding a post mortem on the causes and the problems behind the Suva riots of December. There was far more talk than action it was only because most people had agreed that nothing could be done until after the Burns Commission Report is released, probably this month — wing, it is hoped, a blue-print for follow-up action.

These were the main post-riot developments (for a full report on the riots see *PIM*, January): The Wholesale and Retail Workers' General Union—which led the oil workers' strike, which led to the riots—was granted an increase in wages and better conditions for its oil industry workers (p. 14).

Fiji's Chief Justice, Mr. Justice, opened his one-man commission of inquiry into the immediate causes of the disturbances (see page).

The Governor, Sir Kenneth Maddocks, made statements on constitutional reform, appealed to Fijians not to exaggerate the damage, which, he said, affected only a small part of the Colony, and urged the Government was "trying very hard" to improve conditions and attract capital.

At the first Legislative Council meeting since the December session was suddenly suspended because of the riots, Fijian and Indian members took the time to explain their attitudes more fully, and the session ended on a happy note. One Fijian member proposed election of three of the five Fijian Legco members.

Governor's Statements

Among the statements on the riots by Sir Kenneth Maddocks, one reported in the *New Zealand Herald*, from a staff reporter, the paper reported Sir Kenneth as saying that some modification of the Fiji constitution would be necessary before very long, although he did not like to say what form the modification might take.

Quoting the Governor, the *NZ Herald* said, "Constitutional reform in a country such as this is not only as simple a matter as in say, India or West African territories, where there is virtually only one race. We must find a constitution which is acceptable to all the different people here."

Commenting editorially on the Governor's remarks, the *Herald* had to say:

"Few will quarrel with the view of Sir Kenneth that the constitution cannot stay the same forever. The order for priority for reforms in Fiji is less clear cut. The pledges made to the Fijians under the Deed of Cession impose limita-

tions on any transfer of control along lines adopted elsewhere. The native inhabitants are now in a minority and are likely to form a decreasing proportion of the future population. Yet the history of entrenched clauses in constitutions, with the aim of preserving rights, gives little confidence in the permanence of such arrangements.

"Population and racial problems in Fiji inevitably demand attention as a preliminary to political change.

... Attempts to enunciate long-term solutions would be premature until the (Burns) commission which has been examining just these problems reports early in 1960.

"Irrespective of its findings, however, the need has been shown for greater immediate attention to industrial relations. Even where labour leaders act with the most genuine of motives they are liable to let loose forces beyond their control, especially when they employ industrial weapons in societies not fully familiar with them."

Meanwhile, in his Christmas broadcast in Fiji, Sir Kenneth

PACIFIC REPORT

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

New Britain's Worst Storms For 20 Years—113; P-NG Mineral Search; Tonga's Beach House Reopened—113; Alarming Increase In Suva Thefts; Fiji Public Servants' Wage Rise—115.

Papeete Tourists Find It A Dull Day—116; NG Vessel Burns—116; Fiji Concession To Tourism; New Guinea's Floating Trade Store—117; Rabaul Disturbance; A New Leper Man?—119; Jap Ship Wrecked In New Guinea; Successful Tolai Cocoa Scheme—120.

New Look For Samoan Paper—121; New HQ For Rabaul Police—121; P-NG "Makes It A Museum Year"—123; Samoan Population Increase; Is Fiji's Cocoa The Wrong Type?—125; "Arcadia" In Trouble In Suva—127.

Behind The Airline Breakdown—129; GEIC Loans Board—129; Some Action On Fiji Bananas—131; Japanese Interest In Timber—132; Important New P-NG Cocoa Discovery—133; Big Increase In Ship Travel Predicted—135.

New Tongan Vessel—136; Jame Plantation Sold—137; Moves On Hamac Group; Vessels Lost In BSIP, Samoa; W. Samoa's Record Year—139; Fiji Copra Tax Up; Honiara Census; New Caledonia Nickel Plan—140; Numbering For Suva Streets; Bunting's, NG, Changes Direction—141.

appealed to all in the Colony to cultivate the spirit of goodwill if the Colony was to keep to the path of racial harmony. Once that path was left, he said, disaster lay ahead.

(Over)

INQUIRY OPENS INTO THE CAUSE OF IT ALL

Young James Anthony, 25-year-old union secretary who claims to be the brains behind the Fiji oil workers' strike, would not agree in early February that if there had been no strike there would have been no disturbances in Suva in December.

"I WOULD rather say that if there had been no police tear gas there would have been no disturbances," he said.

Mr. Anthony who is secretary of the Wholesale and Retail Workers' Union, was giving evidence at the Commission of Inquiry into the disturbances. The inquiry began in Suva before Mr. Justice Lowe in January. He was being cross-examined by Mr. J. N. Falvey, counsel representing the police.

Mr. Anthony told the Commissioner that he was boycotting the commission and was only there because he had been summoned. Mohammed Tora, president of the North West Viti Levu branch of the union, also told the Commissioner that he had "no faith" in the inquiry and no trust in it.

Like Mr. Anthony, however, he gave evidence.

Mr. Anthony said that during the strike he had made efforts to keep things peaceful. He said that he had been apprehensive of violence before violence had in fact occurred, "and still was". He denied to Mr. Justice Lowe that this last statement was a threat.

Mr. Anthony said that he wished to make it quite clear that his union was in no way concerned with the disturbances.

The Chief Justice: Let me make it a little clearer—the police state that.

The Fiji Commissioner of Police, Mr. R. Beaumont, told the commission that section of the crowd on that first day had been angry

(Continued on page 141)

Move For Election Of Fijians

(Continued from previous page)

He added, "There are many in these islands to whom life is hard and who may sometimes feel that they are forgotten. I can assure them that Government is not the callous, impersonal machine which it is sometimes thought to be, neither knowing nor caring of their difficulties."

"I am conscious of these difficulties and we are trying very hard to improve conditions and to attract trade, industry and capital to these islands; but the one certain way to prevent progress and to ensure general hardship and poverty is to allow impatience, prejudice and mistrust to cloud your judgment and embitter relations. Remember that ill-will can ruin this Colony, that goodwill will be its salvation."

Not Anti-British

In the Legislative Council members had this to say:

Mr. B. D. Lakshman, Indian elected member and president of the Sugar Workers' union, denied there was an anti-British movement in Fiji. Everybody was British he said. "The struggle in Fiji is the usual struggle which has gone on all over the world, of those who have and those who have not," he said. "In our free system there should be no attempt to blockade this movement."

Mr. Lakshman said he did not think there would be an anti-British movement in the Colony "for a very long time to come".

Discussing the riots, he said, "Some people did not behave well and others got angry at it and had a go, and that was the end of it. I don't believe in violence at all."

Ravuaa Vunivalu, the fifth Fijian member, said that from time to time he had felt ineffective as a member of the Council.

He said there was an unfortunate but understandable feeling abroad that the five Fijian members all had the same ideas, moulded by customs and traditions, and not conducive to progress. Nothing could be further from the truth.

Election Wanted

But times had changed too quickly and there was not now any relationship between the Fijian villager and the town worker and his representatives in Legislative Council. What was required was a direct personal link. An obvious solution would be the election of three of the five Fijian members of the Council by the Fijian people, while the other two continued to be elected by the Great Council of Chiefs.

"If this can be done, and I believe it can, before the end of the life

of the present council, it would be all to the good," he added.

Mr. A. I. N. Deoki, Indian elected member for the southern division, said the Indian communities did not advocate any modification of the Deed of Cession. He said he gave an assurance that the Indians liked the Deed and would always honour it.

Semesa Sikivou said it was very unfortunate there was tension in Fiji. He wanted to tell the Indian people who had misunderstood part of a speech he had made some time ago, that at no time would he advocate an attack on the Indian people by the Fijian people. He was very concerned that some of his Indian friends should think that he wanted the Fijians to regard the Indians as their enemies.

He added that like Ravuaa Vunivalu he would like to see the election system changed, but the desire for change had got to come from the majority of the people, and it was for them to ask for it.

Mr. Vijay Singh said: "I most sincerely urge the leaders of the communities represented in this

Burns Commission Report Soon

The Burns Commission Report is expected to be available in Suva at beginning of March. Copies will be available in London at the end of February.

The report comprises 200 pages, including about 20 pages of maps, printing costs work out at about 5/- per copy.

The Fiji Government announced in January that it would sell copies at 5/- each, to encourage people to buy the report.

council to sit down together, privately where people don't speak because they want to get in headlines, and where people speak frankly, openly and sincerely so that we can dispel any misunderstandings and strengthen inter-racial relationships."

Mr. H. B. Gibson said many overseas papers had harped on the question of political change. He said nobody in his hearing in the few months had cried, "Give us Votes" although he had heard of people crying "Give us More Money was wanted in the Colony to bring industrial peace."

Fiji Oil Strikers Win Wage Increases

Fiji's oil industry workers received increased wages and better conditions following an arbitration hearing in Suva in late January.

NEW basic minimum wage was fixed at £4/11/4, compared with the figure of £3/11/- agreed to by employers following the strike of December, and £3/0/6 which was the wage before the strike.

There were various other improved conditions, and the award was retrospective to October 24 last year. It will remain in force until October this year.

As PIM went to press the Wholesale and Retail Workers' General Union—directed by the young James Anthony—had made no comment on the new wage.

The union had applied for a new minimum of £6 a week, an increase of 100 per cent. on the pre-strike wage.

The arbitrators (Mr. D. McFarlane and Mr. Said Hassan, with Ratu K. Mara as umpire in case of disagreement) made it clear at the beginning of the inquiry that they thought it their duty to see that the economy as a whole would not be adversely affected by the increase. They said they would not deal with the oil claims as an isolated industry.

As with the important sugar industry hearing of last year (where the sugar workers were granted increases) the argument centred on what should be considered a fair wage.

Fair Wage

Witness for the union, Dr. G. Hemming, of the Bayly Clinic, presenting his own figures in detail a family of five children, said that he found, excluding clothing, possible bus fares, medical expenses and some other such items, allowing two meals a day, which was considered probably adequate for those not engaged in hard labour, a worker would require a sum of £4/9/6 a week. This budget was the means test.

He did not think any reasonable person could agree that the country could stand 100 per cent. increase in wages.

The oil companies, in evidence, said they were not pleading inability to pay, but they had to keep in line with the economic progress and ability to pay of the rest of Fiji.

SUVA GETS THE PICTURE

How Long Will The Islands Keep TV At Bay?

By one of those freaks of reception, Suva's one and only television receiver picked up some perfect age-and-sound programmes from Australia in January. Distance covered was 2,000 miles.

SOMETHING of the sort had already been experienced by the owner of a set in the Manus District of New Guinea, who has reported getting a flicker occasionally from a TV station on Guam, well to the north in the US Trust Territory of Micronesia.

The Fiji receiver that pulled in Australia was brought to Fiji last year by a firm which used it as a gimmick in an electrical exhibition and during Suva's Hibiscus Festival in October.

Since then, Mr. Theo Goodare, of Suva, has patiently experimented with the set, trying to bring in Honolulu TV stations. Results were encouraging—the picture beamed clearly, although the sound came through reasonably well.

Then Mr. Goodare turned his attention to Australia, and on January succeeded in tuning in a Brisbane station. Later, he viewed programmes in other Australian States. Most Fiji residents seem to be fairly unenthusiastic about the development of TV in the Islands. Those who have watched in Australia and UK generally bemoan the over-standard programmes (horse races, cops-and-robbers, melodramas) and decry the possible deleterious and time-wasting influence on Islanders.

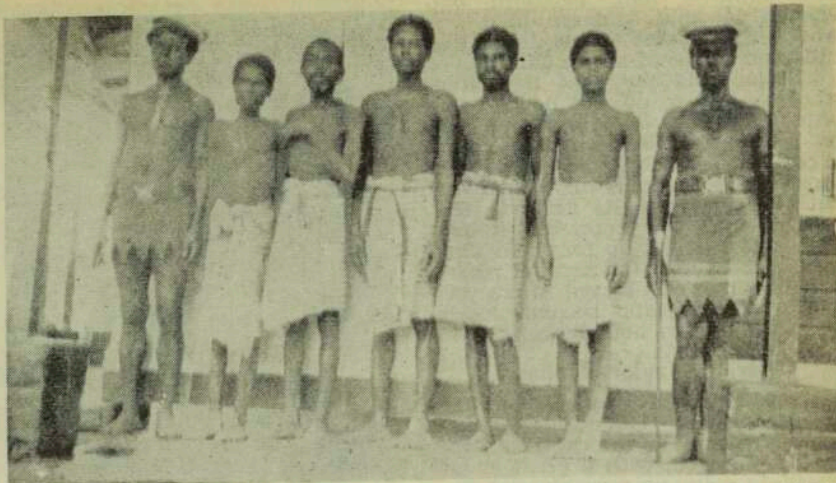
NZ Now

While admiring the business acumen of the importers, many are emphatic that a TV transmitter is the modern luxury that Fiji can still do without yet awhile, although it will come.

With TV established on the Pacific borders, in Australia, Japan, Guam, Hawaii and USA, however, the die has been cast.

On January 29, New Zealand announced it will soon have its own television system, both commercial and non-commercial, run by the NZ Broadcasting Service.

Just how TV can take hold, and its possibilities from a retailer's point of view, may be gauged by the fact that since TV commenced in Australia in September, 1956, more than 750,000 receiving licences have been issued (at £5 a pop). Australia's population is 10 million.



This old photograph shows five of the Nakanai murderers at the time they were brought into Rabaul in 1927 under escort. The murders occurred in November, 1926. This apparently was the event which Errol Flynn used as the basis for his account of the "Madang murders".

Horror Hanging That Never Happened

Errol Flynn's autobiography, "My Wicked, Wicked Ways", runs true to the style that New Guinea old hands came to expect from him — that is ultra-egotistical and contemptuous of others' reputations and of the truth.

FLYNN's book is at present being serialised in America and in England and will be published soon in book form in New York.

The first part of the book (as published in the January issue of the American magazine, *True*) gives a highly coloured account of Flynn's early experiences in New Guinea, and tells of one occasion in 1926

when as a cadet patrol officer in Rabaul he was serving under "District Officer Taylor". He was told that there had been a massacre at Madang—four prospectors had been killed and the culprits had to be brought in.

The New Guineans were to be shown that "they couldn't go around killing white men", Flynn reported, and District Officer Taylor (who is not given initials) had told him, "You will be assigned 10 native policemen. With these armed men you will complete your assignment".

Flynn then tells how the whole party, including Taylor, voyaged several hundred miles to Madang, broke into four groups, one of them led by Flynn, and each went inland to capture the murderers.

"Suspects" Arrested

Flynn says his party found none, but the other parties had rounded up "about a dozen suspected ring-leaders".

Flynn adds that Taylor decided to stage a combination feast and public hanging to which all New Guineans in the region were summoned. In the coming days "schooners arrived from Rabaul laden with *taurau* (rice)—tons of it—and calico to be dispensed at the hanging. A carrot and club approach: show them we can be tough, show them we can be useful."

A gallows of coconut branches



The late Errol Flynn.

was built, a long platform big enough to hold a dozen men. . . . About 2,000 came down from the hills and gathered at the gallows. . . .

"Taylor told me that he hated what he had to do, but he had his orders from Australia and he had no alternative. But having undertaken it, Taylor did the job thoroughly," says Flynn. "When the natives swarmed around the gallows and the makeshift tables that had been set up for them they were greeted with the sight of roasting pigs, rice was served, there was plenty of beer, and coconut toddy was available in abundance."

Mr. E. Taylor Replies

Flynn explains how "the whole thing changed into a genuine political fiasco" as the captives were publicly hanged, with a great shout of delight going up from the natives. Flynn supplies all the gory details of the alleged hanging—reports how he himself vomited at "the most macabre thing I ever witnessed" and adds that the men hanged may not even have been the original killers.

That is Flynn's version.

Mr. Edward Taylor, regarded as perhaps one of the greatest district officers that New Guinea has ever produced, and now retired and living in New South Wales, told *PIM* in January that he had been District Officer, New Britain, stationed at Rabaul, from 1925 to 1933. He had known Errol Flynn, who had been a cadet patrol officer for a short period in that time.

Mr. Taylor added, "The hanging story has no foundation whatsoever and shows complete ignorance of patrolling practices and official procedure. Flynn never did a patrol nor accompanied one during his short career as a cadet.

"During my appointment as DO, New Britain, I was never stationed at any time in Madang district. I have never carried out a hanging, and only witnessed one, and then as a coroner in 1936.

"Fabricated"

"Apparently Flynn fabricated a story on the little he knew of the murder of four European prospectors—officially known as the Nakanai murders—in New Britain in 1926.

"As DO, I had to proceed to the area and was directed to stay there until the murderers were arrested. I was on the job for about six months, during which 15 or so natives were sent to Rabaul for trial. Some of these were convicted by the Supreme Court, but none hanged. The others escaped from custody and never captured.

"Flynn was never on any patrol with me, and was never near the scene of the murders. In fact, at that time he was not in the service, his appointment as cadet having been terminated."



BEWARE THE FIJIAN WRECKER!

When a visiting Fijian cricket side began a New South Wales tour January, Australians were as much interested in their yaqona drink habits as their cricketing prowess. The tanoa (yaqona bowl) was a most-photographed member of the Fijian team, and many were the stories told in the newspapers about the powers of its contents. Most writers were under the (incorrect) impression that it was a potent brew, with powers of intoxication. It was a "wrecker", said one report, describing how at one country town in NSW an Australian batsman had mastered the Fijian attack, and then made the mistake of joining them around the yaqona bowl. Despite advice from the locals not to touch it, the batsman gulped it down, returned to the crease and had his stumps skittled by the first ball!



The Fijian visiting cricket team (left) brings on the field in Sydney a tanoa (yaqona bowl) as refreshment—not as a wrecking ball. Left, Frederick Valentine greets his cousin Mrs. George Little on arrival in Sydney.

Photos: "Sydney Morning Herald".

Hurricane Razes Niue For Second Time

For the second time in 11 months, Niue Island on January was devastated by a hurricane and early reports said that 1000 of the island's 4,700 people were again rendered homeless.

It was the third destructive South Pacific hurricane of the present season. Two others in November, immediately following the other, razed Vila in the New Hebrides.

The Niue Resident Commissioner, D. W. R. Heatley reported that the latest blow struck the island at midnight on January 17-18, with its peak about 1 a.m., the storm or calm centre crossing the island between 3 a.m. and 4 a.m.

Warning of the hurricane's approach was given from Nadi the previous day, but the people had time to stow their belongings in safety. Many took refuge in caves.

The village of Mafetu, wiped out last year, was again wiped out. Only a few houses remain in North and South Alofi villages. The Alofi hall was unroofed.

The new partly roofed Education Centre was completely unroofed. All houses and Government buildings suffered damage from water—7½ inches of rain fell.

Buildings Down Again

The Treasury building was again unroofed, and most Government buildings suffered some structural damage. The electric power and telephone lines were demolished. The roof was smashed in the sides of the store near the wharf, and a temporary isolation ward of the hospital, on cliffs 40 feet above sea-level, was also destroyed. Most hospital buildings suffered roof damage.

All the island's schools suffered damage. Some 200 Army tents, air-dropped last year as temporary accommodation, were blown away, and many people are now living in tents or in temporary "humpies" made from salvaged timber.

The team of builders sent to the island after last year's blow were still on the job when the latest blow struck, and it now appears that they will have to start all over again as far as private housing is concerned.

The taro crop has suffered considerable damage but it is thought that a new crop will be available in time to meet requirements. No

immediate appeal for help from New Zealand has been made.

Some people are already asking how so many buildings, erected only in recent months to Ministry of Works design (PIM, July, '59, p. 53) should have been demolished by another hurricane so soon. Wind gusts were not as high as the previous February, when some were 120 mph.

"Model Housing"

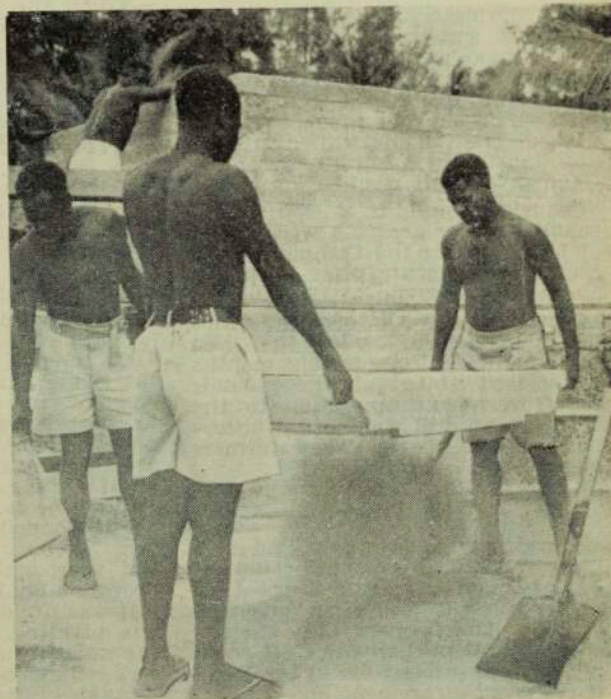
It has been demonstrated that wooden buildings designed for hurricane conditions can survive such winds.

Following the hurricane of February 26-27, 1959, individuals and organisations from far and wide contributed funds generously to the rebuilding of Niue, and the Government had a wonderful opportunity to make Niue a model island from the housing point of view.

A Build It Yourself School

To go to school you first need to build it. These pupils of the Utu Intermediate School, a few miles from Kavieng, are building new school-rooms of cement bricks — although they had never worked on a cement building before. They are being instructed in the work by Mr. Victor Nicolai. A similar self help programme is going on in the village of Medina, on the east coast of New Ireland, where a brick primary school is being built.

Photo: Keith Chatto.



January Weather Picture

January this year ran true to form as a month for bad weather in the South Pacific. But the upsets started even earlier this time, with the two blows that devastated most of Vila and surrounding areas of the New Hebrides in late December ("PIM", January and p. 80 this issue).

The same blows caused damage in the British Solomons, washing away one village on Guadalcanal and damaging small craft. The MV "Baruku" was lost in the BSIP. (See p. 139). New Britain reported the worst weather for 20 years (p. 113).

The same hurricane which damaged Niue later hit southern Tonga with the presumed loss of two lives. The pier was demolished at Eua Island and buildings damaged, and two small cutters were reported lost in the Haapai Group of Tonga, which also was pounded.

In Goroka, N.G., at the end of January, heavy rain swept away bridges, washed out important road links, closed district airstrips and caused blackouts when the Goroka hydro scheme was hit by a landslide (which frequently happens with heavy rain there).

THE GOVERNMENT OFFERS SOME FIGURES

Nausori Mill Scheme Is "Reckless," Says Govt.

Fiji's Financial Secretary, Mr. Eric Bevington, who is a plain speaker at any time and disinclined to indulge in the rhetoric, in January had a few words to say about the proposal to establish a new sugar mill at Nausori, using terms which might mean the end of the scheme once and for all.

HE said the scheme of the Fiji Sugar Milling Co. Ltd was "utterly reckless" and that according to Government figures the mill could run only at a substantial loss.

Mr. Bevington was speaking in the Legislative Council in January during a long debate on the Rewa situation.

He estimated the annual cost would be £202,000, yet all the mill would earn would be in the region of £137,250. The mill would cost £650,000, he predicted, of which £550,000 would have to be borrowed. A working capital of at least £150,000 would be needed, to take the initial cost of £700,000. [The company has in hand (at the time of going to press) £25,000, and another call-up of £25,000 was due in January. The promoters have tried in several places to raise the money, with no success.]

No Quota Available

Mr. Bevington made it clear that the new sugar company did not have a quota and that the Fiji quota did not belong to the Government. The Rewa quota belonged to the CSR and would go where the CSR wished. The Colonial Office in London had told the Fiji Sugar Milling Company of this position, he added.

Thus the mill, if it ever starts, would have to accept a world price of £F26 against the Commonwealth Sugar Agreement price, which guarantees £F49 up to 170,000 tons.

Nevertheless, out of the entire debate came the feeling that had the Financial Secretary six months ago clearly stated all the grounds for Government opposition to the new Nausori mill, some of the bitterness of the Rewa Valley farmers might have been avoided.

No Proof

Government spokesmen had said previously that a new mill could not pay, but no satisfactory proof or real argument had been given to convince the farmers that another company other than the CSR could not operate successfully in the Rewa if given encouragement, and a quota.

There has been an impression among farmers that possibly the Government was being influenced by the CSR, and that it was merely trying to bulldoze farmers who had always grown cane into transferring their energies to more economically desirable crops.

Not Entirely at Fault

The truth, of course, is that the Government was trying to discourage peasant farmers from investing in a company which the Government was firmly convinced could not pay, but it is not entirely the farmers' fault if they saw some hope in the new mill, even if, for security's sake they should have taken an interest in other crops well before now.

The figures produced on the new mill operation are certain to have weight and presumably they will force the promoters of the new company to produce counter-figures—which the Government says has never been done.

No statement had been made by the promoters by early February.

They're Really Planting Rice In The Rewa

Reluctant to switch to rice while there seemed any glimmer of hope that a sugar mill might be in operation this year, the Rewa Valley farmers of Fiji are now going ahead with rice planting on a big scale.

THE Financial Secretary, Mr. E. R. Bevington, told the Legislative Council early in January that 4,000 acres of rice was now planted there, and that another 4,000-5,000 acres of land was being prepared or in the process of being planted. "It seems, therefore, that if the fates are kind to us, we are going to have an amplitude of rice from the Rewa Valley," he said.

The Council was debating the import tax on overseas rice, approved last year, which was to come into operation on January 1.

It was decided that in view of the late planting of the local rice, and the necessity of importing more before the local crop could be harvested after the middle of the

year, it would not be advisable to bring the tax into operation until April 30. The Financial Secretary agreed that to levy the tax might put up the cost of living.

Better Norfolk Is. Serv

Norfolk Island may possibly have an improved air service as a result of proposed air line changes in Australia (see opposite page). It was understood that proposals have been made for Ansett-ANA to be running services to Norfolk Island. Present fortnightly service is run by Qantas. It is uneconomic at present Qantas was given a subsidy to keep it going.

P-NG Unions 'Are On The Way'

Establishment of trade unions in Papua-New Guinea was on the way, Mr. District Commissioner, H. Niall, said in January.

He warned that the P-Administration had to get up to the situation now and prepare the Territory for unionism otherwise "there will be severe industrial unrest which will be to the detriment of the natives and the country generally".

Mr. Niall made his point in a submission to the P-Native Employment Board.

He said the Native Labour Ordinance and the Native Labour Ordinance which has not yet come into force, would have been very good legislation in the 1920's, but all of it is now out of date and should be scrapped. He said employees should be working under various awards.

Mr. Niall suggested that awards for native employees should be brought in on a similar basis as Australian awards.

He added there should be no increase in the minimum wage for native workers. It should remain as low as possible until the employees attain some skill.

He suggested that native workers under agreement should receive a higher minimum for a new agreement after the initial 18 months.



The Pacific is becoming busy as a target area for the world's missiles. In January the Soviet Union was reported to be firing missiles at the point marked in the map. America and Britain are already using a range south and west of Cape Arguello, California.

to French Pacific Bomb Tests Says Minister

The recent report by a French political newsheet warning rumours of an atomic test in New Caledonia caused suspicions of another kind in the Territory.

The newsheet, *Avenir Caledonien*, which is directed by the Deputy Governor of New Caledonia, Mr. Maurice Pechoux, reported in December there was considerable talk in official circles about the possibility of France could hold atomic tests over South Pacific territories (January, p. 20). The article stated that an atom testing might be established in the New Hebrides, and that Noumea might be the atom stockpile base. Following publication of the article, the Governor of New Caledonia, Mr. Pechoux, released a statement by Mr. Soustelle, Minister in Charge of Overseas Territories, who strongly denied the rumours. The statement said that neither there been any intention of sending a strong military force to New Caledonia, as the Noumea newsheet had also stated.

In a letter to the director of the *Avenir Caledonien*, the Governor pointed out that there were heavy penalties for the spreading of "infamous assertions" of the type just denied by the Minister.

The newsheet picked up the bait. It retorted that its reports had been copied from reputable newspapers, and no threats had been made to those papers. It then named the newspapers. The *Avenir Caledonien* drew the Minister's attention to a recent issue of *Le Canard Enchaîné*, a satirical paper dreaded by politicians, which claimed that during his Loyalty Islands tour last

year, when visiting the coral waste which is Lifou, Minister Soustelle was supposed to have said, "What a wonderful place for exploding our atom bomb!"

No denial of this story had been made, nor had any attack been made on the *Canard*, *Avenir Caledonien* pointed out.

Russian Missiles

Meanwhile, in January, Russia became another power to use the Pacific as a target for missiles. It sent a multi-stage ballistic missile off from Russia, 7,800 miles into the Pacific at a point about 250 miles west of Palmyra Island. It was first of a series (a second was sent a little later) being used as part of space flight experiments.

The missile travelled at about 16,250 mph according to the Russians, and Soviet ships standing by in the target area watched the marker hit less than a mile and a half from its target.

Thus the Pacific has become a busy area for rockets and missiles. America for years has been running experiments in its US Pacific Trust Territory. Britain has been using Christmas Island and recently both America and Britain have been sharing facilities at the US Navy's new Pacific range, which extends 5,000 miles south and west of Cape Arguello, California. (*PIM*, Jan. p. 61).



HURRICANES NOT WITHSTANDING. Mr. and Mrs. Tom Low (she was Joy Frost) of Vila, New Hebrides, were to have been married in the Presbyterian Church at Vila on January 15, but Vila's hurricane destroyed the church. So the two were married at the Presbyterian Manse. Here they are photographed leaving the Manse just after the ceremony.—Reece Discombe.

Big Changes, Cheaper Air Fares In P-NG

Important changes in airline operations between Australia and Papua-New Guinea and within Papua-New Guinea, will take place this year. They will mean cheaper air travel to Territorians.

THE Australian Cabinet is shortly expected to decide to remove Qantas from its domestic routes within P-NG and hand them to Trans Australia Airlines, the Government-owned Australian internal airline.

It will also allow TAA and Ansett-ANA (TAA's Australian rival) to compete against Qantas on the trunk route to the Territory, which hitherto has been a Qantas monopoly.

Australian domestic fare scales will operate on the main route and the NG internal routes, bringing fares down several pounds. The fare between Sydney and Port Moresby may be reduced by as much as £10.

TAA and Ansett will operate DC6B's on the Port Moresby run. They can carry up to 85 passengers.

Some Months Yet

Even when the Cabinet decision is announced, it should be many months before the new services are operating, and then the pattern may be different from the one that Cabinet first approves.

The present scheme is for TAA to take over Qantas' assets in P-NG, including their terminal buildings. Ansett will then be invited to take an interest in internal operations in NG by buying into Mandated Airlines (a Carpenter subsidiary) with whom Ansett was negotiating last year.

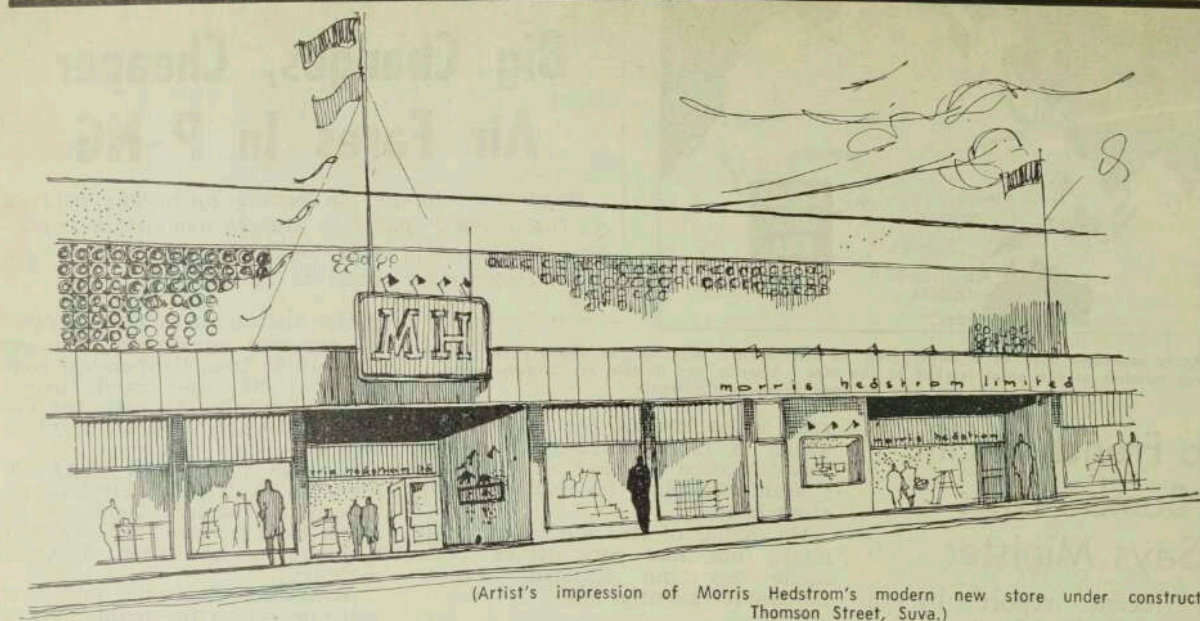
However, Ansett may not agree to buy into P-NG domestic services this way because of the great expense (which was made even higher recently with the purchase by MAL of four more DC3's).

It may combine with MAL, using MAL's Territory experience, and may attempt to get the Government to allocate it a half share of Qantas P-NG installations, so that both it and TAA will use the same terminal buildings.

Ansett wants a share in the NG internal services because most of the traffic to and from the Territory ends or originates within the Territory, at centres other than Port Moresby. Rights to run to Port Moresby only would not give Ansett enough traffic while TAA were able to tap the internal traffic.

By the middle of March, Qantas hopes to be operating Electra turbo-

(Continued on page 143)



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COMMENTARY

Is Niue Hurricane Proof

Little Niue?

The news from Niue isn't good. The friendly little island has just had its second major hurricane within eleven months. February last year the Island, with a population a little more than 2,000 natives who are New Zealanders, was struck by the worst on record. Of Niue's 770 buildings, 320 had to be completely rebuilt and another 160 repaired; total damage was in the nature of £750,000. Niue got a lot of help from everybody in repairing the damage—many Pacific Territories, Australia and New Zealand donated goods and money. And in the last eleven months it has done a marvellous amount for itself. No one has left the island for months. And now, this January, she has been struck again. Damage to buildings this time, according to early reports—and early reports of this kind frequently tend to be exaggerated—have resulted in 4,000 of the 4,700 population being made homeless. This sounds incredible, even taking into account that by no means all of Niue's housing been restored to normal since last February and that many of builders are still working. However, it is not unexpected that some people might wonder just how many of the houses demolished in this latest blow were those rebuilt to modern methods since February last year. These new homes were designed to withstand hurricanes, and built of concrete brick in the same style of the houses that survived the first blow without damage. Are Niue's new hurricane-proof houses not hurricane-proof at all? Perhaps there is some other explanation, and the next few weeks of stocktaking on battered Niue may decide it.

Time to Stop Fence Talking on Dutch NG

AUSTRALIA'S Minister for External Affairs, Mr. Richard Casey, was created a life peer in January. Shortly after the announcement, Lord Casey resigned his portfolio and thereupon set off a rain of speculation about a successor. Among those tipped for the post

were the Attorney-General, Sir Garfield Barwick, and the Minister for Territories, Mr. Paul Hasluck.

Prime Minister Menzies settled the question in early February by announcing that he would take over the important External Affairs portfolio himself, but whether this is to be a permanent move nobody seems to know. Predictions are that Sir Garfield Barwick will still take the post, just as soon as he is finished with various pieces of legislation he has on hand—including, no doubt, the forthcoming challenge in the High Court on the validity of the Papua-New Guinea Act. This will be a vital matter for Papua-New Guinea and also, of course, for the Commonwealth, and it has already been announced that Sir Garfield will personally lead in the Court hearing.

Meanwhile, it is unlikely there will be any changes in Australia's handling of foreign affairs while Mr. Menzies is at the helm. Australia can still be depended upon to push the barrow of closer Australian-Asian relations, which includes extending the friendly hand to Indonesia.

But what some people would like to know is how long can Australia continue to be friendly with both Indonesia and the Netherlands over the Dutch New Guinea issue? A conference to be held in Hollandia in the first week of March should at any rate give us a pointer on whether Australia has adopted a more realistic attitude on the question.

The conference, between Australian and Netherlands Government officers, will survey the progress made in the administrative liaison between NNG and P-NG, which has been in active operation since 1957.

The conference will be the sequel to the Canberra conference of October, 1958, which set the pace that has since been followed.

In purely administrative matters there has been much progress in the two Territories, a fact which will be noted in March. But on political matters the two countries don't see eye to eye, and at the conference the Dutch can be depended on to press their view that NNG and P-NG will have to work much closer together on matters that count.

The Dutch view is that the only real questions on the issue are these (see December PIM, p. 37):

- Whether or not Australia will subscribe to the Dutch viewpoint that the existing co-operation in the administrative field should be widened to a full-fledged, financial, economic and military co-operation.

- Whether or not Australia, having decided, will then make perfectly clear internationally—to Indonesia and to everybody else, including the United States—that it either will or will not militarily back the Dutch if their position in NNG is attacked by any third party, and

- Whether the Australian Government, having made up its mind to adopt a course, will make quite clear within Australia what its guiding principles for the future are to be, so that there will be no misunderstanding among political parties, trade unions and the public generally on where Australia stands.

What this amounts to, of course, is that the Dutch want to know when Australia will stop fence sitting on the Dutch New Guinea issue. And that's a fair question.

There are already signs that the natives on the Netherlands side of the border want to see the ultimate political union of the whole island of New Guinea, and in the meantime they want a closer acquaintance with the natives in the Australian Territory.

This closer liaison, this political union, with all its implications, can be worked out through the Dutch—not through Indonesia. Now is the time for Australia to tell the Dutch that they are prepared to meet them, or not.

It's Time For Air Changes in P-NG

ANNOUNCEMENTS of important changes affecting Papua-New Guinea air services always, it is true, appear to be "imminent". They have especially been "imminent" for the last year or two. But now it seems the announcement that is imminent as this issue of PIM goes to press might really be it.

Nevertheless, whether the Australian Cabinet makes its announcement this month or next (and it could just as easily be next month) there isn't any doubt that Qantas will be pulling out of the New Guinea domestic scene and that TAA will, for a start, be going in. Ansett-ANA also will be there it seems, which is what it has been pressing for for a long time.

Whether or not the new arrangements will make everybody happy, remains to be seen. Not enough final decisions have yet been made to be able to predict just what is going to develop in New Guinea in the next 12 months, and there will be time enough to consider more fully when the pattern emerges more clearly. On just what basis will Ansett go into New Guinea? What is the future of MAL?

One good thing will certainly come out of it all: cheaper air fares to the Territory, and within it. It seems

that the Australian domestic fare structure will be used on New Guinea services. There isn't any doubt that New Guinea people have been paying for their air services. The fares there are well up in the clouds in comparison, for instance, with those charged in Fiji by Qantas-operated Fiji Airways. The reason for this, so New Guinea people have always been told, is that New Guinea is still a pioneer country and that a great deal of donkey work still has to be done that isn't a paying proposition for the airlines.

That is so, but the pioneer air stage in New Guinea seems to have lasted a long time, considering that New Guinea was making pretty intelligent use of aircraft at a time in the early 1930's, when few other Pacific Territories had even set eyes on one.

If they still want to pioneer, then let them pioneer with those lower fares. Some of the competition that is now promised should help along the experiment, and the support of the New Guinea public, on that point at least, can safely be guaranteed.

☆ ☆ ☆ Being Educated For Independence

WEST Samoans began reading a new newspaper during January—or at least an old friend, *Savali*, the Government Gazette in a dress so different that it is not recognisable.

The new *Savali*, with photographs and stories, is a monthly at the moment, but it will probably appear more frequently after a few months. It is produced by the recently created office of the Director of Public Relations, and is entirely in the Samoan language. It is a good production job, both technically and editorially.

Why the appearance of such a paper at this time?

West Samoa is on the threshold of independence, and political developments have been so rapid, there has been a very urgent demand for an effective public information service. All the people have yet to be made aware of the issues involved when they are asked to vote on Samoa's future status. The initial job of the Public Relations Department is to help get all this information out to them—keep them abreast of Government decisions and information.

It is certainly an interesting situation. Here is a Pacific Territory on the threshold of independence, and only now has it begun to tell itself, at some expense, just what that responsibility involves. If that isn't a peaceful road to independence, we can't think of a better example!

The Editors' Mailbag

That Old Ship Was The "Brunner"

Everything comes to him who waits, especially if he is sitting in a *PIM* editorial chair. Way back in July last year the *PIM* Shipping Section told about the missionary from Abemama in the Gilberts, who had found an anchor in the wreck of an old steamer, sunk in 1915, and put it to better use for the mission ship *Fetu Ho*. The name of the wreck was not mentioned.

In September, in this column, Captain Brett Hilder, who has seen the wreck, suggested it might have been the old BP vessel *Tambo*, which was wrecked when entering Abemama in 1919. But he wasn't sure. Then came silence.

The other day we received a friendly note from an old *PIM* reader in the Gilberts, giving what appears to be the good oil.

The wreck, says the informant, was the On Chong steamer *Brunner* (although he is not sure of the spelling) 300 to 400 tons, which went aground on a clear night towards the end of 1914, when bound from Tarawa to Tabiteuea.

There was a big celebration aboard—possibly a Christmas or New Year Party—when the ship struck, near the north-west passage. The ship was unloaded to the mainland, but couldn't be refloated and was soon broken to pieces.

The *Tambo*, says this reader, was wrecked a few months earlier—in July or August, 1914 (not 1919), and the boiler, bow and stern are still visible near the south-west passage—useful marks for mariners.

The result of all this wrecking was that 1915 was a bad year for the Gilbertese—for copra was stock piled with no ships to take it to Tarawa.

Last Of The Old Labour Traders

And while we are on this subject of old wrecks, Capt. Ted Clay, of the Torres Strait Pilot Service, drops a note on the loss of the *Borough Belle* on the Bellona reefs in 1893—mentioned by "Super cargo" in his history of old BP skippers. (*PIM* October, p. 83).

Capt. Clay recalls that *Borough Belle* (Capt. John Williams) was driven on the reefs by a tropical cyclone, but having struck the reef was thrown right over into comparatively calm water, thus allowing two boats to be launched.

Both these boats, although they had lost sight of each other, made a safe crossing of the Coral Sea and made landfall within a few

miles of each other. In the boat was Capt. Williams' son, who was thus reunited with father. The landfall was not from the town of Mackay, Queensland, which had for years been the home port of *Borough Belle*—then operated recruiting vessel in the Queen labour trade, by Messrs. Paxton Co.

She left Mackay on October 1890, on her last recruiting voyage under the command of William T. Wawn (the *Admiral* November 10, 1885, had decreed after December 31, 1890, no li to introduce Islanders would granted).

The *Borough Belle* returned Islanders, including six women the New Hebrides and Solomons on that voyage, arrived back with only 25 recruits and four women—an successful final recruiting trip. ship was paid off in April, thus completing her service in black labour trade. But as we seen, she never lasted long that!

Why Shouldn't Mr. Boyd Have a Cannon, Too?

A reader and occasional tributor, A. J. Sheat, of Auckland, wonders out loud whether Britain's former Colonial Secretary, Mr. Alan Lennox-Boyd, is going to call in at Auckland during current wanderings in the South Seas. (See p. 63).

Mr. Lennox-Boyd is reported bent on finding out, among other things, whether it was true somebody ate his great uncle, Benjamin Boyd, in the Solomons in 1851.

Mr. Sheat reminds us that a cannon salvaged from the wreck of Boyd's schooner, the *Wanderer*, is now in the Auckland Museum, probably in a store room, and drawings made by John Webb of the *Wanderer*, are also in Museum, adorning the walls. Mr. Sheat has previously published photographs of some of these sketches, one of which shows the burial of a Guadalcanal village following Boyd's death.

Mr. Sheat suggests that the Auckland Museum people might even like to give the former Colonial Secretary that cannon if he asks for it, at least some copies of the pictures.

We don't know about that, but we rather suspect all the public about Mr. Boyd's reported interest in Uncle Ben started probably as a comment which he just happened to drop lightheartedly in the hearing of some London reporter, and that he never meant the thing to create the interest it has.

Mr. Boyd would know better than



South Seas, Mr. Lennox-Boyd and Lady have a picnic lunch at Nukulau during their visit to Fiji. They enjoyed sun-bathing and fishing (unsuccessful fishing). See below.

—Rob Wright, Fiji PRO.

people the details of the life death of Uncle Ben—he collects. And it is not long ago since received a request from on, on his behalf, for copies of of May and July, 1957, and 1, 1958—all issues dealing with jamin Boyd and his exploits, adding that last unfortunate one. of the accounts was by correspondent A. J. Sheat.

was as a result of this London est that PIM began to look the then Secretary of State the Colonies in a new and awe-ired light. Here was a man a real sympathy for the h Pacific, for when your great e is eaten by a cannibal you surely claim that the Islands in your marrow.

Latest On Coastwatching

When we were writing to Commander Eric Feldt over that tribute is to the late Commander Long (which appears on p. 41) we asked about progress on the American ion of his book, *The Coast chers*. It has recently been pro-ed by Ballantine Books of New k in its first paperback edition e first Australian edition has been collectors' piece for a number of s now, and is out of print). he paperback edition, with a atacular cover and a foreword by eral MacArthur, is a stream-d version of the original, but ally the same book, and still ood, if not better, in our opinion.

Commander Feldt says there were to be about 200,000 copies printed, with a right to market in the British Empire, but he had not heard if the publishers had taken this option up. He adds, "I have no idea how it is selling and do not expect to hear till after September, when the publishers make up their return. Probably I should get on their back and ask them about it, but I'm too lazy."

We never heard before that he's lazy, but this time he can afford to sit back and wait!

Apparently though, the American paperback is being marketed elsewhere, because PIM staff have seen copies for sale in Sydney.

Incidentally, there is one thing readers of the page 41 tribute will no doubt notice. In the introduction, which is ours, we refer to "Coastwatchers", although Eric Feldt's version, which we didn't touch is, "Coast Watchers".

He should know how to spell it, but PIM in the last year or two has made it into one word, and will continue to thus treat it, because it is now part of the language. And we notice, despite Eric Feldt's own spelling in PIM, that the text of his American paperback makes it as one word, and with a capital, too.

And a final word about Coastwatching: We hear that Mr. Walter Brooksbank, former Civil Assistant to Commander Long, is publishing an illustrated article on the Coastwatchers' Memorial Light at Madang in the March issue of the Australian National Travel Association's magazine, *Walkabout*.

What Is The Sound Of One Hand Clapping?

Mr. G. W. L. Townsend, now of Queensland, drops a note to point out that the United Nations' move to establish UN Information Centres in or near Trust Territories, (reported by us in December and January) was raised in the Fourth Committee of the General Assembly, and not by the Trusteeship Council. Thanks.

Mr. Townsend says he agrees with us that the capacity of the New Guinea natives to absorb the concepts of the United Nations is still very limited—but from there on in, we're not sure whether he is on our side or not.

He says, "Are there not others besides natives in the Territory who must be anxious for information concerning the world organisation of which Australia was a founding member, on councils and committees of which Australian delegates serve with distinction?"

"The United Nations information material which goes to the Territory is supplied direct from New York by the UN Department of Public Information in response to

a resolution of the Trusteeship Council of 1947.

"With some knowledge of the subject, it is my own view that with the material now received, which can be supplemented from New York and the UN centre in Sydney if desired, a UN centre in the Territory is entirely uncalled for. However, what is the use of any information material unless it is disseminated?"

Departmental Store in The Shipping Business

Our correspondent, "Supercargo", recalls in this recent letter a bit of smallships history that few Islanders now remember:

Having noticed recently that Hordern Bros. have merged with Anthony Hordern & Sons Ltd., I wondered if any of your readers remember when Hordern Bros. ran the only regular service from Sydney to Norfolk Island via Lord Howe.

I think it was 1894 when they started running the schooner *Alice May* about 60-70 tons, under the command of Captain Champion. Many old Norfolk Islanders travelled by her, such as the Quintals, Buffetts, Dignams and others.

The *Sydney Morning Herald* of July 17, 1896, reports: "Messrs. Hordern Bros.' schooner, *Alice May*, last night arrived from Norfolk Island.

"The owners of the *Alice May* take nearly the whole of the produce from the Islanders and find a market. The whale oil is put up in tuns of 250 gallons each, in which form it passes at once into the hands of the consumer.

"As an article of export, whale oil is almost sure of a market in London and the Continent, while there is a possibility of trade with America. The local demand is alone sufficient to consume a very large quantity, while the supply is without doubt more than equal to demands when whalers are provided with the necessary means of catching their sport.

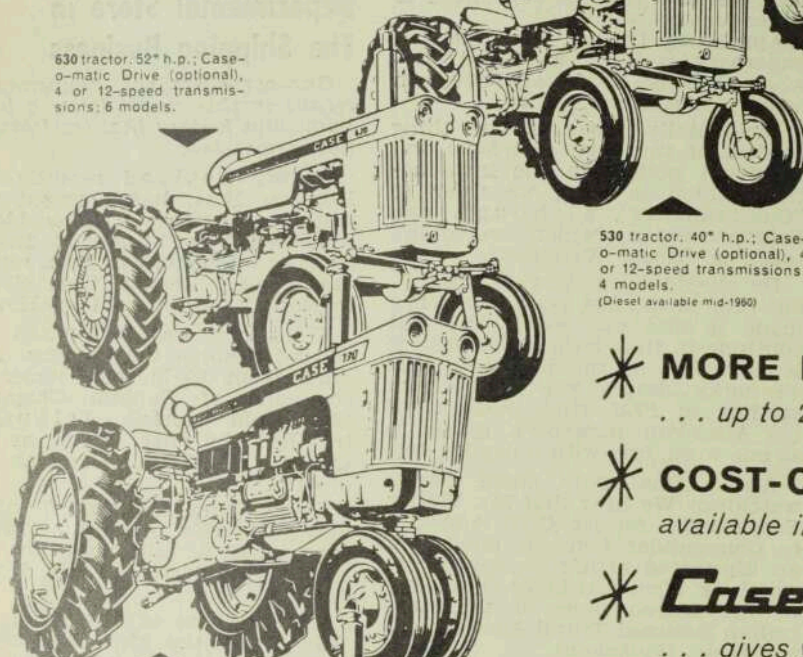
"In the present instance Messrs. Hordern Bros. have the best appliances for securing the monsters of the deep, and they look forward with pleasurable expectation to a rapid export trade".

I do not know what happened to the *Alice May*, but the *May Howard* schooner, of 64 tons under the command of Captain William Champion, sailed from Sydney for Norfolk Island on March 30, 1897. The passengers were Mr. and Mrs. Anderson with four children, Mr. J. B. Tressider and Mr. R. Rose. The ship's agents were Hordern Bros.

This may be of interest to some of your more elderly readers.

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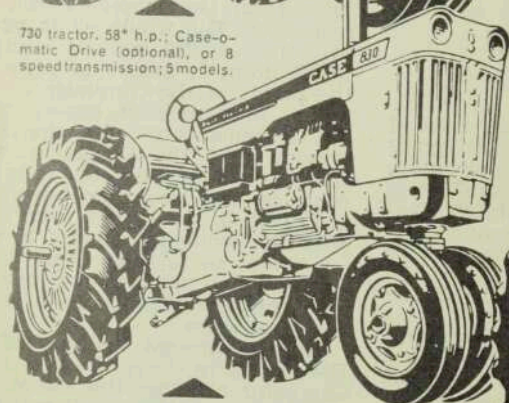
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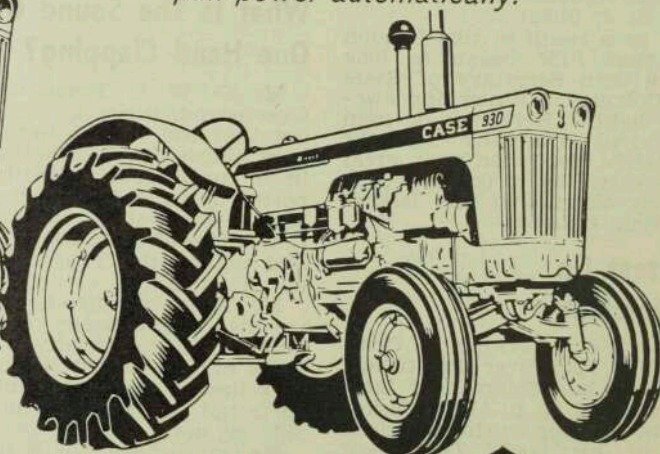
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TERRITORIES TALK-TALK

By Tolala

If the self-glorification of being a nasty piece of work was Errol Flynn's objective in *My Wicked, Wicked Ways*, then he has certainly succeeded, judging from a serialised edition of the book, dealing with his youth and the time he spent in New Guinea and the East. My copy came from the US.

His narration by no means enhances the opinion of him I have held these many years; although I must give him credit for a certain decency in camouflaging (to a certain extent) the identities of his contacts in the lists of Lust; though some of the older residents some are easily identifiable.

The book, no doubt, will receive critical reviews, which is exactly what Flynn wanted in order to step up the sales. No doubt there will be big sales, despite its lack of literary merit, and its bravado and its mishandling of the truth.

At modern ethics being what they are the reading public will rush to it with their ears back—more's the pity—and, insofar as the section dealing with the rake's progress in New Guinea is concerned, will obtain a very cock-eyed impression of conditions there in the late 'Twenties.

London Reads NG

LONDON.—It's Sunday in England, the snow is beginning to thaw in the streets, and 215,000 readers of "People" are getting to know New Guinea—as much as they can glean from "One Hour of Passion Under the Palms". Errol Flynn's first contribution to literature, his autobiography, is being serialised.

It might not be up to Nobel prize standard but it has put "People" into second place in the circulation race behind its opposition, "News of the World". The exclusive rights to the story were hawked up and down Fleet Street at a price nobody would touch. But "People" found the £10,000 sterling.

If this astounds you, consider that auntie "Times" has done this ageing maiden has paid £100,000 sterling for another lad's memoirs—Sir Anthony Eden tells all to the Top people!—AF.

That Old German Flag

In December *Talk-Talk* I commented on a statement in the *Times* *Courier* about an old German Imperial flag, which "some people" reckoned was the old Neu Guinea Kompagnie house-flag.

The other day I turned up an old letter from Captain Haug, who was skipper of the Company's *Siar* back in 1908. He writes:

"Do you remember the old flag of the NGC? I still have a small one, which I flew on my gig when I paid an official visit. . . . Perhaps you remember we called the flag *Der Hund mit dem Blutigen Knochen* (The Dog with the Bloody Bone). In the left upper part *schwarz-weiss-rot* (black, white, red) and in the white part something like a bear or a tiger, or a dog, with something in his paw that looked like a bone." That should settle the argument.

That Itinerant Canoeist

The adventures of young "Tarzan" Michael Fomenko which are being treated very kindly by the Press and public as opposed to the more realistic attitude of Government officials generally, reminds me of a somewhat similar egotistical escapist who arrived in Rabaul in the early Forties, or thereabouts.

He was a Czecho-Slovakian and had paddled his canoe from the Philippines (I think it was), touching at various TNG villages on the mainland and being acclaimed by the native people, whom he contacted, as a god coming out of the sea.

Quite innocently he sparked off a couple of cargo cult demonstrations around Aitape way and later on down in Bougainville. TNG officialdom treated him—more or less—with ignore but when he reached the BSIP they took a dim view of his mode of transport and cut short his voyaging by shipping him out to Australia. I forget what eventually happened to him; he probably wrote



No Honour

Despite barbed wire fencing and vigilance, there has been vandalism in the beautiful Lae War Cemetery—the worst outbreaks occurring over the New Year holidays. The *Visitors' Book* has been desecrated, shrubs uprooted, and names cut into trees. Here Custodian Slood inspects initials cut into a tree.

a book, but otherwise accomplished nothing particularly useful.

Aspects of these "intrepid adventurers", which should not be overlooked in Islands areas, are:

- The reaction of the native people to such odd-bod Europeans arriving "out of the blue";
- The need for the enforcement of safety precautions; otherwise
- Expensive search parties, which have to come out of the public purse.

Undoubtedly coves like Fomenko are imbued with endurance and stamina and, therefore, arouse admiration and have their fans—so do pole-sitters and marathon dancers. They contribute nothing more towards general knowledge; they receive a lot of cheap publicity which boosts their one-time deflated ego then usually disappear into the Nowhere from whence they came; though in late years they might have a short life-span on TV, or, if they are of the female species and with the right measurements, a try-out in a night-club.

FOOTNOTE: As for the two youths who stowed away in the Qantas Electra at Mascot and landed at Moresby, to top-off a bright party at Bellevue Hill, they were indeed lucky their prank did not land them in the boob for a long stretch. (One wonders: If the party had been at Surry Hills. . . Oh, well, never mind!) What's the moral difference between stealing a

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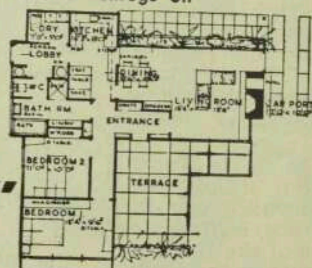
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ride from an air company, snatching a gold watch from a jewelry shop? . . . And someone have been put "on the spot" regardless checking of passengers. do the two "adventurers" feel that? Psychologists will probably claim such behaviour—canoeists and hitch-hikers—indicates potential wandering research workers and fore should be encouraged.

The Foot

One of the best bits of news to come out of P-NG—on an Administrative level—for some time is the coming of 20 officers, drawn from the Affairs, Education, Health, Culture and Police Departments, on a six-weeks' course at the Summer Institute of Linguistics at Kainantu.

After the course the trainees will be posted to an area with a main language group for a period of four years.

An Administration spokesman said that "shorter term postings had proved unsatisfactory in establishing a close link between the two peoples". How true!

And what a pity such a policy had not been introduced nearly 40 years ago. How many misunderstandings would have been avoided? And how much closer would the Government officials have approached the people they were administering! (What did the Coroner say in the recent "Chloroquin Error Death Case"? . . . "the mistake was due to language difficulties and inexperience. . . .") [See p. 45].

It needs now a juggling of leave rosters to enable officials from a

district to return to that same district in which they have succeeded in making close contact and then everyone should be happy. The native most of all. If there is anything that is anathema to the native is the constant change of the individual who is their "boss". Unless, of course, he be a nasty type; then he shouldn't be there at all.

In time, with the working of such a system, it will obviate the necessity of that dubious individual, the interpreter who, on more than one occasion has been suspect to an investigating officer. But he couldn't do anything about it on account of his ignorance of the language. When that time comes in P-NG then life should be made easier for all.

When Teddy Got The Bird

Jack West is well on the beam (PIM, Jan. Editors' Mailbag). If anyone knew the Madang-Aitape coast in the early 'Twenties it was Jack. But the punch-line of the Teddy Phibbs' story is that he was Chief Collector of Customs, and the one man responsible in seeing that Birds of Paradise did not get out of the country! Yes, there was certainly a flutter in the Customs dove-cots over that incident and Teddy never really lived it down. Fortunately, he was a man who could take it.

There was another BOP incident in 1921 when the senior Exproboard inspector broke the eleventh Commandment and was discovered in the gentle art of attempting bird smuggling on the same coast, but the vessel, in this instance, I think, was the old *Kekere* with pioneer Peter Hansen at the helm. The inspector was fined £100 and lost a good job.

Incidentally, most of the plantations along the Madang-Aitape coast (other than those belonging to the NGG) were planted from proceeds of BOP's sales during the German days. That trade will be revived one of these days.

That "Moresby" Voyage

A. P. Lyons' trip with Captain Bayldon (mentioned in the same "Mailbag") gives an idea of what you used to get for your money in the old days; in mileage, if not amenities.

The mention of Penduffryn plantation on Guadalcanal, with the two odd-bods, Darbyshire and Harding will awaken memories in some of the real old-timers.

D & H could never bear to see a ship pass their place without calling in. It was usual for them to put a shot across the bows of any disobedient skipper—a shot from their small "recruiting cannon", which was commonly used in those days by recruiters on Malaita Island.

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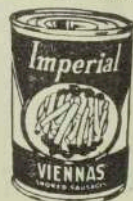
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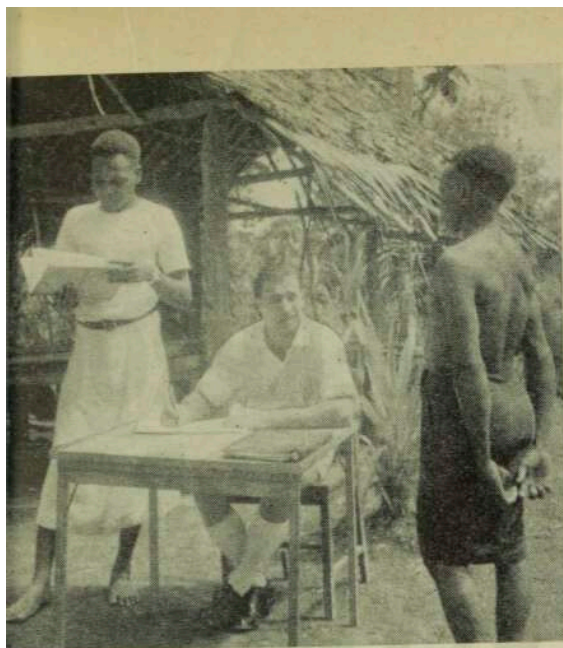
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As TV Sees It

It's election day at Maprik, in the Sepik district of New Guinea, and ADO Arthur Carey, the local native registrar and a voter all gather at the table in the village of Waigakum on the first polling day for the election of a Native Local Government Council. This scene was photographed by a film unit of the Department of the Interior, headed by producer R. Maslyn Williams, and was part of a series of six half hourly documentaries on New Guinea, shown recently in Sydney on ABC television. They were well received.

Photo: Lew Friday.

their home was luxuriously fitted with a well-stocked bar, billiard table and comfortable guest chambers. Little wonder that later they went bung and BP over the estate, and changed the name to Berande.

It was here that Jack London lived on his *Snark* voyage, and he gathered material for his book, *Venture*. Jack was accompanied by a glamorous secretary (a habit which seems to have acquired these many years); whom (I think) he never married. It was the perfect atmosphere for Jack. When BP took over Jim Campbell mentioned by me last month in the 'pukpuk story' was manager for a while and was succeeded by Phil Selley.

Correction

Only a small matter certainly, but I tried to keep the record straight I should have described the monolith (mentioned in "TT" last month) as Fred Archer's place as being on the northern end of Jame Island, not in case someone goes looking for it—or someone hops in to correct it.

Publicity for Education

I don't remember reading so much about the needs for education—on the juvenile level—as I have during the past six months; both in Australia and P-NG. Education executives have been plugging away in the Press about the urgent needs for more teachers (and, naturally, more finance), more schools, changes in curricula and systems. Education in P-NG appears to have a good Press. Local sheets as well as southern papers (not omitting *PIM*, by any means) are putting the spot-light on what has

been accomplished, what is being done and what the Department hopes to do. Good luck to Director Roscoe, who is undoubtedly a believer in Good Public Relations. But . . . readers should not be under the misapprehension that education of the primitive started in NG only in the Post-War II years.

Turning the pages of an old copy of *The Rabaul Times*, dated December 24, 1941, I came across an interesting story by none other than journalist Norman Bartlett, who had made a visit to the Rabaul district and published his story in the *Australasian* of August 23, 1941.

Amongst the schools he visited was the Government school at Nodup, where J. H. L. Waterhouse was in charge. Bartlett's description of the system and the high standard achieved by the pupils was glowing.

He thought their knowledge of pure English might have been taught parrot-fashion, but Waterhouse soon disillusioned him by seeking synonyms from the various pupils for the words used. Amongst the pupils evincing a high standard of efficiency was one, Walaka (the same Towalaka, who is now a member of the Rabaul Council), who knew all the answers without faltering.

Bartlett writes:

"When war began there were 2,290 village mission schools and 5 government schools. . . A young Government official gave me the most intelligent criticism of New Guinea education.

"We are training a few of them to do white men's work for low wages", he said. "What we should do is start in the villages and give them an all-round agricultural, hygienic and vernacular education which is related to their local conditions, social organisations, and traditional ideas. Most

of them are doomed by circumstances to be village agriculturists; our educational system should be designed to make them better agriculturists, better natives and more integrated human beings."

And this, we are assured now, is exactly what is happening. Let's hope that in our enthusiasm to educate we do not divest the individual of his New Guinean identity altogether.

The Forgotten AE1

I am the last one to desire plaques and memorial stones for every act of bravery or sacrifice made for one's country; but I do think the Silent Service should do something about perpetuating the memory of Australia's first submarine, the AE1 and the 35 officers and men who disappeared somewhere out of Rabaul harbour on September 14, 1914. A plaque on the Memorial Gates of Elizabeth Park, perhaps? Its sister ship—AE2—was sunk a few days after the landing at Gallipoli, fortunately without loss of life.

So Long, Robbie

Passed on to his long rest on January 21 was Robert Vernon Robertson, and probably one of the best-known identities among New Guineaites in Sydney. For years "Robbie" was a sick man but, tenaciously, kept going; invariably engaged on some commission for Islands folk temporarily in Sydney: Seats for a theatre, a taxation clearance, a passage on a plane; Robbie was the one man capable of performing miracles, of ironing out troubles and overcoming the tangle of red tape. He will be sadly missed.

Peace For Poppy Forsyth

After an illness lasting for years, bed-ridden and unable to enjoy the life she loved so well, Mrs. Madge ("Poppy") Forsyth passed away in a private hospital at Mosman on January 28. There was no better-known or well-loved woman in Rabaul pre-war days than "Poppy".

A nursing sister in War I, she retained to the last those sterling qualities developed by that gallant band of workers. Memories of her kind actions, generous gifts and willing help will always remain valued treasures amongst her friends.



Mr. Brian Edwin Jinks, who graduated as a P-NG Patrol Officer from the Australian School of Pacific Administration recently, was the winner of the 1959 R. W. Robson prize for law and he shared with Mr. Alexis Bishaw, of Northern Territory, the R. W. Robson prize for general proficiency.

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Japan, Tonga Move 'Closer Together'

Japan and the Kingdom of Tonga are moving closer together. Several events in recent years, especially the two recent visits to Japan by Prince Tungi, Crown Prince and Prime Minister of Tonga, and a recent purchase of a fishing vessel from Japan, have "greatly strengthened" friendly relations between the two countries.

The relationship is to be still further strengthened next year when a Japanese university goes to Tonga, at the invitation of the Tongan Government, to carry out research into the resources of the Kingdom and its surrounding

At this information was contained in a broadcast from Radio Nuku'alofa on February 3—which was made by PIM.

At the present moment there is a treasure ship heading from Japan to the South Pacific," said the broadcaster. "But its treasure is gold or silver. In fact, the treasure has already been found. In the ship, its crew, and the people behind the purchase, we possess something more valuable than gold or silver. The treasure, you wish to call it such, is the establishment of close commercial and cultural friendship between Japan and the tiny Island nation of Tonga. Queen Salote Tupou.

Several years back, when few people of our nation were aware of the Tonga or Friendly Islands, they are sometimes referred to, there was little or almost no contact. Most here thought of these islands as a South Pacific Paradise, a garden-of-Eden-like little nation, a British Protectorate which few of us would ever visit.

Radio Will Take Part

Today, not only is the fishing boat with the Japanese skipper and crew already on its way, but other Japanese will follow. Next summer a scientific survey team from Tokyo and Osaka Universities will visit the islands. Its main mission will be to study the possibilities of developing Tonga's fishery, farm, and forestry resources. Part of the expenses for sending this study ship to Tonga will be shared by the Japan Broadcasting Corporation. Because of the current interest in Tonga, the Japan Broadcasting Corporation has made special arrangements for reports on the survey mission. The activity and interest here, in

Tonga and its people, comes as a follow-up to the recently concluded visit to Japan of Tonga's Prime Minister, Prince Tungi—and, believe it is not, the visit of the Prince was in part the climax of a relationship which started with one modest Japanese girl and some Japanese dolls.

The girl is a student of European history at Tokyo's Meiji University. Her first real contact with anyone from these islands came in the spring of 1958.

Strong Interest

"During a World Christian Education Conference here she met a missionary who had just come from Tonga. Following her conversation with the missionary, Teiko—for that was the student's name—sent Queen Salote Tupou a small Japanese doll—a model of a Japanese farmer. The doll was sent chiefly in appreciation of what she had heard,



Prince Tungi, Prime Minister of Tonga, who has just returned from his second visit to Japan.



Queen Salote, who received a Japanese doll from Teiko, after whom the new Tongan fishing vessel is named.

and the desire to make some sort of friendly gesture.

"In November she was pleasantly surprised by a letter of thanks from the Queen. The Queen indicated strong interest in Japan and things Japanese. Teiko then formed a Tonga Islands Friendship Club with some of her school and neighbourhood friends, and that Christmas sent 10 more Japanese dolls to the Island Queen.

"The Prince came to Japan late last year. His main mission of course was to buy this fishing boat and to hire the Japanese crew to teach his people modern and new techniques for catching tuna. But one of his chief desires was to meet the little girl who had sent the dolls and had started the current interest of one nation in the other.

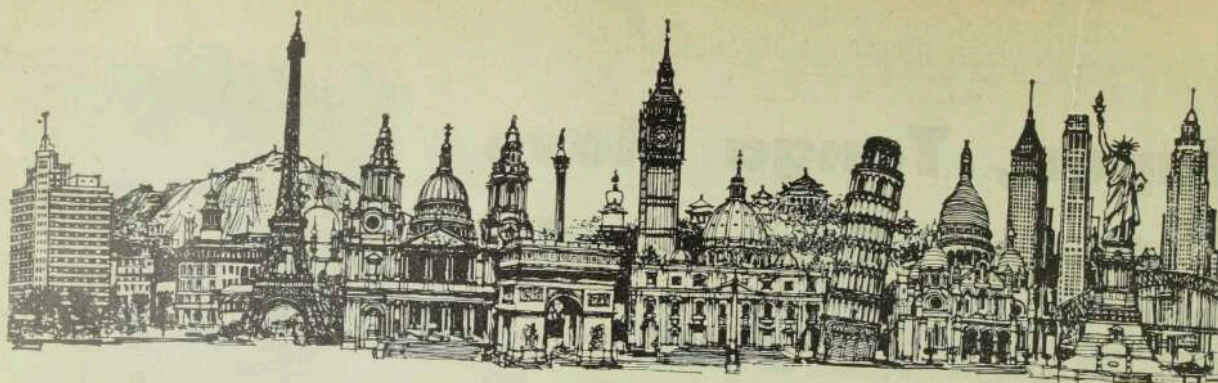
"Late last month (December) Teiko and her father were received by the visiting prince at his Tokyo hotel suite.

"The meeting with the stately Prince, who is over six feet tall, was like of a dream," said Teiko later.

"But dream-like as it may have seemed to Teiko, the meeting was very real. And also very real is the new relationship between Tonga and Japan. It cannot help continue to grow, with all its healthy and worthwhile implications", the broadcast concluded.

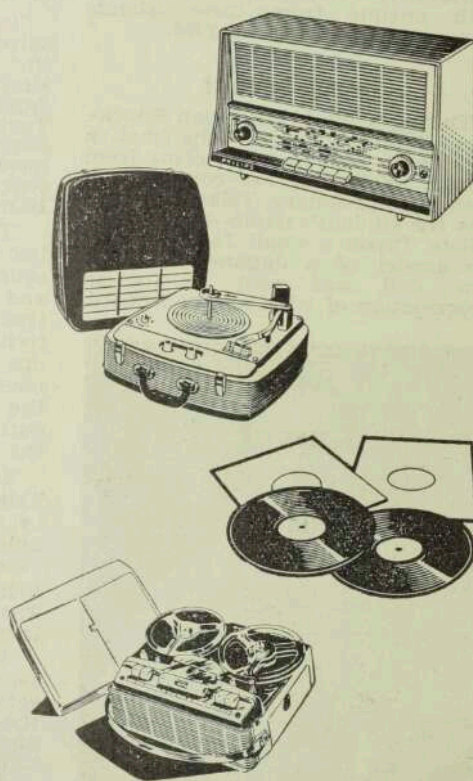
Tonga's thanks to Teiko, the Tokyo University student, has been expressed by giving her name to the new tuna long-liner which was expected at Nukualofa late in February.

(See Pacific Report, page 136)



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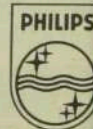
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SHOULD THEY SEAL IT?

The N. Guinea Road That's Become A Symbol

From a NG Correspondent

dusty and corrugated strip road, with a big job to do, a few trimmings to recommend it, is fast becoming the object of one of the greatest controversies on the Australian-administered island of New Britain.

The road ribbons 20 miles from Rabaul to Kokopo along the shores of Blanche Bay. The controversy concerns whether or not 14 miles of dirt surface along its whole sections should be sealed.

There is nothing new in a public outcry for surfacing a road, but the Rabaul-Kokopo Road has ceased to be a mere problem of sealing. It has become a symbol of attacks on authority, a focal point of hot debate, a forum of conflicting opinion.

It has brought forth reasoned arguments, but it has brought forth equally wild and unreasoned statements.

For years now a big section of the population, particularly among the station community of Kokopo, have been urging for the complete sealing of the road. The subject has been thrashed out in advisory council meetings, in private deputations and at public meetings.

Many Deputations

At the present phase of the controversy goes back only to November last year when the Australian Minister for Territories, Mr. J. H. Hasluck, visited New Britain. As usual the Rabaul-Kokopo Road question figured prominently on the list of subjects discussed. Tired newspapermen tended to fling down their pencils each time it was mentioned because they considered the subject had been done to death, as important as it might be.

On the eve of his departure, however, Mr. Hasluck made a revealing statement. He pointed out that no more than five major deputations had brought the subject to his attention.

He was genuinely interested that the subject had figured so prominently in the discussion of many groups. He made no apology for saying that he was not sufficiently versed in the position to give an answer, but he made it

clear that he would take up the subject.

Seasoned campaigners took this as a hint that something might happen. The story went the rounds that the Minister's visit would produce two major results—provision of financial aid for native cocoa producers (which it did), and sealing of the Rabaul-Kokopo Road (which so far it hasn't).

Dr. Gunther's Views

In fairness to Mr. Hasluck it must be pointed out that he made no definite statement on the road question at any time, but his reception of the arguments left a note of optimism.

Things were still basking in this mellow light when the Assistant Administrator of Papua-New Guinea, Dr. J. T. Gunther, visited Rabaul in January. Dr. Gunther listened politely to a few comments on the road during a meeting of the New Britain District Advisory Council.

Then he blew the subject wide open again.

Dr. Gunther had this to say: "Unless we were sure that we were justified in carrying out this project, and unless we knew we could actually do the work in the next two or three years or so, we would be wasting the time of a sorely-pressed design staff to draw up designs at this stage. The time spent would be detrimental to other works. In the next two years or so we could find better use for this money, perhaps to open an entirely new road, perhaps to build a road into the Baining, or maybe to open a new road into the Warangoi Valley. To spend it on the Kokopo Road at this stage would be an extravagance".

Led by the Rev. Father J. Dwyer, MLC, other speakers at the meeting said that the onus now appeared to be with the people to prove to the Administration that the money could not be spent more justifiably on any other roads programme.

Violent Reaction

Dr. Gunther's statement deflated the optimism of many people, and produced a violent reaction at a meeting of Kokopo Town Advisory Council two weeks later.

The retiring president of the council, M. Ron Levi, of Kap Kap Plantation, said that Dr. Gunther had "big-headedly vetoed any chance we ever had of getting the road done". He said Dr. Gunther's statements had sickened him and had shown a complete lack of grasp of the economic value of the road.

The economic value of produce carried over the road has been the main argument generally advanced for sealing the road.

The Kokopo council has asked for reasons governing Dr. Gunther's attitude, and has expressed a minute of regret at his attitude.

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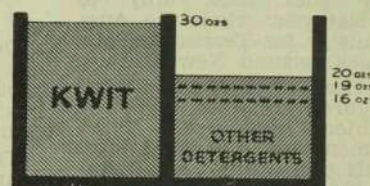
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Copra Looks Safe And What Of Red China's Influence?

From Judy Tudor, in London

Trading in vegetable oils was slow in the first part of January while buyers waited to see what sort of flavour the first release of US stockpiled coconut oil could give to the market.

It is expected that something like 6,000 tons of this oil will be released every six weeks for the next 18 months. Tenders for the first lot closed on January 6, and later in the month it was known that the four successful tenderers were the US establishments of Doctor and Gamble, Lever Bros., F. Drew and the Pacific Vegetable Oil Co.

The price accepted has been stated as "between 17½ to 18½ US cents per pound," which according to my calculations (which aren't necessarily all that accurate, as I am far away from regular checking prices), works out at about £Stg.132 per ton.

If correct, that should not cause any jolt to the market as it is approximately the same price as at current for Straits crude, c.i.f., north European ports.

All this is surprising, in a way, some of this stockpiled oil must be all of 10 years old, although it is known that throughout the stockpiling period oil has been periodically withdrawn and replenished. It can be argued, perhaps, that the odd price tendered for this oil is a pointer to a continuing firm market for copra.

A Rash Prophet

We can hope so, although it would be a rash prophet who nailed his colours to the mast about this one. What is abundantly clear, however, is that although copra price may not remain forever up in the high levels it has maintained over the last 15 months, as far into the future as one can see, there is a market, not only for all the copra being produced today, but for a greatly increased production. One new factor that has not begun to make its presence felt yet, but which is being watched with considerable interest by the experts, is Red China. All the signs are

there that this country will eventually become a big user of copra, particularly for the production of soap. The outlook for copra today is so vastly different from what it was in the 1930's, we might be dealing with an entirely different commodity.

The thing that keeps the United Kingdom a veritable preserve for South Pacific Islands copra producers, is the British duty of 10 per cent. on foreign copra, and 15 per cent. on foreign oil.

Into the category of foreign oil comes that from Straits, which although milled in a Commonwealth country, is held to be foreign because it is produced very largely from "smuggled" Indonesian copra.

These duties certainly mean that the South Seas has the lion's share of the UK market; but as London is the centre of the copra world, where such organisations as Unilever buy for their Continental mills and even those in the East, the fact that the South Seas has this corner virtually to itself gives Pacific planters no advantage in the price field, or even any permanent monopoly.

Interchangeability

It is obvious that if foreign copra is plentiful and cheap there is no way of artificially keeping the UK price up. Only while all copra is based on world (or Philippines)

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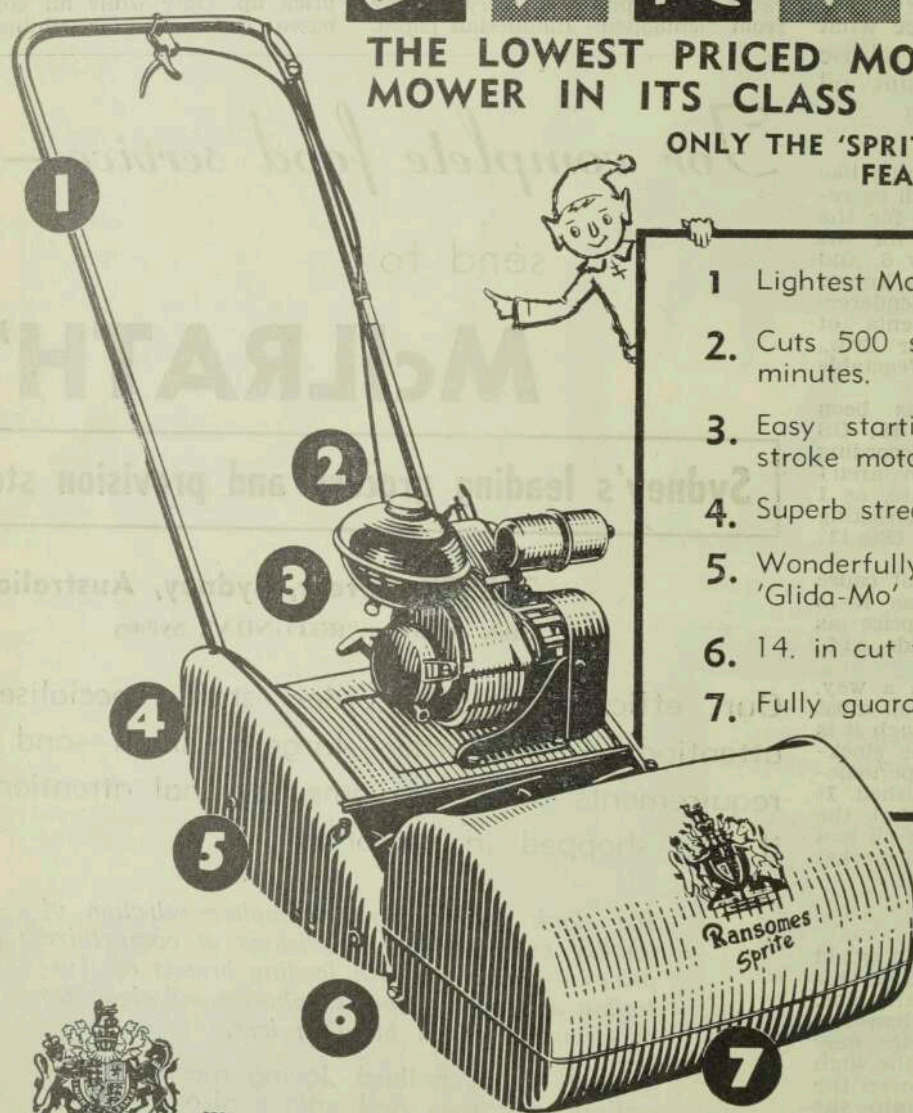
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ce does the duty work in the South Seas producers' favour. Nor is the business of *inter-changeability*, any myth: To paraphrase the poet: What can you grow of the oil market who only *pra* knows?

All the South Seas copra that comes into the United Kingdom goes into margarine; virtually none into soap. But to margarine manufacturers, copra or coconut oil is only one of about eight edible oils that can be used and their business life is to study each commodity, its price merits, and act accordingly.

After only a short time amongst these people here, you emerge convinced that practically anything can be made into margarine. I am told that, during the war, it was manufactured from linseed and that it was quite palatable for about two weeks after manufacture, when it redeveloped a characteristic linseed taste.

In the last week I have seen some confidential graphs put out for their use by a big producer, showing that during last year's high copra price, the coconut oil content of margarine in the Netherlands fell as low as three per cent. And now, in the United Kingdom, when it became plentiful and cheap, it was swung into margarine manufacture to take the place of higher-priced oils such as coconut and palm kernel.

Taste Preferences

Just as we have been told (in respect to New Guinea cocoa and coffee) that it's all a matter of individual taste, so various countries have their taste preferences in margarine, and these taste preferences the food chemists can produce to order, by blending various combinations of the available oils and fats. Everything else being equal, the British taste seems best pleased by margarine blended from peanut oil, whale oil, palm oil and coconut oil, although, as we have already seen, almost anything else that is available and cheaper can be swung in to replace any of these ingredients.

Soya-bean oil, produced normally in vast quantities in the United States and China is used in margarine but is least popular with European consumers. However, the food chemists of Unilever, and probably other manufacturers, are currently hard at work trying to do something about this soya-oil defect in order to overcome margarine consumer prejudice.

Last year world soya bean production didn't come up to expectations, and at the same time, the live crop in the Mediterranean countries also failed.

This year of 1960 promises a bumper soya bean year, and a good

one for olive oil production—small straws in the wind that maybe will ultimately influence how much planters in Papua-New Guinea or the Gilbert and Ellice will be able to contribute to the tax-gatherer.

The By-Products

Another aspect of the edible oils' picture that isn't often considered is that while some of these commodities—such as copra, palm oil and palm kernel, whale oil—can be regulated directly by laws of supply and demand, production of by-product oils and fats (cotton-seed oil from the cotton industry, lard from the pig industry, tallow from meat industry, etc.), go on regardless, unless something happens to the parent industry.

The overall study of the edible oils' market is as fascinating as it is complicated. It is academically interesting for the copra planter to know the background of these things, but in the short-term it can't ever be much more than that. By the very nature of things here, in London, the brokers, the agents, the buyers and consumers will always be months ahead of him.

He can only take the long-term view, and the consensus of expert opinion here in London is that he can't go wrong planting more coconuts and producing more and better copra. He may not always get the high prices he has enjoyed in the last 15 months, but higher yields and growing demand will make up for that.

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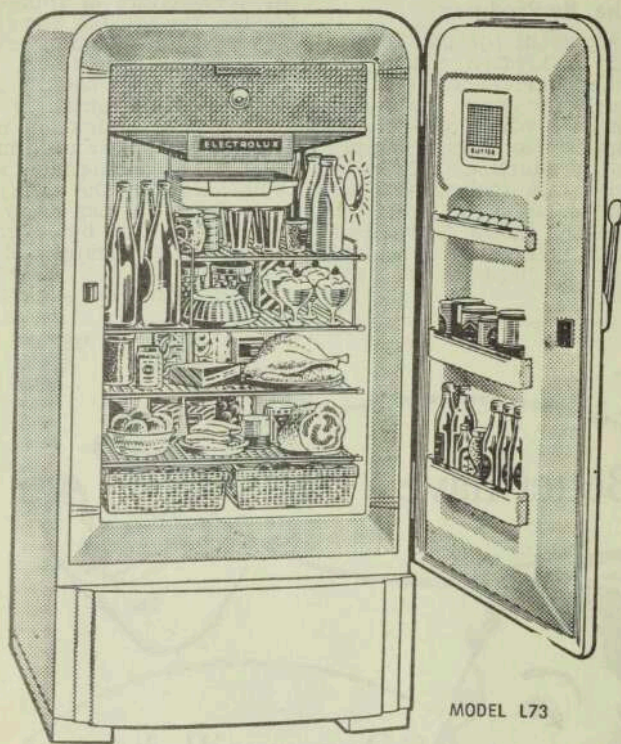
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mine. But, taking all things into consideration, it is hard to quarrel at it as a proposition.

at Whale Oil ght Do

ne world copra market could the repercussions of a disagreement amongst the international whaling community which will most certainly result in a substantial increased production of whale oil during the current season, reports *PIM* Auckland correspondent, Jim Shortall.

he control of world whaling is unhinged last July when Norway and the Netherlands withdrew from the International Whaling Commission.

In recent years the total catch of humpback (toothed) whales permitted to be taken in the Antarctic has been set by this body at 15,000 baleen whale units—that is, 15,000 baleen whales (which are the largest of all whales) or a proportionately smaller number of other varieties according to an agreed scale (1 Blue whale, 2 Fin, 2½ Humpback, or 6 Sei whales).

Disagreement

When the Commission met to discuss the quota for the 1960 season—which began early in January and should normally end in March—there was a disagreement as to the number of whaling vessels to be used by some nations. The catch of any particular fleet is largely controlled by the number of its whalers, though a well-equipped or lucky fleet with comparatively few whalers and with the aid of helicopters, etc., can often achieve a higher percentage of the total catch than another fleet with more whalers.

Once the season is declared open, whaling fleets work at maximum speed until, at least in recent years, the order is given by the Whaling Commission to cease operating.

The actual catches of each fleet, instantly radioed to the Commission by its inspectors aboard whaling factory ships, provide the information whereby the Commission can see when the grand total of 15,000 Units is being approached.

The Figures

The closing time is then decided upon and all factory ships are ordered to return. In practice the actual grand total is never exactly 15,000 Units, due to technical reasons.

On the basis of information supplied by the various fleet operators this year, Japan and Norway have advised that they will each take 1,000 units, the Netherlands has advised 1,200 units, the UK equivalent 2,812 units, and the Soviet Union has stated that it will take 20 per cent. of the total, whatever that proved to be.

If the notified figures are actually adhered to, it is estimated that the total baleen catch in the Antarctic will amount to about 18,000 units. This could represent another 50,000 tons of oil or more.

Additional to the Antarctic quota of baleen whales is the catch taken from the many shore stations of both hemispheres. Additional, too, is the non-edible sperm whale oil used for industrial purposes and not competitive with coconut oil.

Nobody Worrying

All the competing nations in the Antarctic are agreed that 15,000 units should be the maximum catch and that a higher catch is sure to result in a depletion of the resources; but this year at least no one seems to be worrying much about that in actual practice, as all are determined to have a certain quantity of oil.

Even with the Commission functioning properly, the USSR has stood aloof from the inspection system, and the Commission has had to accept Russian figures on its Antarctic catch. This year the Russians have a recently launched factory ship on the job, in addition to the older *Slava*.

Mr. C. D. Rowley, principal of the Australian School of Pacific Administration, Mosman, returned to Sydney in January from leave.

The Copra Outlook As NG Sees It

Although copra consumers are working hard to talk the market down, February copra prices will probably hold around the present higher levels.

THE Papua-New Guinea Copra Market Board reported this in its January survey of the market.

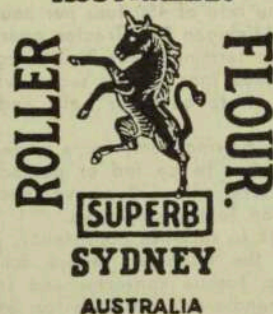
The report said the Philippines had further typhoon damage during the month and copra supply was upset. The average production for the next three years in the affected areas, which comprise roughly 20 per cent. of total Philippines production, will be off as much as 80 per cent. There will be a gradual improvement at the beginning of next year until normal production is regained in the latter part of 1962. The total fall off in the Philippines looks like being around 16 per cent. of the overall production this year at least.

In Indonesia the Government has suspended indefinitely all copra exports except from one district where not a great deal of copra is produced. It's reported the reason for the ban is to see there is sufficient for home consumption.

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However, raw sugar is "free flowing" only for a while—it quickly becomes a sluggish, sticky mass, which has to be fed or pushed on to the conveyors. A Michigan 75A Tractor Shovel with a 2 cu. yd. bucket does four to five yards of sugar every push on to the conveyors. Even damp sugar, which sets to rock-like consistency, is no match for terrific bucket break-out force of the Michigan, whose four-wheel drive, power-assisted rear wheel steering, torque converter and four-speed power shift transmission enables it to handle this job with top efficiency.

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CE 56/FP.

Commander R. B. M. Long, OBE, Australia's wartime director of Naval Intelligence and an organiser of the famous Coastwatchers, died in Sydney in January, aged 60. A brief obituary was published in "PIM's" January issue, but here, Commander Eric Feldt, a leading Coastwatcher and author of "The Coast Watchers", pays a more personal tribute to the man who did so much.

The Man Who Was Not Too Late

In warfare, one of the essentials of success is to be ready in time. In the success of the Coast Watchers, the completeness of their organisation before the Japanese entered the war was a considerable element.

COAST Watchers could have been improvised after Pearl Harbour but they would have been largely ineffective without a basic organisation to supply them, to collect, collate and disseminate their information. And it is solely due to the late Commander, R. B. M. Long, OBE, that the Coast Watchers were ready in time.

When war broke out in 1939, I was ordered to report to the Director of Naval Intelligence. We had known each other since we were 13-year-olds, when we joined the Royal Australian Naval College, but had been out of touch since I had been in New Guinea.

He had changed little. The thick-set figure, the broad forehead, serious expression and the thin-lipped small mouth were the same, and the mile was as ready as ever. With the war just started and an enormous expansion under way, he was terrifically busy, with harbour security, secrecy of sailings, safeguarding convoy information and enemy shipping, on his mind.

He gave me a couple of days to get into the picture, then dismissed me to the Islands to expand the Coast Watching organisation there, which had been the special care of his Civil Assistant, Walter Brooksbank.

So the expansion was started in 1939, in time.

On The Job Promptly

He dealt promptly with my requests. I wanted teleradios; he supplied them. There was war in Europe and the Pacific was not involved and he must have had to overcome opposition, or at least inertia, to his proposals.

I wanted more staff and he supplied it, including our term mate Hugh Mackenzie. In consequence,

we were ready when raiders appeared and this justified his attention to the area, but in the back of his mind was always the possibility that Japan would enter the war.

When Japan commenced hostilities, his duties multiplied. He was one of those men who could work for very long hours and still keep a clear mind, he smoked heavily but rarely took a drink and had no recreation that anyone could see. But his courtesy remained unimpaired, there was always time to see the visitors and then was always the ready smile.

Problems arose quickly. To ensure that intelligence was passed to all Services no matter by whom collected, he designed the basic organisation of the Combined Operational Intelligence Centre (COIC), later used by General MacArthur's and lower Headquarters.

He saw that for unconventional organisations, such as the Coast Watchers there must be a single controlling head, and his initiative caused the Allied Intelligence Bureau to be formed, but he himself was left out of it, being required in Naval Intelligence.

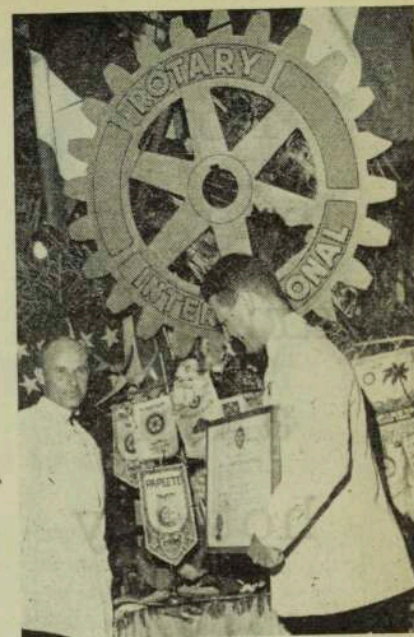
Under the area system, the South Pacific came under the US Navy, while General MacArthur commanded in the South West Pacific, and Coast Watchers operated in both, sometimes reporting across the line of division. Commander Long acted as link between the two areas when necessary, and there was no friction.

Great Organiser

For the invasion of Guadalcanal, he collected Merchant Navy officers with knowledge of the area, he recruited others with knowledge of the Solomons and handed them over to us, helping us greatly.

In addition, he had his conventional duties as DNI to perform, but still made time to organise the despatch of the Lyons expedition against Singapore, when a disguised sampan sent in canoes which sank 35,000 tons of Japanese shipping.

During all this time, Long was an acting commander. The Navy is a hard boss. An officer, if not promoted to commander when in the "zone", misses out altogether, and in the fierce competition, and in spite of the highest results in examinations, Long had been passed over.



Rotary Comes To Tahiti

International Rotary officially came to Tahiti in December when the new Tahiti Club was presented with its charter at a colourful night at Les Tropiques Hotel in Papeete. There were almost 200 guests and an open bar, with champagne the popular drink (124 bottles lost their corks). In the photo the Acting Governor of Tahiti, Mr. G. Poulet, presents the charter to Tahiti Rotary Club President Lejeune.

Photo: Studio Mackenzie.

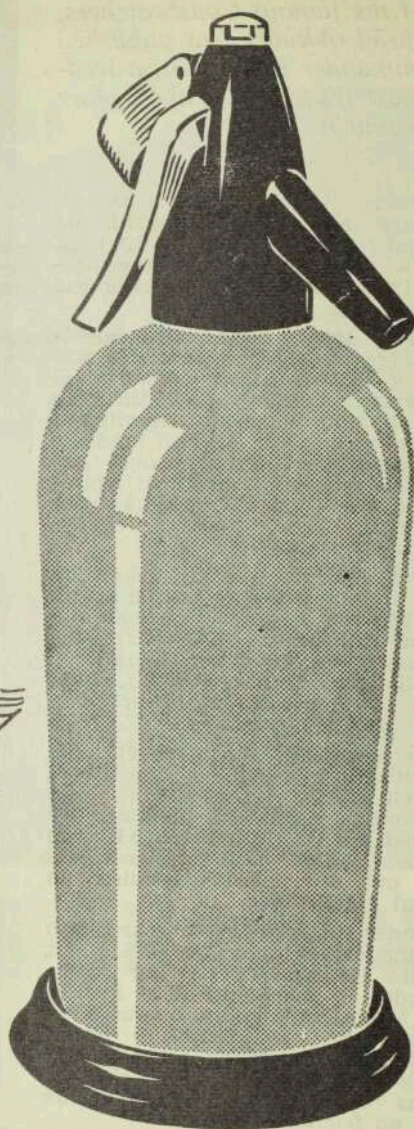
But he slaved on patriotically, day in and day out, knowing there was no reward in higher rank for him but true to the naval tradition that when you are given a job, you do it no matter what.

He left at the end of the war, and was promoted to commander on retirement and was awarded the OBE. He entered business and was successful. He kept in touch with most of his old associates and it was a shock to all to learn of his death which was completely unexpected.

His accomplishments are known to those who worked with him, and who saw what was done and how it was done. In the war in the Islands, he is the man who got things done in time. How often we heard the expression during the war: "Too little, too late".

Commander Long did enough, and he did it in time.—ERIC FELDT

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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

In his regular monthly column "Tolala" reported in January that Bishop T. J. Wade, Roman Catholic Bishop of the Solomons since the early 'thirties, had resigned because of ill health. He is an American and was in America for medical treatment when he made his reluctant decision. Bishop Wade is one of the most popular men in the Islands and this account of him is from a 70-year-old Mrs. Alice Bowring, of West New Guinea, where she has a good lease.

Bishop Wade Leaves The Solomons

By Alice Bowring

When the Japanese were advancing on the Solomons in early 1942 and the order came from Australia for all Europeans to leave, Bishop Wade—for so many years a part of those Islands—would not go.

SAID the Bishop, "How can I abandon these natives after those years teaching them brotherly love and spiritual brotherhood in God?"

The Japanese came. When the first warship anchored, one of the first ashore was a Japanese who Bishop Wade recognised as a man known as "Tosh", who had worked at various jobs around Bougainville before the war. "Tosh" smilingly greeted the Bishop.

"Well, Bishop Wade," said "Tosh", "You always told me I was too good for the jobs I was doing!"

Did No Harm

Whether owing to the good feeling of "Tosh" or not, those first Japanese in the Solomons did no harm to the residents who remained. But at the end of 31 days, the Force commander told Bishop Wade that the Japanese ship was leaving, and he gave what Bishop Wade took to be a friendly hint that it would be wise for him to leave too. So the Bishop warned all the residents while he and his own flock, including three old and helpless nuns, took to the hills. Some residents disregarded the warning, and had good cause to be sorry about it later.

Bishop Wade still remained, however, even after many others had been taken off. He stayed in close association with Jack Read, the former District Officer turned Coastwatcher, for about 12 months.

in the end a submarine was sent Bishop Wade was taken out American headquarters at Noumea. He was an unwilling evacuee at first, but the presence of such a well known man in the Solomons would have been dangerous, because the natives could unwittingly lead the enemy to him or to the Coast-guards.

Was In Noumea

was stationed with the American Red Cross in Noumea when the ship arrived. I saw him almost daily. He was a regular visitor to the All Services' Club, where he drank tea with Madame Saxton, the teen co-manager, and myself in a little "club within a club"—which was our store room. There, all was dropped and generals and admirals and gobs, colonels and carpenters of the Army, Navy and Air Force of the Allied nations, were mobbed.

was in America on a visit only recently. The Bishop wrote to me from Boston, where he was recuperating from the illness which apparently forced his resignation, and asked me to visit him there.

Of course, I did. He showed me around the "cradle of freedom"—which is Boston—rubbed my nose in the dirt for being a Britisher, and asked me would I come to Mass in the morning.

He knows I am a Presbyterian, so I went to church with him next morning—in a church where Mass was celebrated at intervals all day long on the ground floor, and up stairs on high days and holy days and for VIP weddings, etc.

Special Mass

He went upstairs. There were two guests, the Bishop and myself there and Mass was celebrated in my hour.

Afterwards, Bishop Wade said with a twinkle: "Mum, I was not going to convert you. I was just going for a safe and happy journey for you, and a fulfilment of your intentions."

I was touched and honoured that a man so eminent and so beloved would concern himself with one so insignificant as myself.

But this is characteristic of Bishop Wade—a broadminded pious and kindly man. If all church leaders could emulate him, no sectarian bitterness would be possible.

I am expressing the hope of thousands in the Pacific area when I pray that the Bishop (affectionately known as Thomas plus, because of his signation Thomas + Wade) will be restored to health, and permitted to return even now to the field where he has laboured unselfishly and successfully for many years.

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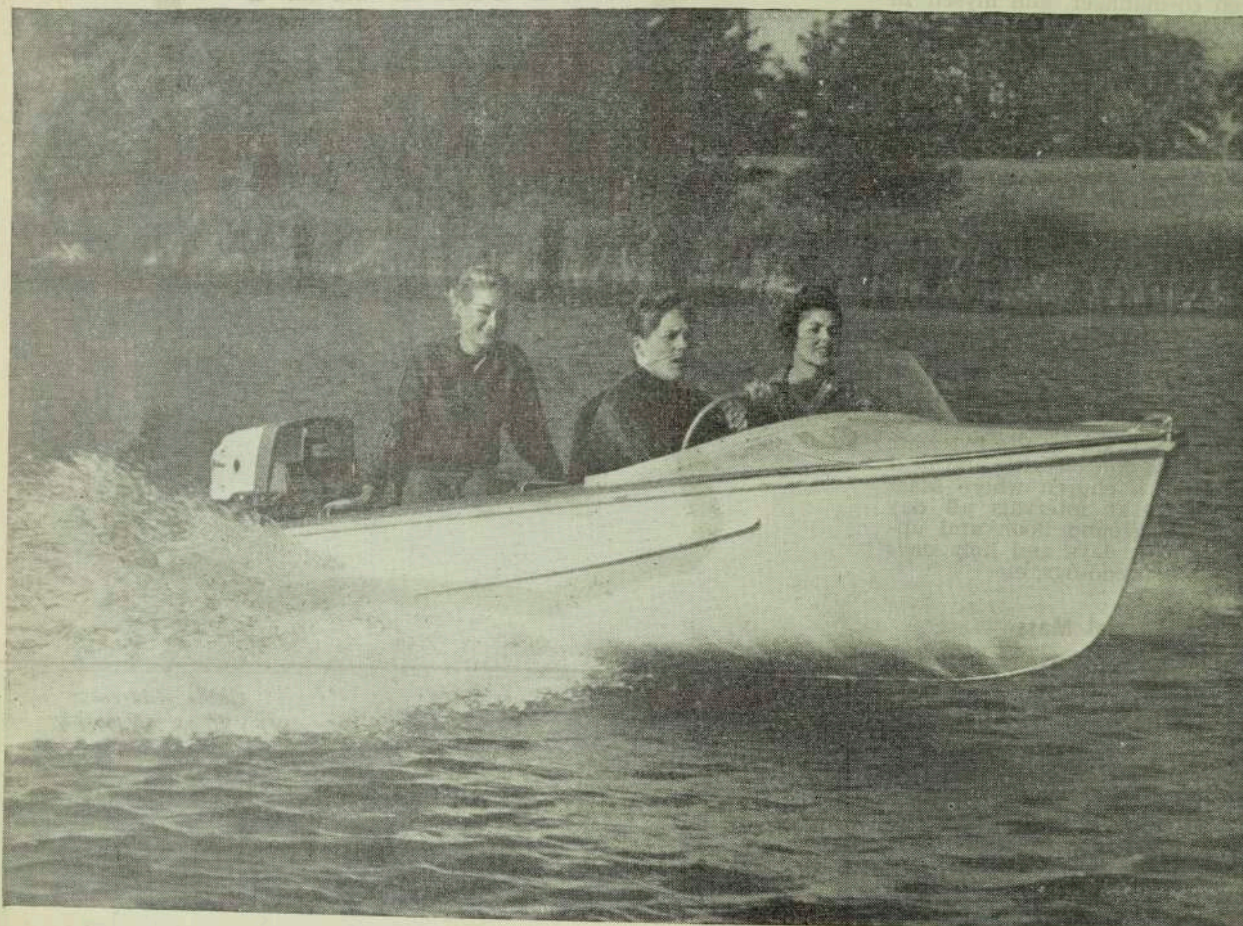
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Death of a Child

A Coroner's Court in Rabaul in January found that a young native child had died at Nonga Base Hospital because of an overdose of chloroquin administered by mistake, by a native medical orderly. The Coroner found the mistake was due to language difficulties (the orderly had not understood the order of the European medical assistant) and by the inexperience of both the orderly and the medical assistant, who was in charge of the hospital. The Coroner, commenting on the fact that the assistant was in charge said that with present staff shortages the hospital was fortunate to have the man at all. No blame could be attached to him. This article describes the hospital at work.



Dr. B. Maksimovic is surgeon in charge of this operation, photographed by Lew Priday as it progressed at the big Nonga hospital at Rabaul.

New Guinea Doctors Have A Lot To Do

By Lew Priday

The lack of public spirit in Australia must surely take some of the blame if the Health Department of New Guinea is short handed. If, say, young doctors have the urge to lead a busy and useful life they could consider New Guinea, where the health needs of the natives are overwhelmingly great.

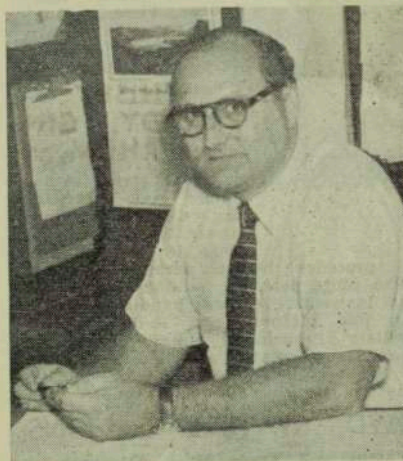
When I was in Rabaul recently, no more doctors were expected, which meant that the medical officers working for the Department at the whole New Guinea Islands region, which extends from Manus down through New Ireland to Bougainville and New Britain, would number 12 instead of 10. The district already contains one large base hospital at Nonga, near Rabaul, four district hospitals with laboratory and operating facilities, and 10 subsidiary hospitals.

Visit to Nonga

Then there is the large Catholic mission hospital of 300 beds at Unapope, Kokopo; and there are three specialised hospitals, two for leprosy cases (at Torokina, Bougainville, and Anelaua, New Ireland), and the third for TB and chest diseases of 250 beds at Bita Paka, 7 miles from Rabaul. These three are run conjointly by the Government and the Catholic mission.

Another important sign of what is going on is the aid posts that are springing up in all the villages. They now number 288 in the whole area.

The big Nonga Base Hospital is beautifully situated overlooking a bay. A board on the lawn outside the hospital informs you that the hospital is a gift from the People



Dr. J. J. Saave, of Rabaul.

Photo: Lew Priday

of Australia to the People of the New Guinea Islands. The cost was £500,000.

The hospital is to have a paying section and a non-paying section, but when I was there only the non-paying section was established. The paying section—generally called until now the "European hospital"—was situated at Namanula, but plans were afoot for moving it to Nonga.

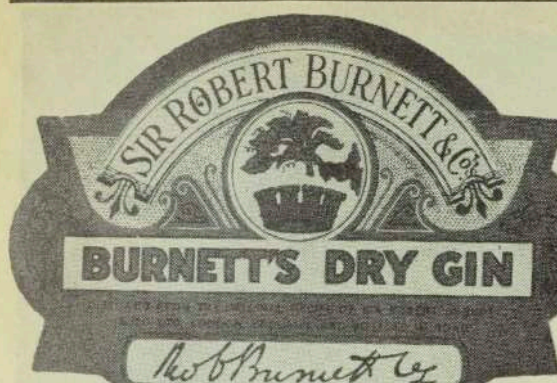
The non-paying section, with about 300 beds in the different wards, was opened in December, 1958. It had, when I was there, a European staff of five medical officers, a dental officer, nine registered and three partly trained nurses, a physiotherapist, an X-ray technician, a pathology technician, and about eight European assistants, with about 100 native assistants. The European non-medical staff numbered ten.

Teaching Unit

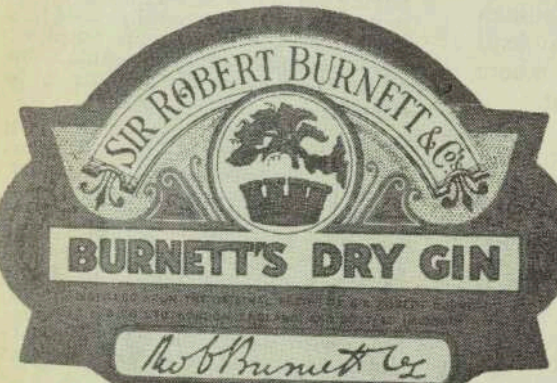
The paying section at Namanula had a matron, five registered nurses, and a number of orderlies, all Europeans, with native helpers.

The hospital at Nonga now has its teaching unit, where native trainees, young men and girls, undergo a 4-year course. I was told by Mr. E. Lindfield, principal of the Rabaul Medical College, that the male trainees are quicker in the uptake than the girls, who are somewhat lacking in elementary education.

Besides the two operations—one of them a case of elephantiasis—by the resident surgeon, Dr. B.



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Maksimovic, which I was allowed to photograph. I watched native being blood-tested, X-rayed bandaged; I had a look at pathological trainees at the microscope talked to a native working in the pharmacy, chatted with patients in the big ward, and the men in maternity and children's wards, and talked to the European staff, including Sister Joan Hodson, Suva-trained Sister Lucker, and Sister Terry Lally, from Perth.

In Rabaul I was shown copies of "Aid Post News", which Dr. J. Saave, the Regional Medical Officer sends out regularly throughout the New Guinea Islands. It gives practical advice in pidgin on a sort of health problems, including what simple tablets to use, and the dose for "man na mari" (adult men and women), to "bigpella pikanini" "liklik pikanini", down to "beibi wokabaut" and finally "liklik beibi".

In Rabaul, Sister Rita Schaefer in charge of Infant Welfare, told me of what was being done specifically in the Tolai areas—for example instruction in the method of preparing infant food from local products.

What Mother Likes

I learnt that the European way of bathing baby is not necessarily the best under village conditions. The position is that most mothers only have one decent size dish in the house which everybody eats out of. In order to discourage its use for washing an approved method is to ladle water with a coconut husk giving a child a shower bath followed by a good rub down.

Mothers get the idea of bringing a child to the clinic when it is sick but they can't see the point of bringing along a perfectly healthy baby so the job is to persuade them to continue to come.

Sister Schaefer had been for nearly two years among the Orokaivans in the northern district of Papua. Next she was among the colourful Chimbus, in the Highlands; cheerful people of great potentialities, she says, and great traders, in fact the Jews of the Territory, who will possibly leave the coastal people far behind.

Very different Sister found life among the prosperous and comparatively sophisticated Tolais of the Gazelle Peninsula. But like other natives they are shy at first when there is a change of staff, and take their time in sizing up a newcomer.

New Guineans have a tremendous faith in injections. The IWD employs five girls for school medicals and infant welfare clinics to work in conjunction with the European-trained nurses.

"Part of our scheme," the Infant Welfare schools' nurse, Sister Morrison, told me, "is to train these girls to take over the IW work without too much supervision. We look

ward to the day when they will be able to do this work themselves. We already have successfully trained a number of girls." Dr. Saave hinted at a building scheme that is being planned all over the New Guinea Islands area in the next three years. The natives, it appears, are getting tired of their primitive material dwellings of bamboo, grass, etc., of which there is a growing shortage. Buildings are now being started of eight parts of local gravel mixture to one of cement. A large housing scheme of this kind requires a great amount of co-operation between the Health and Works Departments and the natives.

CHATHAM ISLANDS SEEK DEVELOPMENT

The New Zealand Department of Agriculture has recently been investigating ways and means of improving the sheep and cattle industry in the Chatham Islands, but the report which the department has handed to the government is not very hopeful.

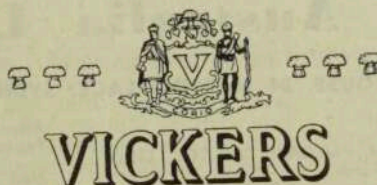
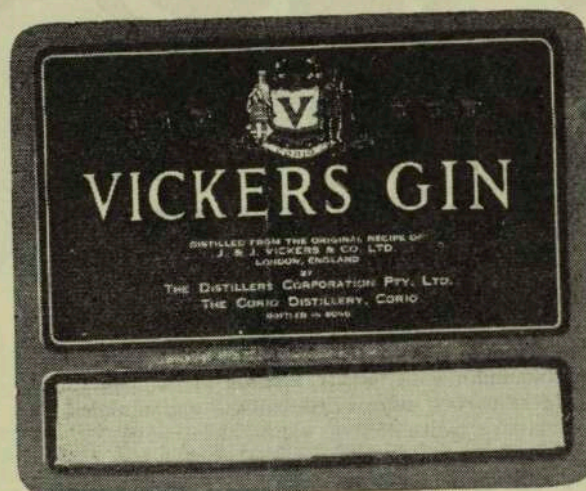
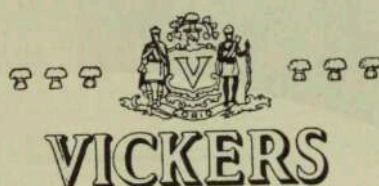
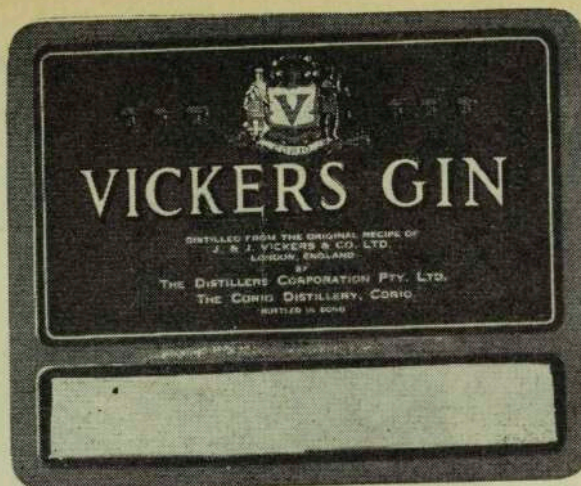
In addition to the income derived from shearing, about 15,000 sheep, 10,000 lambs, and 750 head of beef cattle are at present available annually for slaughter and are shipped alive to New Zealand. Numbers of Chatham's sheep are bought as breeding ewes in certain parts of New Zealand where their characteristics are favourable to the climatic and soil conditions.

The Chatham farmers feel that they could make more money if they had a local processing industry. The Department of Agriculture looked into three possibilities—a boiling-down works, a cannery, and freezing works. The first two possibilities, though calling for less capital—perhaps £20,000—were rejected for a variety of reasons amounting to the hard fact that they could not produce at competitive prices.

No Capital

The freezing works is estimated to cost £320,000 to establish, this cost including staff housing, some loading, and other associated projects. The annual operating cost is estimated at £90,000. Possible sites were considered at the settlement of Waitangi where there is a wharf, at Owenga where there is a fish freezing industry, and at Port Mouton where the best harbour exists for deepwater vessels.

The Department finds that no mainland freezing company is interested in such a project, and it is evident that the Chatham farmers cannot raise the necessary capital without assistance. The government is now expected to consider whether any financial aid should be provided from public funds for such a project.



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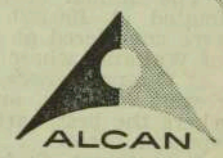


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FEBRUARY, 1962 — PACIFIC ISLANDS MONTHLY



IS THIS PALM UNIQUE?

This forked coconut palm is on Medina Plantation, about 50 miles from Kavieng on the side of the Kavieng-Namatanai Road. Assistant District Officer John Hayes was driving me down to the coast to a sing-sing at Kama village, to celebrate the opening of a new Methodist church, when he told me about it. He stopped his Land-Rover long enough for me to take this photograph. Can any other plantation boast a forked palm like this one? LEW PRIDAY

Anthropologists Honour a Famous Teacher

A Look At Some Racial Problems

By the time he was eight years old Henry Devenish Skinner had become an enthusiastic collector of Maori relics

HE spent many hours surface-hunting wind-swept sites within walking distance of his home town, New Plymouth in the North Island of New Zealand.

Young Harry's enthusiasm was encouraged by his father, W. H. Skinner, who, born in the New Plymouth settlement in 1857, grew up during the momentous years of the Maori wars, and as a young surveyor in the Lands Department saw and heard much of Maori life in his explorations of the virgin bushland and wild mountains and river country of the Taranaki coast.

When he was 10, the boy was given a pony so that he was able to range further afield to gather what has been described as an array of treasures that thrilled and set the course of one of the greatest collectors New Zealand has known.

The boy's hobby soon led him to the study of prehistory and anthropology, but in those days of 50 years ago this could hardly be the subject for a career. (It was not until 1900 that Cambridge appointed its first lecturer in this "new" subject—the famous A. C. Haddon, at £50 a year—and the only other British Empire universities teaching anthropology were Oxford and London.)

To Read Law

So it was decided Harry should read law, and he enrolled at Victoria University College, Wellington, in 1906.

Yet this young man was to become the first teacher of anthropology in the Southern Hemisphere and to be acclaimed as the "dean of Polynesian ethnologists".

There were two main reasons for this. Firstly, stimulating excursions made into Maori prehistory during the long summer vacations—starting in a trip to D'Urville Island where Skinner found... "sites richer in artifacts than anything I had ever dreamed of. At Bottle Point I found my first fractured moa bones, and the argillite gimlets and scrapers from Greville Harbour were perhaps the most notable finds I ever made." The call could not be resisted, and as the first step towards his goal Skinner transferred his university studies from law to arts.

The second main reason for the goal's achievement was World War I. Skinner volunteered as a private in the Otago Infantry, only to be badly wounded at Gallipoli, where he was awarded the Distinguished Conduct Medal. It was during his convalescence in England that Skinner was able to continue his anthropological studies.

His work at Christ's College, Cambridge, led to his appointment as Lecturer in Ethnology at Otago University in 1919—the first such appointment in New Zealand, or anywhere else south of the equator.

Long Associations

Thus we read of the birth of an anthropologist in a biographical introduction to *Anthropology in the South Seas*, a collection of essays presented to Dr. H. D. Skinner on his retirement to honour his contribution to anthropology in New Zealand. The book is edited by Dr. J. D. Freeman, of the Australian National University, and Professor W. R. Geddes, of the University of Sydney.

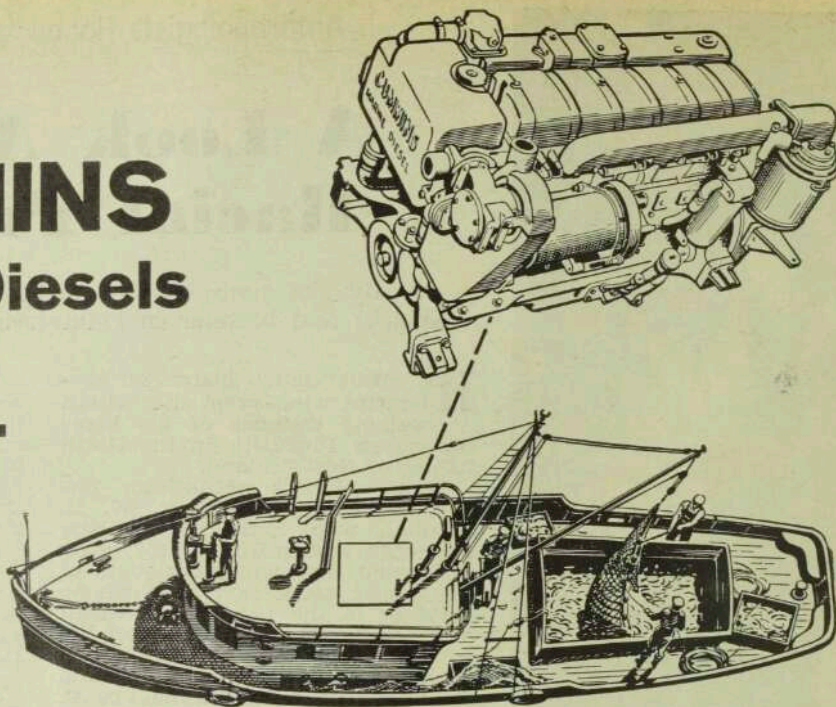
The essays deal with a wide variety of subjects and the fact that all contributors have been associated in some way with Dr. Skinner is a tribute to his achievements in fields ranging from archaeology to modern social anthropology.

For instance, Catherine Berndt (noted for her work among the Aborigines) commences her *Ascription of Meaning in a Ceremonial Context, in the Eastern Central Highlands of New Guinea*; "Some years ago as a student of Dr. Skinner in Dunedin I was introduced enthusiastically to the study of art motifs in Oceania and Eouth-East Asia" . . . while W. R. Geddes, in his *Fijian Social Structure in a Period of Transition* says: "I have written this essay about Fiji because it was the first area in which I attempted an anthropological field study and I did so because of the direct encouragement of Dr. Skinner. . ."

(Over)

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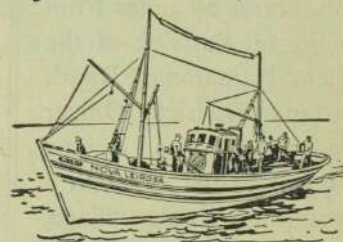
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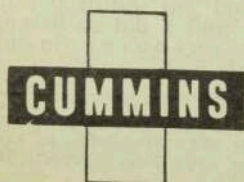
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his essay by Professor Geddes is, a topical point of view, the interesting in the collection. author describes it as an attempt to "aid understanding of what happening in Fiji in the belief understanding cannot worsen situation and may help to make better".

Fiji Situation

a population of 361,038 (in) there were 153,356 native ans and 177,247 Indians. The ans own 90 per cent. of the land, rights of which are vested in patrilineal clans. Much of social activity is organised in kinship lines, but there have pressures for abandoning the traditional structures on the grounds it is hampering the economic advancement of the Fijians.

fact, this change is already occurring with the spread of the economy, changes in political religious life and a movement from kinship to local units. weakening of descent groups is already producing a decline in monial activity, a basic factor maintaining an integrated society. this, Geddes writes: "Ceremonial the flower of Fijian culture, a er which blooms finely even on poor economic soil. Richer villages not necessarily be happier ages if the economic gain is uined by undermining the basis aesthetic, dramatic and recreational activity of the community."

et the land tenure issue is the t critical problem in the present an situation. If community en-prises built on the traditional em of co-operative work are not essional, the development of individual enterprise may be inevitable—with revolutionary changes he social structure resulting. corresponding social problems in Zealand are discussed by John th (*A Modern Maori Community*) and W. D. Borrie (*The ori Population: A Microcosm of ew World*). These demonstrate acceptance of private owner- of land and a movement away n rural activities are inevitable Maoris, who are rapidly increasing numbers.

Population Trend

he Maori population (down to 00 in 1896) shot up from 63,700 1926 to 137,200 in 1956. Since), their birth rate has averaged ut 45 per 1,000 of population, ch, according to Borrie, is "a h figure by any known world adard, and over 75 per cent. ve the non-Maori birth rate in y Zealand".

ut even more significant has n the spectacular decline in the ori death rate, from more than deaths per 1,000 of population in 1 to 9.4 per 1,000 in 1956, com- ed with the non-Maori rate of

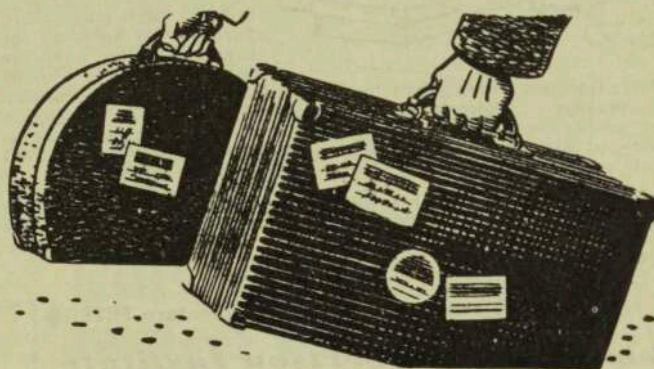
What does this microcosmic analysis in New Zealand mean for the rest of the world? Certainly that the white proportion of the world population will rapidly decline if applied science and public health can keep pulling down death rates in Asia and other undeveloped lands.

For New Zealand this trend poses a stern problem. Already as more Maoris move to the towns, particularly Auckland, where it is esti-

mated they will comprise a sixth of the population by 1972, there is a growing consciousness of a racial problem.

Though the New Zealanders have prided themselves on their treatment of the Maoris, the two groups have in effect been segregated. Can this last or can the Maoris be assimilated into the white community?

These essays thus raise weighty matters which were hardly thought



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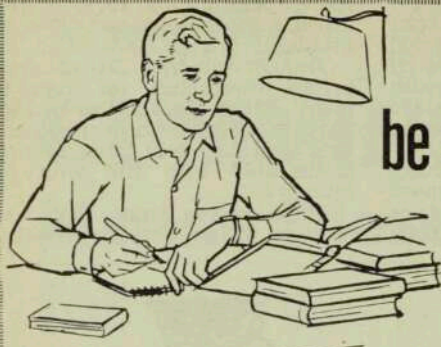


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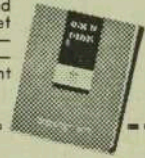
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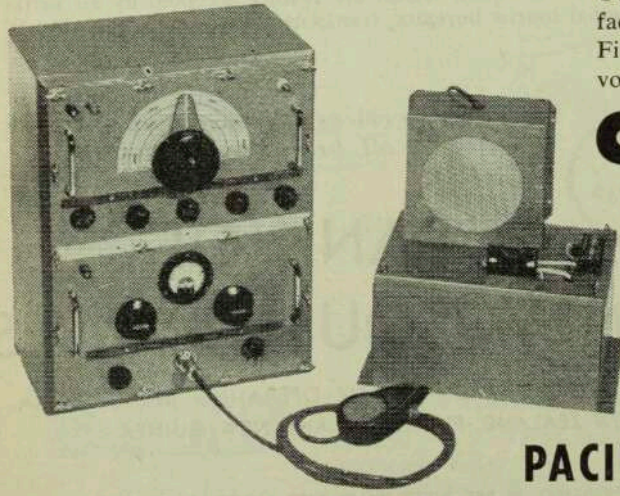
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of when young Harry Skinner rode his pony to Urenui and Puke-aruhe in the quest of adzes, fish-hook points and other artifacts in the 1890's.

Perhaps some of the other essays—such as Raymond Firth's *Ritual Adzes in Tikopia*, or T. Barrow's *Free-Standing Maori Images*, or L. Lockerbie's *From Moa-Hunter to Classic Maori in Southern New Zealand*—would be nearer to his heart. These well illustrated pieces are highly technical and original works of particular value for the collector, whether amateur or professional.

At first glance it might appear that these papers dominate the volume, making it one mainly for anthropologists. But closer study soon shows there is ample stimulating information for laymen, particularly those in contact with primitive societies.

Certainly J. D. Freeman's essay on *The Joe Gimlet or Siovili Cult* in the Samoan Islands about the 1830's would be entertaining for most readers.

This illustrates that the "Cargo" cults of contemporary Melanesia had their precedents in earlier Pacific history, with the natives even then "reaching out after the longed-for marvels and advantages of the white man's world".

Joe Gimlet Cult

Siovili (translated Joe Gimlet) had an estimated five or six thousand followers . . . whose faith was not destroyed even when one of his female spirit mediums, predicting the millenium was at hand, persuaded the Samoans to destroy the bananas, pluck out the taro plants and kill the pigs, for an abundance of food would be sent from heaven.

When after days of waiting, nothing happened, she declared: "Jesus Christ is offended with this rabble who have come to look and laugh. . . he will come some other day when it pleases him."

As for Joe Gimlet, he continued in authority, supported by his sacred book—which turned out to be an early volume of *The Rambler*! Shades of Dr. Johnson. . .

This is a lighter but still instructive side to a volume which makes an important contribution to the study of South Seas society, past and present. The editors have shown effectively, I think, by the arrangement of the essays, that pre-history is far from being an end in itself.

Dr. Skinner may have started as a collector, but his work did much to stimulate awareness of the importance of race relationships and social change in the Pacific.

These are problems we face today. The essays don't provide the answers. But knowledge must be the basis of understanding, which alone can find the way to a solution.—Ronald Plater.

Now The Shark Is On The Wing

The possibility of an export business in shark meat from certain Islands areas was further emphasised in January, when an Auckland firm instituted air-freight shipments of quick-frozen sharks to Sydney.

IN a December PIM story (p. 47), it was suggested that the Sydney public would not eat shark if they knew it was shark.

That could well be—but they have been eating and enjoying very large quantities of "flake" and "lemon fish" for years—and those

items are 100 per cent. pure shark.

What is more, the public are evidently paying plenty for it, if it can be profitably caught, quick frozen, and air-freighted across the Tasman.

The sharks concerned average 20 lb in weight after gutting, and are only a very small cousin of the man-eating variety. They are known as school sharks.

The snag in the trade is that Australia has limitations on imports of fish from overseas sources. These may not apply to New Guinea, and there may still be quotas for places like Fiji, from where refrigerated shipping connection exists as well as air connection at higher freight rates.

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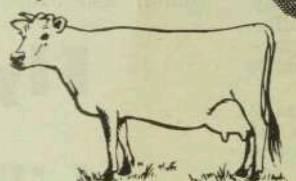


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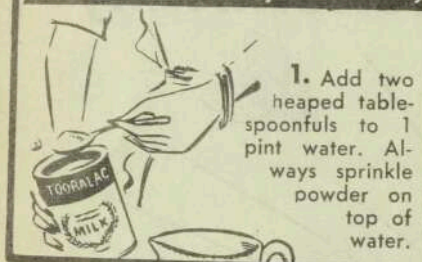
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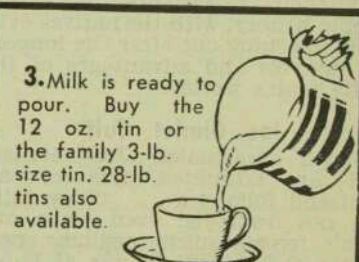
For milk when you want it, do this:—



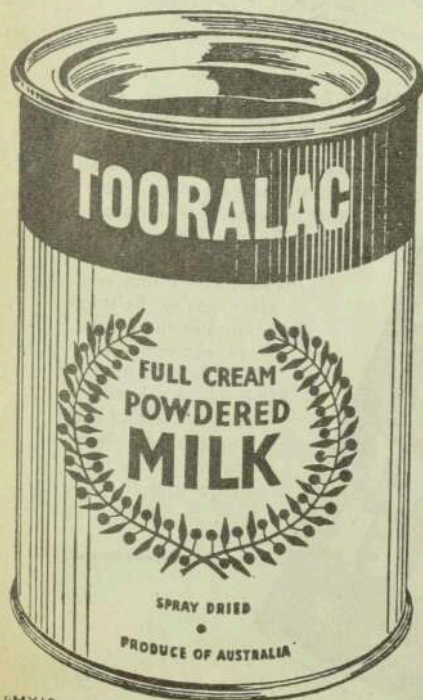
1. Add two heaped table-spoonfuls to 1 pint water. Always sprinkle powder on top of water.



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With cannibals as assistants,
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BARGAIN HUNTER OF THE JUNGLE

No, no, those headings weren't supplied by the "PIM" editors—they are the headings for a story about Madame Ingeborg de Beausacq in a recent issue of the American magazine "Parade". Illustrating the article is a studio photograph of the attractive Madame perched delicately on a New Guinea ceremonial post, and surrounded by New Guinea masks, faces and carvings enough to stock a museum. They were all won by her in New Guinea, where she recently made her presence felt along the Sepik. The last that "PIM" heard of Madame de Beausacq was a few months ago when she was headed for Pakistan to organise the production of women's fashions for the United States—a job, we gathered, which was likely to keep her away from the Sepik for some time.

Here is what "Parade" had to say about Madame de Beausacq's financial adventures in cannibal and:

THE sleek, dimpled blonde in the lacy cocktail dress hardly looks like what she is: a real life "Queen of the Jungle", who operates in exotic and highly adventuresome business.

As a dealer in primitive art objects, Ingeborg de Beausacq hacks through the steaming bush of tropical New Guinea in search of ancestor statues, house posts, masks, bowls, and figurines for sale to American museums and collectors. Some of her best sources of supply are partly reformed head-hunters.

Ingeborg, however, feels that head-hunters have been much maligned. In fact, her belief that head-hunters are nice, friendly people in need of help started her in business.

As a New York fashion photographer, she got tired of the whirl one day in 1957 and set off for New Guinea and adventure. Her life among the cannibals later was reported in *Parade* (June 22, 1958).

The Big Idea

Ingeborg found less adventure than she bargained for, cannibalism was on the wane since Australian authorities severely frowned on it. The head-hunters had been reduced to hunting crocodiles or raising peanuts for a meagre living.

That gave Ingeborg an idea. American decorators, she knew, were gobbling up traditional primitive art of the kind New Guinea's hard-pressed cannibals specialised in.

Why not commission them to turn out carvings for the American decorator trade, and help them to a better standard of living?

Ingeborg went back to New Guinea in 1959 with her idea. The natives were delighted at the chance to work for 75 cents a day and a free loin cloth. They were so helpful, in fact, that they almost torpedoed the whole project.

"They imitated everything they had ever seen in an American magazine," Ingeborg recalls, "trays and pots and walking sticks, mostly. It was awful junk."

Her first task was to straighten out the assembly line. Once it was functioning smoothly, Ingeborg spent her time tracking down old carvings. Negotiations to buy were elaborate.

"First you have to be greeted," she says. "Then you're conducted to the guest house. Then you have a drink of coconut juice. After some polite talk about the weather and the children, you get around to business."

"Price Conference"

One bit of business negotiated by Ingeborg involved two 12-foot ceremonial posts. Considered the prize of her collection, they were about 50 years old, represented the work of 12 families.

She had to find the heirs of each family, get everyone's permission to buy, hold a price conference—and then figure a way to get the posts out.

Made of ironwood, which is so heavy it won't float, the posts required a 14-man carrying force for the trip out of the jungle.

Then, lashed to Ingeborg's power-driven houseboat, they were hauled down the Sepik River to the nearest port.

Finally, along with 400 other carvings, the posts reached New York. Ingeborg, after seven months in slacks and mosquito net, came back with them.

But now in cocktail dress and high heels, she's eager to return to the jungle. Her pals, the cannibals, diverted from carving people to carving ironwood, are still working furiously for the Yankee dollar.

CLOSER GEIC RELATIONS URGED

CLOSER relationships and co-operation between Gilbert and Ellice Islanders was urged by the Resident Commissioner, Mr. M. L. Bernacchi when addressing pupils at the King George V government school at Bikenibeu, Tarawa, recently. Mr. Bernacchi said that he had tried hard to break down the isolation which existed between the Ellice and Gilberts people and he urged the pupils not to think solely in terms of their own home islands.

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Sydneysider Goes Walkabout

London Traffic Is Out Of Hand

LONDON: Probably if all visiting colonials were instructed before arrival to treat England, and particularly London, like a foreign country, and not just an extension of home, a lot of heartburning would be saved on both sides. The paths of the bloke from the outer dominions and the home-grown Englishman have diverged a long way in the last 175 years, and any similarity between the way of life in Australia, for example, and in the UK is now largely co-incidental.

THERE are far too many people in this country to be able to live comfortably with the current wave of prosperity. It is frustrating for the visitor who doesn't know the rules to have to compete with 10,000,000 Londoners for a 10 bob seat in a movie; a 23 bob seat at a play; for a midday sandwich and a cup of tea; or a fourpenny bus ride. The solution is the thrice-cursed

queue, which the Englishman, and particularly the Englishwoman, still forms at the drop of a hat.

You have to learn new eating laws, and (particularly) new drinking laws; new shopping hours that change from district to district and almost from street to street. New working hours and new sleeping hours—it's useless expecting the average Englishman to function properly before 10 a.m.; he has hardly got the sleep out of his eyes by then.

Slap Right Back at the Shophands

But that's all in the material plane, just Junior League stuff. It's when you get to human contacts that you get into the post-graduate class. Spoiled by a decade of booming tourism, the London shop-assistant, the clerk, the minor official have all developed a quick brush-off tactic that's a world beater. In three seconds flat, you can be made to feel as unwelcome as a piece of very dead fish; organised into a queue 300 yards long; pushed up the wrong dead-end lane; told you can't do that here, *madam*; or we never stock *that*, *madam*. The only defence is to slap right back, and you are frequently "in", and then these new lords of creation sometimes become quite human.

On the other side of the ledger, the English can't place our accent and consequently can't pigeon-hole us. This puts them at a disadvantage and they retire behind what's called English reserve, but which can also sound like plain damn rudeness, until you get used to it.



London has discovered the hamburger. "Wimpy Bars" like this one are now opening at the rate of one a week in England to meet the demand. The chain that runs these is also planning to open Polynesian Houses.

They also hate our attempts to cut across the thousands of self-disciplinary rules they have built up to enable 11 million of them to live in this city called London, and a further 40 million odd to live in this small island.

Guide-books about London, and England, all about historic sights and monuments, are endless. But there is a crying need for something along the lines of How to Live with the English. Without an Apoplexy.

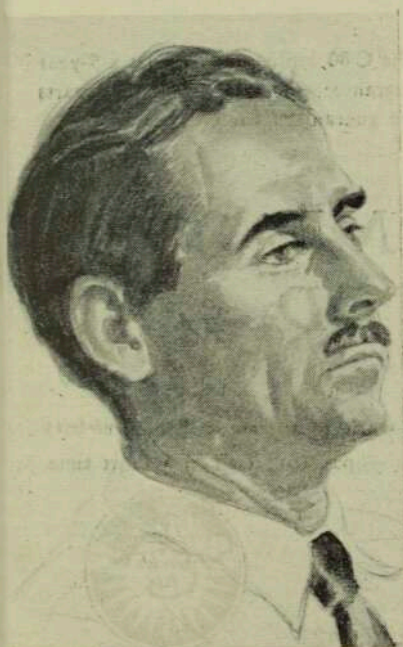
The Changes of Four Years

When at the limit of exasperation, it is good to remember that it is the first few weeks that are the worst. After that you get almost to like the place. Here are a few of the obvious changes since I was last here about four years ago:

TRAFFIC: On that occasion I believed that it was less nerve destroying to drive a car in London (and England) than in Sydney; that drivers were more courteous; parking easier. None of that is true any more. There probably is a statistic to show how much the car population has increased but what it is I know not. It's obvious, however, that if it goes on at the present rate, it won't take four more years to bring everything to a dead stop.

What are they going to do about it, if anything? Not even the blitz loosened things up! Wherever there was a bomb site four years ago, now there is a building. Town planning and rights of land ownership don't go together.

London's maze of dead-ends,



Among the Islanders "Sydneysider" met in London . . . Ted Fulton, of Mukurapau Plantation, Kokopo, as seen by Brett Hilder.



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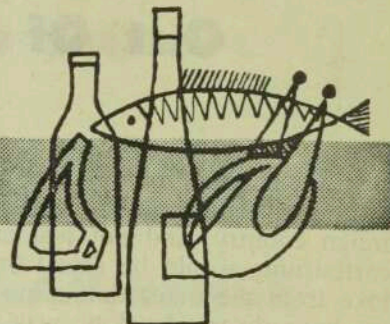


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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

traffic roundabouts, Pink Zones, one-way streets are scientifically planned by some Traffic brain; but coupled with London's speed demons, who converge on you three ways at once at supersonic speeds, it becomes a motorised jungle in which no quarter is given. That's fair enough, though it doesn't provide for the stranger in town.

The London driver's reaction to anything that displeases him—and that ranges from anything but instantaneous jet take-off when the light turns amber, to everything that looks like obstructing his progress—is to lean on the horn button and hurl abuse from the driving seat.

The parking problem seems unlikely to be solved until they invent collapsible cars that can be carried aside like a brief case; and the once sacrosanct zebra pedestrian crossings are so no longer, or only if you insist. Take your life in your hands and plunge out onto one, and the traffic will come to a screeching halt. Hesitate in the gutter and the game of chicken is on with victory to the bloke in the vehicle.

COSTS: With the possible exception of clothing, and then it is cheap only if you shop away out in outer darkness at Tooting Bec or Edgware Road, everything is dearer than in Australia though wages are lower, taxes higher. Fruit, meat, vegetables are in the luxury bracket, although, as usual, everything is available if you pay enough for it. Peaches, apricots, and plums are selling here in January—probably from North Africa; black grapes from some continental hot-house. Chrysanthemums as big as a Pekinese dog, tulips and daffodils, hyacinths in pots are all available at astronomical prices. But it is in the small services where the jolt comes most; shoe repairing, dry cleaning, hair-dressing and similar services are 50 per cent. higher than at home.

One price exception is TV sets; the local popular 17 in. size sells for about 50 guineas, half the price of similar Australian models. But the programmes are just as junk as those below the Line: Westerns, corny variety, and newscasts that look as though they have been photographed through seven layers of gauze round about dawn).

Better Cooking,

Brighter Pubs

The standard of cooking seems improved, although the growing and eating of brussels-sprouts, is still, regrettably, a national pastime. The pubs, country, town and suburban, have got even brighter; most of them have had new face lifts, new decor. The beer is still warm and weak like water, but the hospitality is always there, the sandwiches are fine.

These pubs stand out like beacons in contrast to the tatty, dirty un-

inspired village tea shop that is the only alternative in the light refreshment field. For comfort, civilised form of drinking they stand out also in contrast to the seething mob of grog swillers that characterise the hotels of Australia, New Zealand and the Pacific Islands.

There are two places in England where you can get quiet, no queues, elbow room and some peace: One's in church, the other's a pub.

SURPRISE: One result of prosperity and progress is the almost universal adoption of central heating, not only in large blocks of flats, stores, pubs, hotels and public

buildings, but in private homes. This has come over the UK in the last few years almost to the same degree that air-conditioning has hit the tourist spots of Florida, USA.

The result is that the sting has almost entirely gone from the English winter and you are much more likely to die of a heat stroke inside one of these artificial tropics, than take a death of cold outside.

Even the outside temperature comes as a relief and is no harder to bear than the occasional cold spells of a Sydney winter. Your Sydneysider came equipped with wool pants and vests against the expected



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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

lizards, but so far has had no need of wool garments. The vest, unsullied, mint condition, is used, rolled up, as a tea cosy—an item with which the flat is not equipped. But there are signs of winter. We look at the sun per week is average. The light comes between 8 and 9 a.m., by 3 p.m. it is twilight, dark at four.

The sky is grey and drips drizzle into muddy pavements, and the mist flows up the river and around the bare branches of the trees in the parks. It sounds melancholy, but it has its own peculiar beauty and charm. In small doses.

Another sign of winter is that Mr Winston Churchill has flown to the Mediterranean.

Some Other Islanders

On Walkabout

According to the proverb, you have only to stand long enough on any street corner in London and everyone in the world will go by. That's as maybe, but according to more reliable statistics there are something like 60,000 Australians living in the UK (most of them in London) at any given minute.

There are a fair sprinkling of islanders amongst them, too, although probably not so many at this time of the year. Amongst the new, Mr. and Mrs. E. T. Fulton, of Fikurapau Plantation, Kokopo, New Guinea, turned up during the first week in January, with their three young daughters, Mary, Elizabeth and Catherine. It is a snap holiday to take in the girls' school holidays, and combining a bit of plantation business for Fikurapau.

In the late 30's, when we were both younger, Ted and I, with members of my family, were partners in a gold-mining lease on the Ulahau, in the mountains between But and Maprik, NG. I remember one occasion when we were somehow by ourselves on the lease. I was recovering from a bout of malaria and he was in the middle of an attack of gastric fever. We were sour with the world and with each other, but to cheer ourselves up we sat and planned that, if the lease turned out alright, we would put the money into a plantation—not because plantations were then considered lucrative—they weren't—but because it sounded a "nice life" in comparison with the one we were leading.

Much water flowed under the bridge and Ted, at least, achieved his plantation. As well as organised family reunions periodically ever since, we have occasionally run into each other unexpectedly in unscheduled places.

In those old Ulahau days, when we had prospects and little else, when we lived on a steady diet of canned meat and taro; and life was

a succession of fever and rain and mildew; damp-bedsails and boy's-blankets under a tent fly when out prospecting, and the same furnishings under a sac-sac roof when in camp; we didn't think ahead to a day when we should dine *en famille* at the Dorchester, Park Lane, I, for one, had never heard of the place then.

Perambulating Girls

There Are Aplenty

But back to these perambulating Australians: A large proportion of the 60,000 semi-permanents are young girls in their early twenties who come over here in droves in every ship.

With nothing much behind them but a return fare, they settle in for a working holiday of usually two years that takes in just about everything from North Cape to Gibraltar.

Three typical examples whom we have been seeing in the last weeks are Dora Ragg, daughter of Mr. and Mrs. David Ragg, of Fiji and Sydney, who is dug in for the time being doing research for the next edition of Chamber's Encyclopaedia.

Beatrice Hilder, daughter of Captain Brett Hilder, of Burns Philp Line ships, and Mrs. Hilder. Beatrice is currently having a bout of hospital, which she is treating like these youngsters treat all

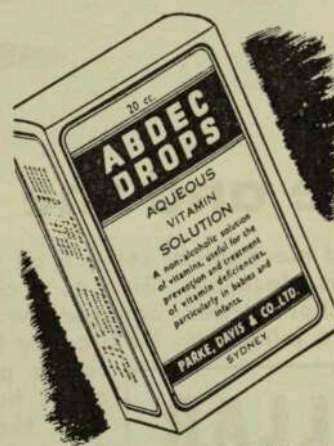
temporary impediments to their planned route of progress, but before that was designing for a Susan Small subsidiary.

And Robin Ritchie, daughter of a Pacific Publications director, who is 5 ft 2 in., 23, and with a pal has ridden her motor scooter all over Europe from Norway to Spain and back again. She is a trained nurse, but when out of funds, washes dishes if necessary—an occupation that cuts across any language barrier.

She had dinner with us, at Simpson's, in the Strand—a poised, well-groomed young woman. After it, she unparked her scooter from a side street, broke out a crash-helmet and a pair of fleecy-lined boots from a carry-all, said her good-nights and rode off and away into the swirling fog of a London winter night.

Some of these days, no doubt, all of these youngsters will go back home and marry Australians who most likely will try to convince them that a woman's place is in the home.

Only two applications were received for the right of operating the catering concession at the terminal building at the new Nadi Airport, and the concession has been let to Messrs. George Barros and Peter Slimmer, lately of Pan American Airways catering staff at Nadi.



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the Last Of The Wanderer

In Search Of Uncle Ben

Mr. Alan Lennox-Boyd, former British Secretary of State for the Colonies, is currently visiting the South Pacific where he hopes among other things to find some evidence of the fate of his great uncle Benjamin Boyd (see Editors' Mailbox). The search has created quite a lot of interest in Australian and New Zealand newspapers.

PIM from time to time has published reports on the colourful Scot, Boyd, who in 1842 sailed to Australia in his schooner *Wanderer*, and who was in 1851 killed by natives on Guadalcanal.

One of the contributors to PIM's series of stories was Mr. Norman Wallis (PIM, April, 1958), who wrote an article in *The Sydney Morning Herald* in January during the current discussion started by Mr. Lennox-Boyd's trip, brought the information on Boyd up to date.

In his *Herald* article Mr. Wallis points out that after seven enterprising, dramatic and disastrous years in Australia, during which he dissipated about £500,000 entrusted to him by British investors, Boyd sailed for the Californian goldfields hoping there to recoup his fortune. But after a little more

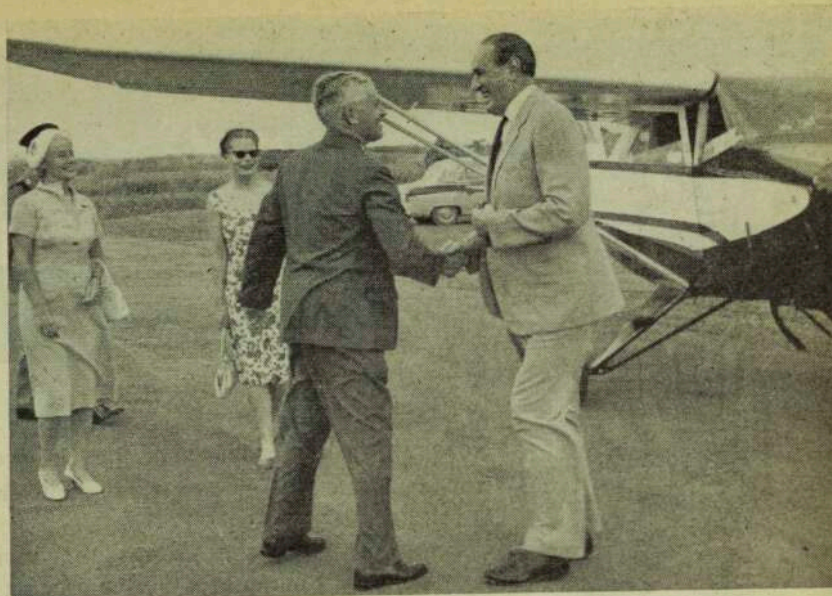
than a year this was unsuccessful, and Boyd sailed from California to the Pacific Islands, with some vague idea of forming a Polynesian Republic.

At what was later named Wanderer's Bay, Guadalcanal, Boyd, hunting ashore with a native servant named Kapertania, was attacked. Neither was seen again, though the native's head was alleged to have been recovered later. Mr. Wallis says there are still historical errors and misconceptions in existence about the life and death of Boyd.

Forty-six years after Boyd's death, John Webster, sailing master of the *Wanderer*, was still complaining of the state of inaccuracies which persisted in stories of the *Wanderer's* Bay episode.

Photos: Rob Wright, Fiji PRO

Mr. Wallis adds that in 1959 he



Mr. Alan Lennox-Boyd (right) greeted by the Governor of Fiji, Sir Kenneth Maddocks on his arrival by air in Suva during his current Pacific tour. In the background are Lady Maddocks and Lady Patrica Boyd.

saw the extensive collection of Boydiana which Mr. Lennox-Boyd has established in his home in Belgrave Square in London.

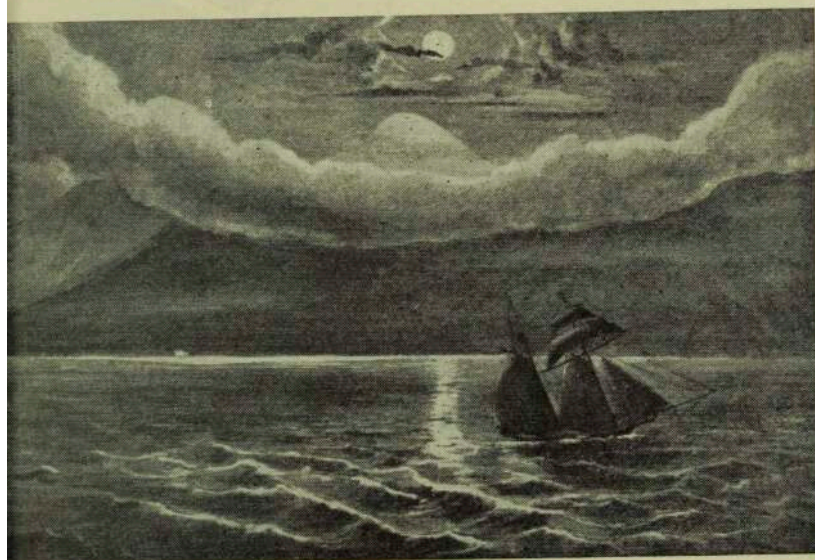
These include historical documents, personal belongings of Ben Boyd, a scale model of the *Wanderer* and paintings of the famous schooner by Oswald Brierly, the marine artist who accompanied Boyd to Sydney.

Rare Book

Mr. Wallis gave Mr. Boyd one of the seven extant copies of John Webster's *The Last Voyage of the Wanderer* and photostat copies of five letters written by Webster, George Crawford (mate) and William Ottiwell (master) of the *Wanderer*—the originals of which were presented to the Sydney Mitchell Library by Mr. Wallis in 1958.

The letters were discovered in the pages of one of the volumes, unearthed in the 'Thirties. Webster's letter, to a friend, described the attack by the natives on the *Wanderer*, the hand to hand fight on board; and the subsequent bombardment and firing of the villages.

Later in *The Sydney Morning Herald*, Alexandra Wilkinson, of Wahroonga, Sydney, wrote to say she had almost completed a biography of Benjamin Boyd. She also made one or two corrections of Mr. Wallis' material—although not on any of the facts that are reported here.



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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

Fiji's Banana Problem

Some "Are Just Pig Feed"

From J. P. Shortall, in Auckland

The question of whether the Fiji banana was being pushed enough on the New Zealand market was the subject of a good deal of comment during the January second reading of the new Banana Export and Marketing Bill in the Fiji Legislative Council.

OUT of it all, it was made clear that the Fiji Government had been making constant effort to induce an increase in New Zealand imports, that the present restrictions were part of a general tightening of overseas currency allocations by New Zealand, not just directed towards Fiji or bananas, and that New Zealand could in any case obtain all the good quality bananas that were required without resorting to any acceptance of second grade fruit from Fiji.

The debate was sharpened somewhat by advice from New Zealand that only 10,000 cases would be accepted in a certain January shipment, whereas 17,000 cases of what Fiji classes "first grade" were actually available for shipment.

It is a great pity that those who talk of forcing New Zealand to accept more Fiji bananas, even "second grade" bananas, could not make an occasional circuit of the Auckland fruit retailers to study the facts of life.

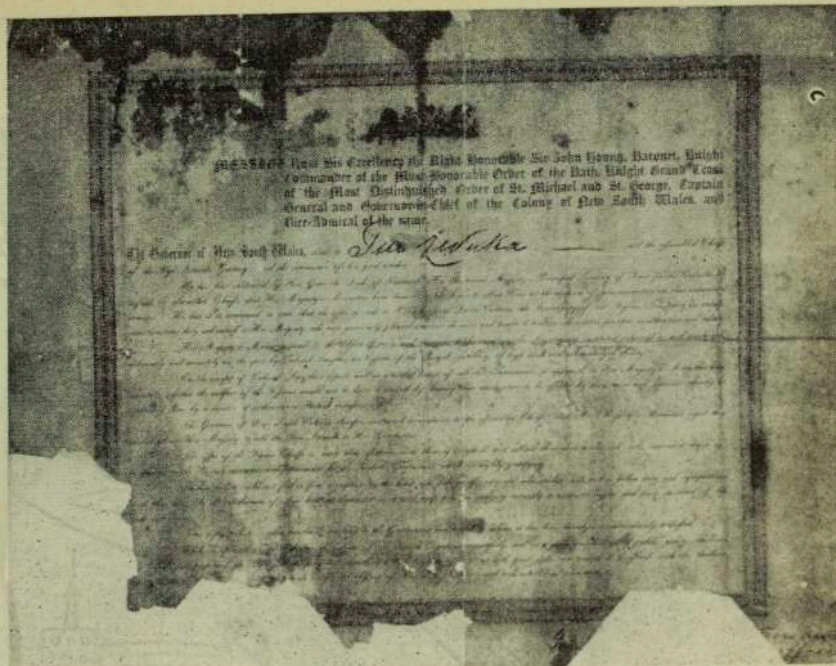
They would then see that there is rarely, if ever, a "first grade" banana on sale in New Zealand, and there are usually ample supplies of very second and third grade bananas.

To anyone familiar with the condition of the fruit as it is offered to the public it is difficult indeed to believe—as was suggested by one speaker—that a lot of New Zealand consumers would be prepared to accept an even lower grade than that already offered.

No Comparison

The average Fiji banana—as it appears in the Auckland retailer's store—bears no comparison with the average Tongan banana, which is usually half as large again, well filled, and altogether a superior item—though still decidedly second

(Continued on page 67)



When Britain Rejected Fiji

This historical document, of topical interest in view of the growing troubles of Fiji, has recently been brought to light at Levuka by the great-grandson of Tui Levuka, to whom it was addressed in 1862.

SEVERAL other copies were presented to Fijian Chiefs at the same time but this copy is the only one known to be in existence. The document contains a message from Sir John Young, Governor of the Colony of New South Wales, on instructions from Whitehall, informing the Fijian Chiefs that Queen Victoria had declined to add the Fiji Islands to her dominions. The document was presented in 1862.

Twelve years later, after a lot of water had gone under the bridge, Cakobau eventually managed to cede Fiji to Queen Victoria.

The text of the message reads:

Message from His Excellency the Right Honourable Sir John Young, Baronet, Knight Commander of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain General and Governor-in-Chief of the Colony of New South Wales, and Vice Admiral of the Same.

The Governor of New South Wales, sends to Tui Levuka—and the assembled Chiefs of the Fiji Islands, Greeting and the expression of his good wishes.

He has been instructed by His Grace the Duke of Newcastle, Her Britannic Majesty's Principal Secretary of State for the Colonies to inform the assembled Chiefs, that Her Majesty's Ministers have done Him the honour to select Him as the medium of communication on this interesting occasion. He has it in command to state, that the offer to cede to Her

Majesty Queen Victoria, the Sovereignty of the Fijian Territories on certain conditions was duly submitted to Her Majesty, who was graciously pleased to receive the same and remit it to Her Ministers for their consideration and advice.

Her Majesty's Ministers made it the subject of early and anxious deliberation. An Inquiry was instituted, intrusted to, and conducted diligently and minutely on the spot by Colonel Smythe, an Officer of the Royal Artillery, of high rank and acknowledged ability.

On the receipt of Colonel Smythe's report, and on a careful review of all the circumstances, it appeared to Her Majesty's Ministers very uncertain whether the welfare of the Fijians would not be better consulted by leaving their civilisation to be effected by the causes and agencies already in operation, than by a direct, and authoritative British interference.

The Governor of New South Wales is therefore instructed to announce to the assembled Chiefs, that Her Majesty's Ministers regret they cannot advise Her Majesty to add the Fiji Islands to Her Dominions.

The offer of the Fijian Chiefs to unite their fortunes with those of England, and submit themselves to British rule, evinces a degree of confidence in the British character, and admiration for the British Government, which are highly gratifying.

Such a tribute could not fail to find a response in the heart and feelings of every one who wishes well to his fellow men, and sympathises with those who like the inhabitants of Fiji have set themselves in a good way, and are studying earnestly

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attain a higher and purer standard of life and institutions. This lofty tribute is more peculiarly due to the Government and people to whom it has been directly and immediately addressed. While therefore their offer to become subjects of the British Crown is respectfully, and on a grave consideration of public policy, declined, the Chiefs and people of the Fiji Islands may rest assured that their longings after peace and good order are viewed in England with the liveliest sympathy, and of the thousands invoke the blessing of providence of their moral and intellectual advancement.

The part of the document which contained the signature is mostly missing. But it was presumably signed by Captain Jenkins, of HMS *Miranda*, which arrived at Levuka on July 7, 1862, from Port Jackson, carrying the copies of the message. It was read to the assembled Chiefs on board the *Miranda* by Mr. Pritchard, the British Consul at Levuka.

Banana Problem

(Continued from page 65)

grade as compared with bananas offered in Europe, for example.

There may be the best of reasons why this is so—but none of those reasons will bear the slightest weight with the New Zealand banana consumers if they have any say in the matter.

They don't have much say, and most of them never bother to see where the fruit originated, but those that do would turn thumbs down on any further lowering of Fiji standards, and suggest that Fiji earn a little from Tonga and perhaps from Samoa, although a great deal of low grade fruit also comes from there.

A Challenge

Should anyone doubt that the situation is as bad as painted here, *PIM's* Auckland correspondent offers to identify a cross-section of shippers and case-numbers where the case contents "can be classed only as good average pig feed", despite the costly inspection systems which the fruit passes through prior to export.

If the market for dried bananas in the United States is anything like as promising as it has been painted by one recent investigator from Fiji, one can only wonder why the Fiji Government is not working all out to divert to that form of export in which much lower grade fruit can be successfully used. Yet the possibilities of drying bananas received only the barest mention by the speaker during the debate. The Fiji Government has not at any time refuted recent published statements concerning American dried banana market possibilities.

See Pacific Report for later news

A wartime relic is this torpedo, photographed by Mr. Hugh Osborne on the reef at Rossel Island. There is also the wreck of a Japanese ship the "Inaha Maru" and a US submarine, together with other odds and ends of the war.



Rossel Waters Were Tabu

The Rev. H. K. Bartlett, now State Secretary of Methodist Overseas Missions in South Australia, spent 14 years in South East Papua as a missionary and as such was interested in Mr. Hugh Osborne's account of Rossel Island in August "PIM"—particularly as that account referred to the murder of a European diver who had been exploring Yongga Bay for shell.

HE says that the murder doesn't surprise him, as these waters were highly tabu and there would not be much doubt about the fate of a foreigner who "broke the rules" half a century ago.

The tabu stemmed from the two types of local shell money—Ndap and Nko—which are supposed to have been in existence "since the gods first discovered the island".

There were 22 main values of Ndap, Mr. Bartlett says; these were roughly triangular. Variation in colour indicated value. Nko was a shell disc perforated and strung on a piece of creeper. The intricate monetary system of these people has been described by W. E. Armstrong in his book, *Rossel Island*, which was published in 1928.

Mr. Bartlett continues.

"Some of the Islanders claim that the god Wonajo, who sailed in a wooden dish from Sudest to Rossel, found a bivalve in Yongga Bay. He used one valve to fashion Ndap and from the other he made Nko. Yongga Bay then became a powerful Yaba—an extremely tabu spot. Others contend that Ndap came from Yongga and that Nko was fashioned from Wolunga Bay shell. Potent Yaba is found there, also.

"All agree that the "coins" are very old, and that the shells from which they are made are not found on Rossel today. I was shown a single worm-eaten valve of an unidentified giant spondylus which the owner (not a Rossel man) stated was Nko. Being a keen shell collector, as well as an amateur anthropologist, I tried to secure some specimens from Yongga Bay. Nothing that I could offer would induce

the local people to dive there. One old man explained that no one could enter the water of Yongga Bay and live. Even, if by accident, a man fell from a canoe he could not escape the penalty.

"Is this the explanation of the murder of that intrepid European diver in the early days of the century?

Chinese Relics?

"I have visited Rossel many times. Often Ernest (Dick) Whitehouse—Senior European Medical Assistant—travelled with me. After a visit to an inland village, Whitehouse told me that he had noticed some Chinese characteristics in the buildings which, he said, showed a distinct departure from the traditional Rossel Island design. He was intrigued with the remains of some huge earthworks, which appeared to have been formed for purposes of defence. These were situated beside the track on a high ridge between Dyindyo village and Abaleti, Harry Osborne's home. I was never able to inspect the site which might provide some interesting evidence of the fate of some of the *St. Paul's* crew.

"I recall seeing numerous old coins (European, not shell) that had been found on the island. The Rev. Ern. Clarke, Methodist Missionary to Rossel in 1928, had a silver dollar (Spanish or Mexican) stamped with Chinese characters. The late Jack Hides gathered some ancient Spanish doubloons found at Dyindyo, and from the same village I had a sovereign of 1843 in almost mint condition. The finder claimed that he had got it in the soil clinging to a taro root."



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P-NG'S MOST ACUTE EDUCATION PROBLEM

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This is the third and final article dealing with the future of education in Papua-New Guinea, extracted from an address given by the Director of P-NG Education, Mr. G. T. Roscoe, to the P-NG Regional Group of the Royal Institute of Public Administration, in Port Moresby. This, together with the other extracts published in December and January, gives a first-class summary of the difficulties experienced in the huge task of educating the Territory. Mr. Roscoe continues:

A VEXED question is the place the vernacular should have in Universal Primary Education.

I recently have read a report on the use of English as the medium of instruction in schools in Ghana. As you are no doubt aware, the Government of Ghana has given peremptory instructions that there is to be Universal Primary Education and Universal Literacy in English throughout their country. The difficulties in the way are very like those we are grappling with. Four highly qualified educationists were asked to advise the Government—

- (a) Whether the use of English as a medium of instruction throughout the primary stage is feasible, intrinsically sound and educationally desirable.
- (b) If so, what procedure to this end should be adopted, and from what date should any changes be made?

I have studied with grim amusement the map that accompanies the report, showing the distribution of native languages in Ghana. They have six principal vernaculars; we have over 500.

Three of the members of the committee gave us their opinion that it was not advisable to teach in the vernacular from the start. They recommended:—

"At the beginning of the primary course, instruction will be given through the medium of the local vernacular with English taught as a new language."

"As soon as possible there will be a transition from the vernacular to English as a medium of instruction and the upper classes will receive all instruction through the medium of English, except that throughout the whole course the vernacular will receive special study."

The fourth member of the committee, Mr. J. T. N. Yankah, dissociated himself entirely from his recommendation.

He recommends that the "Government must order the teachings of the diverse vernacular languages and their use as a medium of instruction to be stopped in all State-aided primary and middle schools and training colleges from the be-

ginning of 1959. Religious instruction in the vernacular in the lower primary may be allowed. All training colleges and the primary and middle schools should start intensive teaching of English and its use as a medium of instruction from the beginning of 1957".

Use of English

The plan recommended by the majority of the committee is very close to what is actually being done in mission schools in this Territory.

The Administration no longer pays grants-in-aid for purely vernacular education; but it does pay grants-in-aid to mission schools in which the vernacular is used as an introduction to English.

The Department has compiled a very simple course in oral English suitable for use by a native teacher whose own knowledge of English is limited.

In areas of minimum contact a school which is being taught in the local vernacular, but in which the "LM Oral English Course" is being used, is regarded as fulfilling the requirements for recognition.

The use of the vernacular as a medium of instruction is permitted up to and including Standard II, by which time the children should be beginning to read and write English, as well as speak it.

The syllabus prescribes that English should begin to be used as a medium of instruction in Standard III, and that by the time children reached Standard VI they should have a reasonably good command of the language.

In point of fact, these expectations are not realised in native day-schools. Children listen to English in school, and read and write it to a limited extent; but immediately they are released they revert to the vernacular. It is only in boarding schools, where it is possible to encourage the continual use of English in and out of school, that they really become fluent.

My own experience, which is supported by that of others, is that the acquisition of a language is very much easier in a situation



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which constantly calls for its use. If you want to learn to speak Motu, for example, you must spend a major part of your time mixing with the village people.

The whole atmosphere of a boarding-school is European. The furniture and utensils are called by European names, and the school routine conforms to European conventions. It is just as natural to speak English in such surroundings as it is to speak the vernacular in our father's hut.

The plan recommended by the assenting member of the Ghana committee, English from the very beginning, is largely followed in administration schools. No provision is made in the syllabus for teaching children to read and write in the vernacular in such schools. They start on oral English straight away and, as soon as possible, are taught to read and write in the language. At least that is the intention, but in practice some use is made of the vernacular for purposes of explanation in the lower standards.

The Place of Pidgin

The use of Pidgin is not officially encouraged, but it is found impossible to dispense with it for purposes of explanation. This is particularly the case in areas of limited European contact.

I am quite convinced now that in urbanised areas the Primary (T) school can quickly bring the children to the point where English can be employed as the medium of instruction. The children are living in an environment where they have many opportunities out of school hours to hear English spoken. There are many situations in which it is very much to their advantage to speak English.

The situation is quite different in the Western Highlands. For purposes of communication with Native Affairs officers and with other native people who do not share their vernacular, Pidgin is actually more useful than English. In the Western Highlands at present we are teaching children to be literate in Pidgin before they go on to literacy in English. This is not found to be a handicap in the Western Highlands.

Stern Measures With Missions

I am learning slowly over the years that it is not possible to devise one pattern of teaching method that is equally suitable in all parts of this Territory. In my own thinking I classify education areas under four heads:—

- (i) Areas of minimum contact.
- (ii) Areas of limited contact.
- (iii) Areas of frequent contact.
- (iv) Urbanised areas.

In each of these categories there must be a somewhat different attitude towards the use of vernaculars or *lingua francas* and certain differences in our teaching methods.

Certain missions insist on being allowed to promote literacy in the vernacular, because they believe that religious and moral teaching is relatively ineffective in a foreign tongue. They claim that the mother tongue brings religious and moral ideas home to the people with convincing force. The Department does not raise an objection to this provided it is not an obstacle to the teaching of English.

An objection is raised, however, to the use in mission schools, as media of instruction, of vernaculars which are not local and are in many cases almost as foreign to the people as a European language would be.

Certain missions have acquired a vested interest in particular languages because their books are

printed in that language, and their teachers trained in it. In a new area, instead of adopting the local vernacular, they seek to impose the imported language on the people.

This practice is strongly opposed by the Department; and, indeed, the Minister has authorised the closing during the year 1960 of mission schools in which the foreign vernaculars are used as media of instruction.

It is interesting to note that they have these troubles in Ghana. The investigating committee visited a school where the language in 1 and 2 was Twi, in 3 was Ga, in 4 was Fante, and in 5 and 6 was Ga. The reasons given were that Mr. X, the teacher of Class 3, cannot speak Twi, so he teaches in Ga, while

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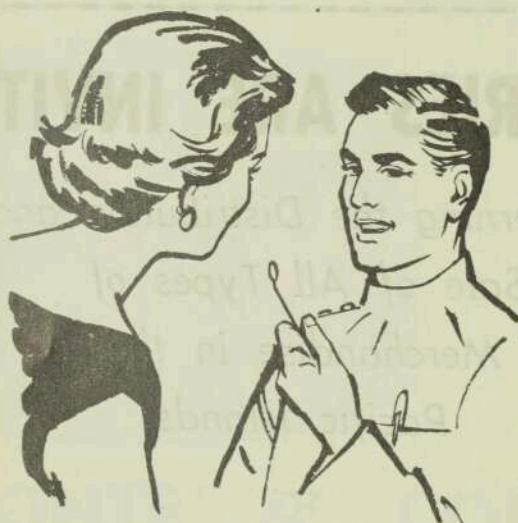
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W101

FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

Scholarship Winner's Distinctions

The first officer of the Papua-New Guinea Administration to win a university scholarship endowed by the Administration under a new scheme has fully justified his endowment.

He is Mr. Peter Kaad, who used the full-time scholarship for one year to complete his Bachelor of Arts course at the University of Queensland. He graduated, with two distinctions and two credits in his final examination.

Mr. Kaad is now stationed at Rabaul as New Britain District Officer (Western Region).

Miss Y cannot speak Twi, so she teaches in Fante.

One final point I might make in regard to the vernacular is that it has been found in some schools, where children were taught to read and write in English and not in the vernacular, that later on, of their own accord, they wrote letters in the vernacular, spelt phonetically, and did quite well; and, further, when for the first time they were confronted with their mother tongue in print, they had no difficulty in reading and understanding it.

Three Main Difficulties

The difficulties with which we are faced in the development of universal education in this Territory are of three kinds.

The first are technical problems, mostly concerned with teaching method. We have to find out the most effective approach to English in different places, sound methods of teaching arithmetic to children in whose culture number plays an insignificant part, ways of illustrating social studies lessons to children who have met few Europeans and have never seen the sea. These problems are difficult, but we can cope with them.

The second type of difficulty is connected with lack of resources in staff, buildings, transport and material. The problem of staff recruitment is not one that concerns the Department alone. All departments find it difficult to obtain qualified recruits from Australia.

Our main trouble at the present time is that very few male teachers in Australia are applying for appointment to the Territory service. We can actually recruit young women to the limit of the quota allowed in the Estimates, but what we need most of all are single young men who are qualified teachers and have the spirit of pioneers. I do not know whether such young men are in short supply in Australia, or whether it is that our methods of

advertising are not sufficiently attractive. A proposal is at present under consideration for the extension of our recruiting campaign to overseas countries.

Lack of resources in buildings, transport and material basically arise from limited finance.

In our earlier part of this paper I have expressed doubts as to the extent to which we can expect constantly increasing financial aid from the Commonwealth of Australia. It is extremely important that the native people as soon as possible should come to make the maximum contribution to the cost of educating their children.

To give them credit where it is due, they have generally been willing to provide temporary buildings of bush material for the establishment of primary schools wherever

the Department could provide teachers. The trouble about temporary buildings of bush material is that their life is so limited.

Local Government Council areas are prepared to devote a considerable portion of their revenue from local taxes to the construction of permanent school buildings. In fact they are doing this to such an extent that the Department is embarrassed because we cannot provide them with trained native teachers.

The Department plans an emergency programme of teacher-training in 1960 to provide the maximum possible number of "A" certificated teachers to staff such schools. The "A" certificate is the lowest qualification we recognise and I am not at all happy at having to devote so much of our teacher training potential to preparing people who

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Some Practical Help in Vila

About 40 students of a Noumea school which gives special advanced training in the trades, received some really practical experience in January.

The students, mainly carpenters and masons, were sent off to Vila to help in the big job of reconstructing the town after the damage caused by the two cyclones which struck in December.

The pupils took all their own tools, cooking and sleeping gear, and were under the direction of two teachers.

The school is a trades school mostly attended by natives in which special accelerated courses in the trades are given by specialised instructors from France.

The school has the backing of New Caledonian industry and in only a few years it has rendered first-class service to the labour market.

will not be competent to teach classes higher than Standard IV.

It has to be accepted, however, that in the initial stages Universal Primary Education will be lower Primary, Standards I to IV, for the great majority of pupils.

There is no doubt of the willingness of the native people to tax themselves and contribute generously for the Department of Education.

At present the revenues of Local Government councils are limited by the low level of taxable income of most native people. Every step forward in native economic development makes possible an advance in Primary education.

"Prejudices and Attitudes"

The third kind of difficulty with which the Department has to grapple is psychological.

There are obstacles which consist of prejudices and attitudes in the minds of people whose co-operation we need in order to carry out our task. Particularly do we need the co-operation of officers of other departments.

There are some public servants who are familiar with routine procedure but who have an imperfect appreciation of policy, especially the policy of departments other than their own. Such officers at times can be obstructive.

Public Service procedure has a natural tendency to become more complicated and new developments render old procedures obsolescent. All officers need to be reminded that

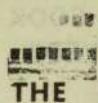
it is not the policy of the Public Service to maintain inefficient and outmoded procedures. Any officer who can see a way of streamlining business is encouraged to submit suggestions for which, if accepted, he will receive an appropriate award.

Even in the regulations as they stand, there is often a provision for exceptional circumstances, and permission can be obtained from a competent authority to take short cuts where necessary.

In the past our Department has encountered obstruction from officers who have a preventive, rather than a progressive attitude; but I can say with truth that during the past twelve months, the officers of my

Department have reported receiving more co-operation from other departments than we have ever had before. I put this down to a better knowledge and understanding of education policy and objectives in the Public Service generally.

The Department of Education faces up to its task in a spirit of optimism tempered with realism. I do not know whether Universal Primary Education in this country will really be achieved. All I know is that the director and his officers are united in their determination to spare no effort to achieve it, and, with the assistance of other public servants, the missionaries, the general public, and the native people themselves, we can go a long way.



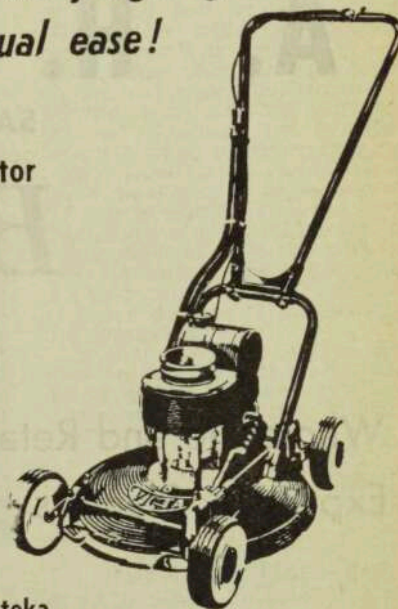
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Pacific Islands
Monthly

MAGAZINE SECTION

Tropicalities

Tarawa Today

HERE is "A Short Guide to Tarawa", as the Gilbert and Ellice Islands monthly news-sheet sees it:

Tarawa is the Colony Headquarters, and to District Commissioners at Ocean, Canton and Christmas (anything up to 2,000 miles from HQ) it is merely one amorphous collection of telegraphic addresses, each with a penchant for sending ridiculous, embarrassing or infuriating signals. At that distance COLAUDIT, TRADE, EDUCATION, and SECGOV are all one part of the anonymity of HQ.

But looked at a bit closer, Tarawa turns out to be quite different from the headquarters, capitals, or what-have-you of other places. It is, like Gaul, split into three parts, but the separating element is water and not a land mass.

In the western tip of the atoll lies Betio, home of the Wholesale Society, the Wireless station, the Co-operatives, and the District Commissioner's station. Four miles to the east lies the islet of Bairiki, the administrative centre of the Colony, with Secretariat, Treasury, and Audit plying their pens and adding machines alongside the white-collar section of the Works Department. And then, 16 miles over two reefs passages, is Bikenibeu, the home of the Education and Medical Departments, the hospital and schools, the pedagogues and medicos.

What follows is inevitable.

Betio becomes known as the wild and boisterous dockland. Quite inoffensive Administration officers, co-operators, or clerks assume, when they have been in Betio a few weeks, a *je ne sais quoi*, an air of raffish brigandage. They are the rough wharfies, the teddy-boys (inclined to sport side whiskers) and the city slickers; they've seen the seamy side of life and, of course, they are rebels. Authority should be observed if you're likely to get caught, but if you can get away with it, then... what's a vote book for anyway? That is Betio, rough, tough and rather disreputable.

The contrast at Bairiki is striking. Houses are in rows, and life is ordered. Roads are well swept and the solid respectability of a middle-class suburb lies all around. To the

imperturbable officers of Bairiki the smell of copra, the creak of winches, ships setting sail for Christmas Island, Abemama or Amsterdam are all things to read of in a file. The outside world is, for them, peopled with lesser beings who seek permission or advice, who make elementary errors of addition, and strange rustics who seem unwilling to acknowledge the infallibility and the impermeability of General Orders and Financial Instructions. To everyone else, Bairiki is where "they" live. It is the land of "they".

It would not take Bairiki long to put its stamp of conscious superiority on any provincial peasant, but it is generally admitted that it would find the frontiersmen of Bikenibeu the hardest nuts to crack. ("You have to cut their tails off first, you see"). Here again we have rebels, but of a different ilk. Men are men in Bikenibeu and it is sheer ignorance of the law, and

using ignorance in its purest sense of nescience, that makes them rebels. One would like to see them thunder into Bairiki and tie up their steaming horses to the hitching bar of the club. That cannot be, but, even so, the Land-Rovers from Bikenibeu are driven with a panache quite foreign to the low-gear Olympians of Bairiki, and the outlandish dress, the unsophisticated language and quaint customs of the outback, when seen in the metropolis, add charm and interest to the scene.

All this adds up to Tarawa, a gem of many facets.

The Mixture As Before

THE dalo men will eat dalo, the curry men curry, and the remainder will eat dry hash in Fiji's gaols, as in the past. At least that appeared to be the outcome of a recent Legislative Council debate on the subject of a standard prison diet.

The question of a standard diet had been raised by the Fourth Fijian Member, Semesa Sikivou. He said that he felt there should be no discrimination in standards of accommodation, and that as far as religious beliefs permitted, there should be a common diet for all.

He said: "I don't believe in certain prisoners being allowed to sleep on mattresses while others are not allowed mattresses, and I don't believe in some people getting bread and jam while others don't. When these things are done on a racial basis it is wrong".

No other member had comment on the mattresses, but when it came to the turn of the Director of Medical Services, Dr. Dill-Russell, he commented on the diet question.

Dr. Dill-Russell admitted that there was a diet scale laid down for Europeans, Fijians, and Indians. There was a great difference in the staple diet of the three races in Fiji, he said. The Europeans did not in general eat what the Indians ate, nor did the Fijians eat what the Europeans ate.

At that juncture Semesa Sikivou rose to interject that he entirely disagreed and that he was extremely disappointed with the Director of Medical Services.

Dr. Dill-Russell repeated "There is a difference in the diet of the three races and I do not believe that a common diet could be introduced".

Post Offices Please Copy

MAIL comes in lots of different ways but the other day here in Lae we had a sample of the bamboo mail. The letter was from medical student Michael Powell, of Lae, who was on patrol



According to the poet it was "stout Cortez" who, with eagle eye, first looked on the Pacific... "silent upon a peak in Darien". But the poets are notoriously bad historians and the Panamanians, anyhow, know that it was in fact Balboa who first saw the not-always Pacific Ocean. Here, in effigy, Balboa looks Pacific-wards from Panama City—as roving editor Judy Tudor's camera sees him.

in the Sarawagat Ranges, which run roughly down the centre of the Huon Peninsula, and it was addressed to his mother in Lae. He encased it in bamboo, tied it with adhesive tape, cut the address into the bamboo, and then a runner brought it in a lot quicker time than some of the mail we get across from Port Moresby. And was delivered right to the front door, with a broad smile!—Pat.

Robbery On the Queen's Highways

SUVA City Council is considering installation of parking meters. Some people in Suva are for it and some are agin it, and among the agins is Mr. A. H. Marlow, representing the Automobile Association, who has gone on record as saying: "These are the Queen's highways. Why should we have to pay for parking? We pay enough in wheel tax and licences."

We're all for Mr. Marlow.

From what we've seen, parking meters can be highway robbery. In Sydney, since the meters were installed there a few short years ago, ostensibly to ration space in the

busiest streets, they have blossomed out to streets, and even to suburbs, where they are used merely as a tax gathering gimmick. Some people now have to pay to park in front of their own houses! Suva beware!

They've Dragons in NG

CARNIVOROUS, tree-climbing "dragons" which will attack humans if provoked are well known to coastal natives of Papua-New Guinea, according to P-NG Patrol Officer Ian Gibbons. He said natives had told him the "dragons" grew to 20 feet in length, and lived on the flesh of wallabies and other animals.

"I believe these giant lizards are 'Komona Dragons', which generally are believed to exist only on the Japanese island of Komono", Gibbons said.

"Wherever I have gone in the coastal districts of TGE Territory where wallabies are common, I have found natives who know of these dragons.

"In several places I had natives do drawings of the dragons, which they call tree climbing crocodiles," Gibbons said.

Do You Remember?

A letter from a Port Moresby man, published in "PIM" 20 years ago, spoke feelingly about alarm reports that Canberra was contemplating the introduction of a come tax in Papua because of the war. Said the correspondent, indignantly: "Papuan residents have for many years been staggered under a load far heavier and more unwieldy than their envious neighbours in Australia." It took 20 years but it happened.

Here are some extracts from the issue February, 1940:

"The copra producer today is worse off than he was just before the war—after then he was not enjoying even a brief and better existence," said a "PIM" editorial, which asked, "How long will copra producers sit quiet under the exploitation?" The trouble was that copra prices had risen since the war from £10/12/- a ton to £13/5/-, but the whole of the rise had been absorbed by high freight and marketing price.

In Western Samoa the United Progressive Party sharply criticised the policy of the NZ Government in appointing young men from the NZ public service to vacancies in the West Samoa Public service. It was stated there were a number of positions in Samoa which could be quite adequately filled by Euroneseans. "PIM" remarked editorially that there was justice in the claim, that in intelligence, industry and appearance the Euroneseans compared favourably with Europeans, and as Samoans in their own country they had every justification for asking that as many public service positions as possible be made available to them. However, NZ so far had blandly ignored the Euroneseans' requests, said "PIM".

From Rabaul, threatened with extinction because of the proposal that Lae be made the capital of the Mandated Territory, it was reported that business was now brightening up since the announcement that headquarters would remain in Rabaul at least for the duration of the war. Said a "PIM" correspondent: "Those who profess to know are confident now that the capital will not be moved elsewhere—that the new observatory will give the community sufficient warning of impending eruption". The first portion of that prophecy has been proved right.

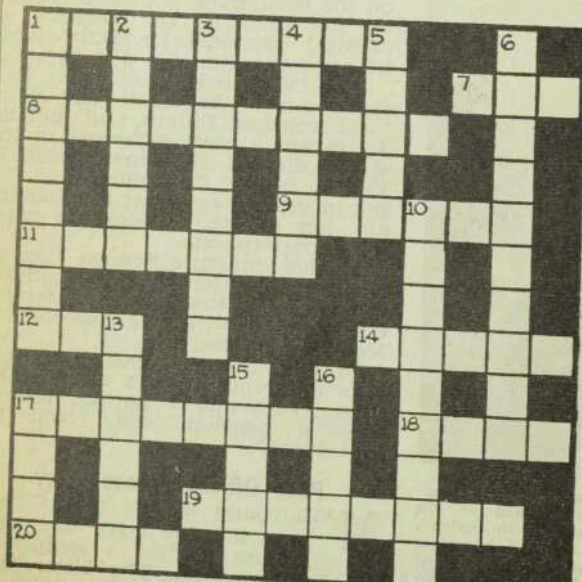
There was big talk that a cocoa industry could be soundly established in the old Mandated Territory of NG—and possibly even give copra a run for its money. (It took longer than they thought but it's certainly happening.)

The Banabans of Ocean Island—a native community then 500 strong—handed the sum of £10,000 to the Colonial Office to be passed on to King George as a contribution to the British War Fund. The High Commissioner for the Western Pacific had suggested to the Banabans that £2,000 would be regarded as a generous gift, but the Banabans had decided it was going to be "£10,000 or nothing".

CROSSQUIZ

— ACROSS —

- 1.—What is the largest state in India?
- 7.—For what does an actress wait?
- 8.—What fair was famous for its fighting and debauchery?
- 9.—What plant is cultivated for its use in salads?
- 11.—What is the largest canton in Switzerland?
- 12.—What prefix means new?
- 14.—What wars were between Rome and Carthage?



(For solution see page 95)

- 17.—Which Australian helped to develop the atomic bomb?
- 18.—What does an elephant have in common with a walrus?
- 19.—What famous Indian stone is the property of the Royal Family?
- 20.—Who made Bath a resort for fashion and ruled it like a monarch?

— DOWN —

- 1.—What is the lightest known chemical element?
- 2.—Who discovered a comet that was last seen in 1858?
- 3.—Which British battleship was torpedoed and sunk while at anchor in Scapa Flow in 1939?
- 4.—Who wrote the controversial book "Eyes on the Ashes"?
- 5.—What was the surname of the hero of Dickens' unfinished novel?
- 6.—What is another name for cavies?
- 10.—What is the term for the process by which an electric current magnetises a nearby body?
- 13.—What are compounds with oxygen?
- 15.—Who discovered Newfoundland?
- 16.—What is usually the highest room?
- 17.—Where did Britain attack the French fleet in World War II?

Some Light of a Sort on an Old Problem

Why Do Smokers?

Why do smokers smoke? Do they smoke to confirm their adulthood; as a substitute for a feeling of importance; because they think it accelerates their inspiration; because they have a longing for adventure?

DR. H. B. CYRAN, who graduated in medicine from the University of Poznań, Poland, and who now lives in Sydney and takes a special interest in psychology, has been looking into the smoking habit lately, and has produced a paper on the subject which he suspects may be of interest to the tobacco firms.

If Islands residents have any arguments about his views they may get a chance to discuss them with him face to face. He hopes he may be able to work in the South Pacific.

These are the points he makes on smoking in his paper, "Investigations Into Motives Underlying the Habit Of Tobacco Smoking".

The Reasons

The basic motives for smoking, he says, can be divided into two groups—the needs rooted in an individual—and the needs rooted in a cultural group. There is no sharp demarcation line. Among those reasons are:

Confirmation of Adulthood: The unchallenged youthful smoker finds confirmation of his virility. Smoking is an ego booster.

Substitute for Feeling of Importance: The muscular form of the cheeks, which is achieved by holding a cigar or cigarette in the mouth, is that of roundness, and it is identical to the "blown up" position adopted by boastful, impertinent or self-sure people. The more central the holding position of the cigarette, the more ego-centric the smoker.

Need for Concentration: The bowl of a pipe, the glowing end of a cigarette, constitutes a central point which assists in gathering the stray thoughts. The converging angle of the eyes created by manipulating the smoking item, assists the concentration of thought.

Spanish Wall Effect: In a difficult situation, where a postponement of decision, or a crushing effect of speech is required, the time involved in lighting a smoke provides a Spanish wall between the two sides—a time stretching effect.

Replacement for Missing Appreciation: After a task has been performed, the ego demands apprecia-

tion, and this is given by a premium "have a smoke". (It stresses a point that all life is a constant give and take).

On the Threshold of Adventure Complex: This is from the association of the effects produced by the bluish smoke of the burning tobacco, with the bluish haze of the distant horizon, beyond which lies adventure. There are also associations with memories of actual adventure, such as burning logs in camp fires, pioneering days, burning autumn leaves, haze on distant shores.

A Craze to be Free from Obsession: Freedom and a feeling of the wide open spaces, from associations with the bluish smoke, its free and constant run and change of pattern—all as a remedy for congested, restricted, oppressed and pre-determined patterns of present-day behaviour.

Missing Link Provision: In periods of waiting or of boredom, and in intervals between actions, smoking constitutes a continuation of activity, which prevents the rise of a feeling of unrest or irritation.

Feeling of Traditional Unity: The desire of identification with a social group ("What was good enough for my father and grandfather is good enough for me"). This provides a second grade feeling of security, de-



Why does this islander smoke? With a pipe like that, we'd guess it probably has something to do with what Dr. Cyran refers to as a substitute for a feeling of importance.

rived from a sense of uninterrupted continuity.

Inspiration Accelerator: The free run of smoke and unrestrained development of pattern can trigger inspiration.

Secondary Reasons

According to Dr. Cyran, there are also secondary reasons for smoking. There are:

Epicurean Complex: This is a sense of fullness, a desire to top up the good things, to round off everything in a harmonious unit—e.g., after a good meal, a good smoke.

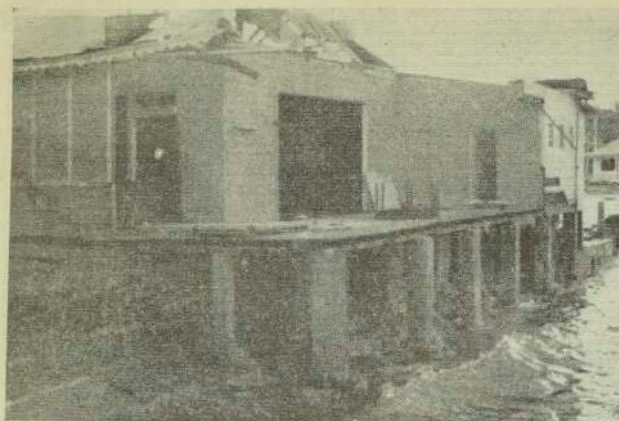
Misconstrued Belief: That smoking is a remedy for nervousness, obesity, for sleeplessness.

Prestudied Effects: The desire to give himself a variety of airs—e.g., (a) preoccupation—the smoker talks with a cigarette in his mouth, (b) carelessness—the smoker waves the

(Continued on page 93)



With a cigarette like this, perhaps you could obey doctor's orders and cut down your smoking to only one a day! Members of New Guinea's Pacific Islands Regiment, on a recent visit to Sydney, inspect the results of a cigarette making machine at W. D. & H. O. Wills' factory at Raleigh Park.



Can Hurricanes Be Diverted

What are the chances of attempting to divert a hurricane from its natural path? Not bad at all, not bad at all — except that the cost of the job would be more than the amount of damage the hurricane would have done anyhow.

THE fact that anybody thinks it's even possible to divert a hurricane is interesting news, but meteorologists have been studying the problem for some years and last year they took stock.

The US Weather Bureau, the Air Force and other US Government agencies launched a full-scale hurricane busting or diverting project in June, 1956—the work to take at least five years.

Aerial flights into the calm "eye" of a hurricane have been going on in the Caribbean and the North West Pacific annually since then.

Other field work has been carried out in various parts of the world and is closely linked with rain making experiments in which Australian scientists of the CSIRO have been among the leaders.

A recent survey of results was carried out by Dr. Archie Kehan, a meteorologist of long experience with the US Weather Bureau and the US Air Force.

The meteorologists are not at all despondent that hurricane diversion is a project is too expensive at the moment. They say that if more money were made available by various Governments to carry on research work, more headway might be made in discovering cheaper ways of climate control.

Some Bright Ideas

Among the ideas put forward for climate control in specific areas is one which would involve towing huge icebergs from the Arctic or Antarctic to tropical or sub-tropical

areas. There they would slowly melt and have a substantial effect on the climate nearby—or perhaps over a considerable area if they could be moored in a current so that their cooling influence would drift along a coast-line.

A regular supply of well developed bergs moored between Fanning and Christmas Island could, for instance, have a considerable effect on rainfall and fertility in the Gilbert and Ellice Islands as the cold water drifted west—but it would take a great deal of ice over a long period.

Less costly might be a scheme proposed by a Russian engineer whereby a dam would be built between the mainland and Sakhalin Island north of Japan with gates which would permit the tidal current to flow only north.

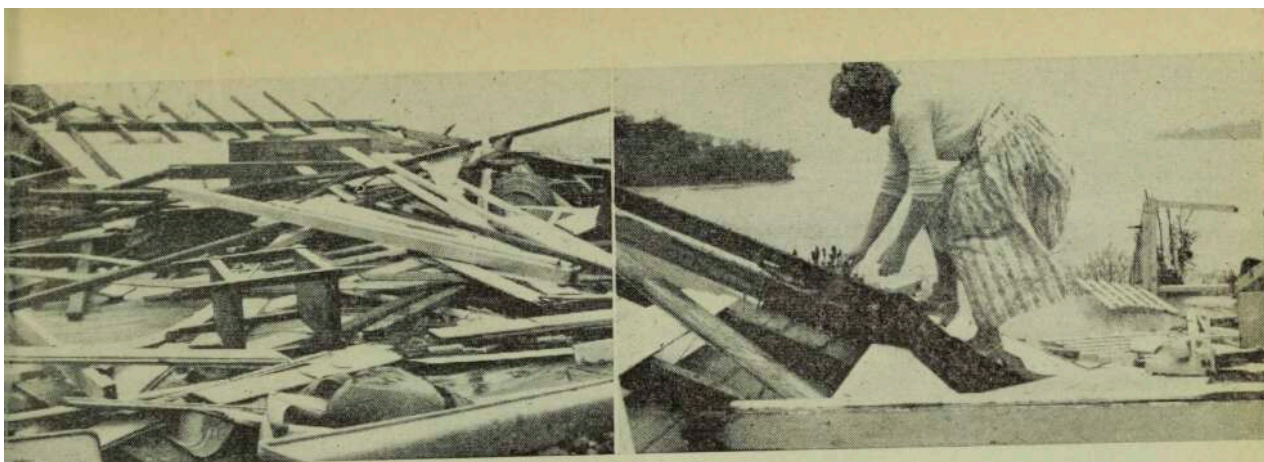
This would have the effect of blocking an important cold ocean current and of warming thousands of miles of Asiatic coastline. The dam would be only five miles long but would be a tremendous undertaking, due to the strong tidal flow.

Its erection would, it is thought, have a profound effect on the climate of Japan by raising the air temperature sufficiently to prevent snowfalls in winter, and this might effect the paths of the typhoons.

(Continued on page 93)



Before December's hurricane struck Vila, members of the Vila club on the waterfront used to dine on the verandah. But afterwards there was nothing much left of the verandah or, in fact, the club, as the picture at the top left shows. Top right, the school was unroofed—to the delight of the children, if not the parents. Above, Australian Army sappers disembark from a huge Hercules transport which brought them and equipment from Sydney to help Vila straighten itself out. Photos: Reece Discombe and Numa Daly.



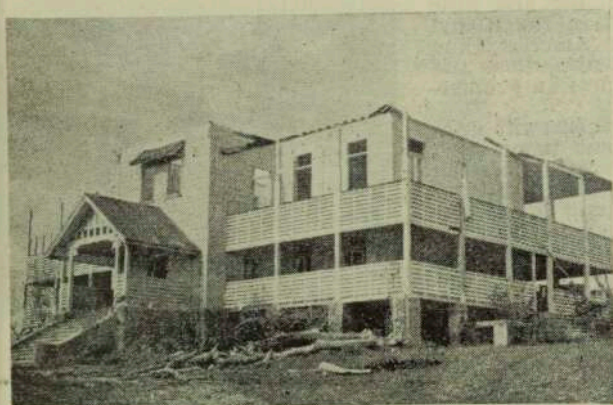
VILA PICKS UP THE PIECES

There was not much left on the house of Mr. D. F. Kay, relieving manager for BP, when the Vila hurricane struck in December, as the top photos show. Mr. Kay's wife, Joan, sifts around among the wreckage to see what she can recover. The telephone is at the bottom right of the picture. In the photo at right, thousands of bags of cement tumble into the sea from Burns Philp's cement dock. Below it, smashed palms tell their own story of what happened to plantations in the New Hebrides. At the bottom is a typical scene following the blow, as Mrs. Reece Discombe hangs up wet clothes to dry in her unroofed house.

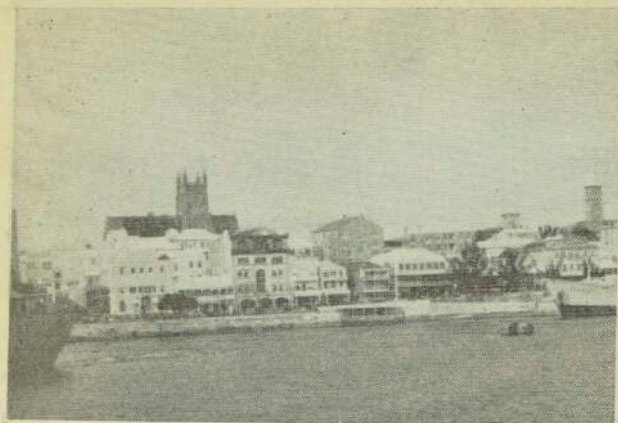
Photos: Reece Discombe.



—Numa Daly.



Houses were unroofed all over Vila like the one on the left, occupied by a leading citizen. In the photo above it, a car lies wrecked after it was blown over a cliff.



R. W. Robson takes a quick look at Bermuda, refuge of harried millionaires

A Different Kind Of Island State

When I made a brief call at Bermuda — Britain's famous old sub-tropical isle in the North Atlantic — I was interested chiefly in renewing acquaintance with J. W. Sykes, Government Secretary there, and lately Acting-Governor. He spent 16 years in Fiji service, and married Lema Ragg, member of a famous old Kai Viti family.

BUT I ended by making a quick study of one of Britain's most fascinating Crown Colonies. Even before it became a refuge for America's most heavily-taxed millionaires, it had accumulated vast wealth, out of a strange, picturesque history.

In its physical character, constitution, and present economic condition it has remarkable features. Maybe, there are lessons here for some South Pacific Islands.

Although it is well outside the tropics, Bermuda is a formation of up-heaved coral—rounded hills, little green valleys, limestone crags, deep foids showing all the sparkling colours from light green to dark blue.

Evidently, the warm waters of the Gulf Stream, washing across some submarine mountain-tops, encouraged the coral insects to perform. Nowhere else, outside the tropics, is there a similar formation. Coconut palms grow precariously, but do not flourish.

Human beings did not find this lovely land until 1515, when a Portuguese navigator reported it. A century later, in 1609, a shipload of English migrants, headed for Virginia, were blown into the maze of reefs northwards of Bermuda, struggled ashore, and settled there. Others joined them in the 1600's, to

form a permanent, comfortable colony.

Little Ships Brought Big Money

The archipelago—it is one big island, and a few little ones—was covered with a unique, slow-growing cedar. This made Bermuda's fortune.

Using cedar, over the centuries, the ingenious English constructed bigger and bigger, better and better boats; until Bermuda ships, manned by Bermuda's natural sailors, were famous all over the Atlantic.

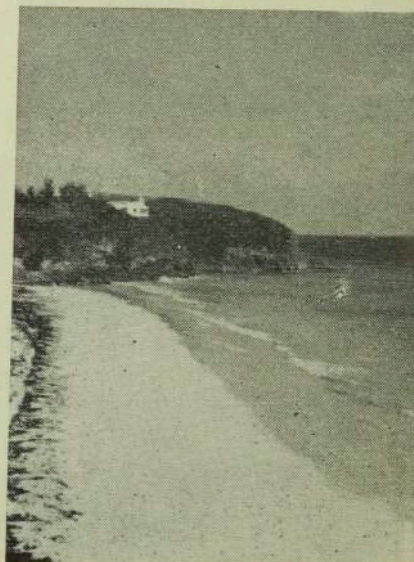
Time marched on. Big and little States were formed in North and Central and South America; and developed wars, and revolutions and social crises, like American Prohibition.

Bermudans, using their swift ships and their magnificent home port, just 600 miles off the American coast, between the mass of new American countries and interfering old Europe, flourished mightily, in legal and illegal trade, as carriers, gun-runners, smugglers, and traffickers in liquor.

Most of the original score of settled families took deep root in Bermuda. In the ensuing 350 years, they have become part of the Bermudan structure, and very rich and influential.

A century ago, steamships displace sail and shattered Bermuda's basic industries; but well-endowed Bermuda easily survived an economic siege. The siege ended long ago when rich Americans discovered, in Bermuda, the ideal holiday isle.

Today, Bermuda may be described as a benevolent octopus—which creature it resembles, in shape and character. Its greenclad, limestone ridges spread out from Hamilton—capital and port—in all directions; and between each tentacle there is usually a deep, quiet harbour and a fine beach of white or pink coral sand. Its fame as a holiday resort has spread like tentacles across the



One of Bermuda's famous picnic beaches.

"One of Britain's most fascinating Crown Colonies", is how W. Robson describes Bermuda. Although it's in the North Atlantic, coconut palms grow there. The two views at left show the capital and port, Hamilton, with almost a touch of Java in its buildings. As a matter of fact, Bermuda's Government Secretary, Mr. J. W. Sykes, spent 16 years in Fiji.

world, to draw the cream of well-endowed folk to its soft, pleasant climate, fabulous hotels, irresistible golf course and fishing grounds.

Nowadays, Bermuda exports practically nothing, except a few flowers. But the Colony's 40,000 people live like minor kings, on the high revenues brought in from overseas by casual holiday-makers and by the fleeing, tax-haunted members of the West's Upper Ten.

Seventy per cent. of Bermuda's 40,000 now are negroes or negroid—descendants of people who drifted to the island after the early British colonists, to hew and fetch and carry. They are the best-fed, most comfortable coloured people I have ever seen.

Their attractive houses line the power hills; they have education and small cars and television. The lowest wage, paid to the humblest sweeper of the astonishingly clean and tidy streets, is £14 Sterling per week.

They are happy, laughing people, and they cast no envious looks upon the beautiful, white and pink houses which nestle among the greenery of the low hill-tops, where dwell the fortunate whites who inherited Bermuda.

No Income Tax

Bermuda, like Monaco or the Bahamas, is one of the famous places where a whole community is completely free of poverty and care, because it gives pleasure and security to the harried rich.

In Bermuda, there are no income taxes, no death duties.

The other day there died here a man whose trustees, without shrinking, proclaimed an estate worth £903,000, and kept the lot.

Between 400 and 500 overseas companies are registered in Bermuda. They do not trade there; but they keep their share registers there, and from there they issue their proud and fearless balance-sheets. It costs them, in fees, a few thousand pounds per annum to maintain their shingles in the Colony; but their savings in taxation are calculated in millions.

Well-trained Government Treasurers look upon the set-up with horror. It is a Socialist thinker's nightmare. But it works! Lord, how it works!

For example, consider the absence of death duties.

Facing their inevitable end—and the apparently inevitable destruction of the estates which they so

painfully have accumulated—sundry rich men of North America and Britain turn thoughtful eyes upon Bermuda. Retirement is due; and what could be pleasanter than retirement in Bermuda! Domicile in Bermuda means that, when death comes, the treasured estate is not going to be rent asunder by the merciless talons of the tax-collector.

Whereupon the said rich men seek estates in Bermuda's limited area.

Naturally, the law of supply and demand operates. If you own a property in Bermuda, which you are prepared to rent or sell, you name an astronomical figure which ensures your material welfare. The Government does not get in on the deal directly—but the Government (which, of course, is the whole community) benefits very much indirectly.

Private Enterprise In Control

The political set-up in Bermuda is peculiar.

The Administration is little more than a trusteeship for the large group of old families, which literally own and run the islands.

Parliament has an upper and a lower chamber, and the latter is elected by voters who get onto the rolls of the nine parishes through a complicated system of property ownership. Most people vote. This Parliament has almost complete power over the government—Whitehall merely appoints a Governor and a team of administrative officials, and exercises a sort of benevolent supervision.

Whitehall's benevolence shapes the attitude of the old families to the island's commoner folk; so that, while the public service is reduced to an absolute minimum, and there is none of that tortuous thing that the more sophisticated States call "social welfare", the community seems better cared for than any other community I ever have examined.

The Government gets its revenues from a customs tariff, and from very healthy rentals charged Uncle Sam for air and sea bases, and from a few odds and ends of taxes; and this is sufficient to provide an excellent system of concrete roads, schools of modest standard, and a sufficient health service. Port dues take care of the port, and the post and telephone section lives on its own receipts.

(Continued on page 95)



A Brett Hilder Profile

A SALT-WATER INHABITANT

Charlie Ashley, salt-water inhabitant of New Guinea, was born in 1900 at Sale, near Manchester, in England. He went to sea at the age of 13 in the four-masted ship *Tamar* owned by Shutes of Liverpool.

AFTER serving the first year of his apprenticeship he joined the RNR for war service, and did one year at Osborne College, on the Isle of Wight. He was a Cadet Midshipman in HMS *Triumph*, at Gallipoli, and in the Torpedo-Boat Destroyer *Tipperary*, at Jutland. The rest of the war was spent in various ships, including the destroyers *Swift* and *Marne*, and HMS *Alsation*, of the famous 10th Cruiser Squadron of converted merchant liners, under the flag of Admiral Sir Reginald Tupper.

After the war, Charlie passed for second mate at Liverpool, and joined Canadian Pacific Ocean Services as junior second mate of the old *Alsation*, then re-named *Empress of France*, on the trans-Atlantic run. After passing for first mate at Liverpool and serving in various companies, including the Blue Star Line, he came out to Australia as third mate of SS *Allara* and was in various ships of the Adelaide company as third, second and first mate.

About this period, 1925, Charlie sat for extra master in Sydney, but

(Continued on page 95)

THE MONTH'S NEW READING

As an instructive and, as it turned out, entertaining, ship-board task on the way to London, I read Sir Arthur Bryant's *Triumph in the West*, the second and completing volume based on Viscount Alanbrooke's war diaries. So it is appropriate that the review be written here in London, where most of the events took place.

"APPROPRIATE"—but probably even more unreal than if I found myself doing the job on a South Pacific island, or in the middle of the Sahara, instead of in danger of dehydration inside this steam-heated flat while the cold January sky weeps drizzle outside. For the physical scars of the war Alanbrooke fought have all but healed. Few gaping "bomb sites" remain—as they did even 4½ years ago when I was last here.

Large blocks of offices and flats fill the gaps the bombs left, but for the most part the architecture is conventional; London soot, damp and grime does the rest, and in five years it is hard, outwardly, anyhow, to distinguish the very new from what might have been there for 200 years.

But even more to the point, a new generation has grown up since Alanbrooke did his stuff as Chief of the Imperial General Staff; and if these long-haired youths with their pipe-stem pants and Robin Hood hats, or their Egyptian-eyed girls, think at all of the ancient history that was the Second World War, they give no sign of it.

However, in one respect this is a good place to review this particular book: Here amongst Englishmen and Englishmen's circumlocutionary and tradition-steeped methods of doing anything, from buying the groceries to foreign policy, it is far easier to understand how the British war chiefs almost drive their American colleagues round the bend; and why a great deal of this and other published diaries of other Allied war leaders, are devoted so largely to battles with friends, and to a considerably lesser degree to how they got on with the war.

The Cold War

Probably the greatest contribution to history that this section of Alanbrooke's memoirs makes, is not—interesting, amusing or instructive as they mostly are—in its catalogue of differences between Eisenhower and his ebullient subordinate, Field Marshal Montgomery; or the arguments about a Second Front or the wisdom of the Italian campaign or other projected or rejected campaigns; or the troubles Alanbrooke had with Prime Minister Churchill; but in the catalogue of events that cast their

shadows before and were the genesis of the Cold War that had bedevilled the world since the "peace" of 1945.

If the United States has carried the biggest burden during these 15 years, *Triumph in the West* makes it abundantly clear that much of it was the result of American thinking or Roosevelt thinking—in the vital years between 1942-45.

It is evident that Roosevelt considered himself the instrument for bridging the ideological gulf between the Soviet Union and the West and, according to this account, during his many talks with Stalin continually stressed the fact that the forward-looking American character had more in common with the USSR point of view, than with conservative Imperialistic Britain, which had maintained the balance of world power in the past.

Roosevelt's conception of the future was based on America and Russia working together for the "future governance of mankind", and he shaped his military and civil policies to conform to this ideal.

Roosevelt, of course, died before this new heaven and earth came into being, and although there were signs, even before his death, that there were serpents in his Eden, his last message to Churchill, sent on the morning of the day he died, still indicated his state of wishful thinking: "I would minimise the

general Soviet problem as much possible," he said.

At this time, by his wish, he had the Allied armies held up where they could have made their first assault on Berlin, in order that the Russians who had been bogged down could catch up. Two days after Roosevelt's death, the Russians began their offensive and five days later entered Berlin. It was not until four days later still that they linked up with the waiting Americans, halted 50 miles to the south.

Truman's Legacy

When Truman stepped into the dead President's shoes, he felt himself morally bound to carry on his predecessor's policy of trust in Soviet leaders. He found himself surrounded by civil and military advisers who had been educated to look with suspicion on England's so-called imperialistic policy. It would have taken a far stronger and able man than Truman to shake himself loose from that set-up, at that stage.

It was Churchill's wish to have the Russians until they had honoured their agreements, while the Allies still had sufficient force on the spot to force them to do so. But the Americans insisted on withdrawing their troops to the west of Leipzig, and in presenting to the Russians a huge slice of Central Europe, although already the Soviet leaders had shown their brutal hand in Poland.

It was in regard to this that Churchill, soon himself to be voted out of office by the British public, coined one of his last famous phrases: It was, he said, "bringing down an iron curtain between us and everything to the eastward".

In the American view, however, it was vital that the United States "should not be manoeuvred into a position where she would be aligned with Great Britain in a bloc against

The Gift

"Please make me a favourite night —",
The Spirit of the Island, wishful, said.
"A sky that will be bright
With millions of diamante pieces spread

In glitt'ring glory —". So the listening seas
Encircled bay and reef, breathed deep,
Inhaled the Island's mood, and silent trees
By ruffling breeze were waked from sleep.

Below pearl glimmer of smooth creamy sands
The phosphorous lit the ocean fragments. Stark
Casuarinas, waxing droopily to strands
Of palm, hear sea-depths bubbling on rock-mass dark.

Now blended with a song of wavelets piling
Onto shore, the bird-wings' rhythm low, above,
Was harmonising, as the Island Spirit, smiling,
Gave this night of hers to us — with love.

Mackay, Queensland

—VAL BUSUTTIN

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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

ussia, in order to implement Eng-
nd's European policy."
Churchill (or England), it was
eld, was more concerned with "up-
olding England's position in Europe
an in preserving peace."

Entertainment Value

Bryant's first book based on
Alanbrooke's diaries (*Turn of the
tide*) ended with triumph in North
Africa in 1942; the present volume
covers the years 1943-46, and thus
includes some incidents after the
end of actual hostilities, when the
Cold War was already shaping it-
self.

As in the first volume, a great
deal of its entertainment value—
quite apart from its merit as a
history—comes from the actual ex-
tracts from the diaries and the word
pictures and vignettes of famous
characters and events, which remove
the characters in question from
 lofty pedestals and cut them down
to human size.

At the end of 1943, in Cairo,
Alanbrooke met his Chinese Allies
in the persons of Generalissimo and
Madame Chiang Kai-shek, in whom
the Americans set considerable store,
and Alanbrooke, none whatever. His
description of the pair is interest-
ing:

"The Generalissimo reminded me
of a cross between a pine-martin
and a ferret. A shrewd, foxy sort
of face. Evidently with no grasp
of war in its larger aspects but de-
termined to get the best of all
bargains."

He wrote, later, of Madame:
"I have never known whether
Madame Chiang gate-crashed into
the morning's Plenary Meeting, or
whether she was actually invited. It
makes little difference, for I feel
certain that she would have turned
up, whether invited or not. She was
the only woman amongst a very
large gathering of men and was de-
termined to bring into action all the
charms nature had blessed her with.
Although not good looking she cer-
tainly had a good figure which she
knew how to display at its best...
her closely clinging dress of black
satin with gold chrysanthemums
displayed a slit which exposed one
of the most shapely of legs. . . I
even thought I heard a suppressed
sneigh from a group of the younger
members.

Who Wore The Pants?

"The trouble that lay behind this
was that we were left wondering
whether we were dealing with
Chiang or with Madame. Whenever
he was addressed, his Chinese Gen-
eral sitting on his right interpreted
for him, but as soon as he had
finished, Madame said: 'Excuse me,
gentlemen, I do not think that the
interpreter has conveyed the full
meaning of the thoughts that the
Generalissimo wishes to express. If
you allow me I shall put before you

his real thoughts.' I certainly felt
that she was the leading spirit of
the two and that I did not trust
her very far. . . As for Chiang...
he was certainly very successful in
leading the Americans down the
garden path."

As also, with the previous volume,
the book abounds in Churchill
anecdote. It has been questioned
often enough whether it is wise to
expose the clay feet of heroes which
the unfortunate public, in times of
national disaster, must regard as
supreme beings.

Both the Alanbrooke volumes
present Churchill as the impulsive,
problem-child rather than as a
great statesman, and as a final
exercise in giant-logging, this in-

cident describing Churchill's visit
to the Allied lines during the cross-
ing of the Rhine, deserves a place
for itself:

"As we were leaving Simpson's
HQ, Simpson asked Winston whether
he wished to make use of the
lavatory. Without a moment's hesi-
tation he (Churchill) asked, 'How
far is the Siegfried Line?' On be-
ing told about half-an-hour's run,
he replied that he would not visit
the lavatory but that we should halt
on reaching the Line! On arrival
there, the column of some 20 to 30
cars halted, we proceeded solemnly
out and lined up along the Line.
As the photographers had all rushed
up to secure vantage points, he
turned to them and said, 'This is

... it's the world's favourite coffee



flavour Active

NESCAFÉ

Regd.

INSTANT COFFEE

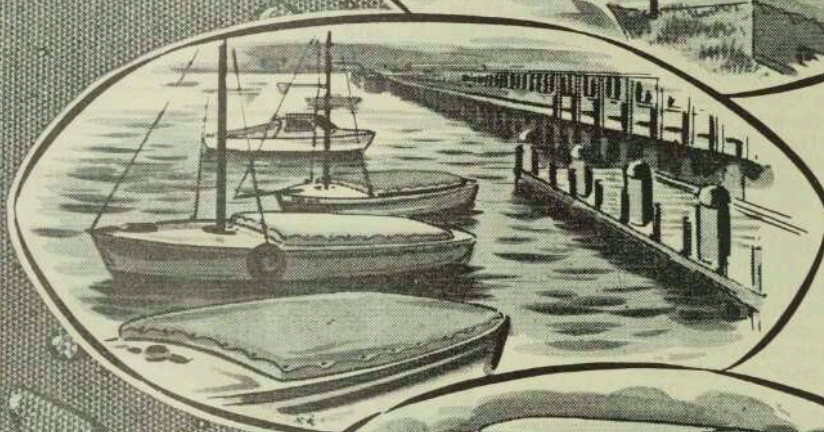
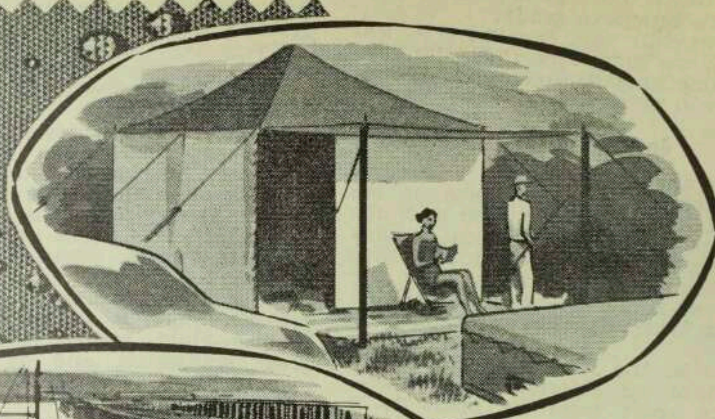
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tive. Simply add hot
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burst of rich, full-
bodied coffee flavour.
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or deposits to settle on
the bottom of the cup.
Nescafé is pure coffee
. . . nothing but coffee.
Every cup is delicious
to the last drop.



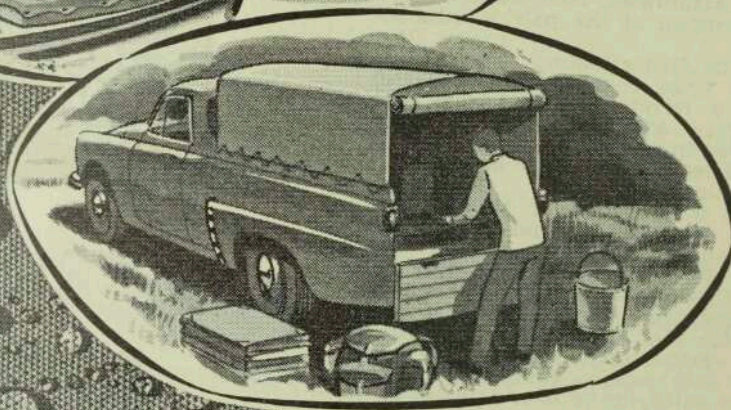
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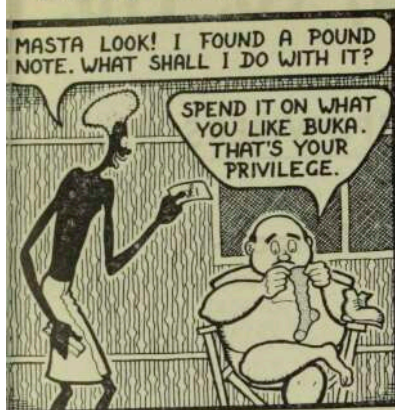
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and Buka

one of the operations of this great war which must not be reproduced graphically. I shall never forget the childish grin of intense satisfaction that spread all over his face as he looked down at the critical moment."

There isn't much for a she-reviewer to say after that one, except "Men—Exclamation Mark!"

—J.T.
(TRIUMPH IN THE WEST. Published by Wm. Collins Ltd. Australian price, 7/3.)

Australia—and The South Seas

FOR a year or two now there has been included in PIM's rather extensive Pacific library an attractive volume, filled with excellent photographs and text, entitled *Australien Und Sudsee Heute*, von Bernd Lohse.

The book was presented by Mr. Lohse himself, and it has been enjoyed by various members of the staff at different times, but not by this reviewer, whose linguistic accomplishments embrace nothing more than the phrase, "Make mine a beer please" in a dozen languages and a couple of dialects. German is not one of them.

For him, then, the highlight of this month's reading was the arrival of an attractive volume entitled *Australia And The South Seas*, by Bernd Lohse, which turned out to be the first English edition of the German work by Mr. Lohse, who toured Australia, New Guinea, Fiji, Samoa and Hawaii a few years ago, taking photographs as he went.

Because of the delay in translation, some of Mr. Lohse's facts are now out of date—there are changes in the Islands he refers to—but this detracts very little from the work as a whole.

Mr. Lohse is not one of that class of foreign correspondents which adopts a learned air in explaining the intricacies of economics and politics to the readers back home. He travelled as a plain observer

and photographer, and puts down, simply and without fuss, an accurate account of conditions in the places he visits. He is a sound observer, with a sympathy for the people he meets.

Most of the book is taken up with his visit to Australia. He makes some interesting comments on the Australian way of life—i.e.: "On the one hand, each Australian is proud to be thought of as an individualist, yet on the other he wants Government care lavished on him from the cradle to the grave. Therefore he tolerates rules and regulations from State and trade union to an extent which surprises even a person from a country of much older—and much softer—people. Somewhere in the short history of the continent there must be psychological reasons for it all".

Mr. Lohse makes an attempt at explaining the reasons by pointing out that in the transition from a penal settlement into a free community there had to be more traces of a paternal welfare than if the new colonies had developed simply out of the personal initiative of free men.

On Fiji, Mr. Lohse has something to say which is of more than topical interest at the moment. He describes Fiji as "Her Majesty's Most Loyal Colony". He asks, "Why is Fiji, home of the friendliest people on this earth, not a paradise?" and he answers his own question—

"The Indians. Not because of what they do—or do not do—but simply because they are there. They were brought to Fiji by the British after the take-over of the islands as contract workers, because the flourishing plantations needed labour. The sons of the land were all gentlemen and proud of the written rights assured to them by Queen Victoria. The British have strictly adhered to these and they saw no need to work themselves to death in the plantations. Trade, commercial bargaining, egoistical penny-grabbing—these were not for them! So it comes about that

everything that does not belong to the millionaire Australian-controlled Colonial Sugar Refining Company, or the gold mining 'Golden Rock' companies of Vatukoula, or the big South Seas trading companies in Suva and a few white cocoa planters, is in the hands of the Indians and a few Chinese. You see the same picture wherever you look in the South Seas—wherever white enterprise leaves a tiny gap, in slips Asia.

"You will not hear much good said about the Indians here. But, where cornered by a questioner, every European or Fijian will admit that without the Indian worker the islands could never have flourished as they have. Their industry, their ambition, and their communal sense would merit the highest praise—if only they were not Indians. . . .

"The Indians are as conservative in their uncompromising nationalism as they are advanced in all technical matters. . . .

"Now that Indians can look with pride on a homeland which is playing an increasingly important role in world affairs, the tension, human rather than economic, has heightened. It seems almost impossible to lower it, especially when the number of Indians is increasing every day. It is a cloud threatening an idyll, for Fiji does seem truly idyllic to the visitor who looks beyond the huge industries, sugar and gold, and the Indian problem."

(AUSTRALIA AND THE SOUTH SEAS. Published by Oliver and Boyd Ltd., UK, distributed by Rigby Ltd., Adelaide. Australian price, 37/6.)

The End Of An Australian Trilogy

THERE is nothing very hurried about *The Big Fellow*, the late Vance Palmer's novel which completes a trilogy (*Goleonda* and *Seedtime* were the first). It develops slowly, for some people no doubt a little too slowly. It has the realism of *The Passage* and the solid writ-

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Lautoka. Tavua.
Labasa. Rotuma Island.
Savu Savu. Taveuni.

Samoa:—

Apia.
Pago Pago.

Tonga:—

Nukualofa.
Haapai.
Vavau.

Norfolk Island. Niue Island.

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TRANSPORTS AERIENS INTERCONTINENTAUX

g that marks Vance Palmer's work, but it is not nearly as successful as *The Passage*.

In *The Big Fellow*, Macy Donovan, the trade union leader, has become premier of Queensland and leader of the Labour Party, still the awkward and successful politician—the solid Labour man who appears to have got what he wanted.

But there are many troubles still. There are political storms—the old Mount Clutha mining scandal is revived, and with it an attack on his integrity; and there are personal problems—an old flame awakening; his daughter restless; his wifeitty is not what she was.

The politics in *The Big Fellow* are first class—it's impossible not to be convinced that here is a real Labour politician. But in some of its personal angles Palmer does not awaken the same interest, although the material was there.

(THE BIG FELLOW. Published by Angus & Robertson Ltd. Australian price, 5/-.)

For The Children— Recommended

AUSTRALIAN writer Kylie Tennant's story for children, *All The Proud Tribesmen*, is a little book that deserves to live.

It tells the story of the volcanic island of Firecrest, off the north coast of Australia, in that chain of islands that extends from Cape York to New Guinea. It tells how schoolteacher, nurse and friend of the people, Miss Buchanan, saves them from an eruption and leads them to a new island. The story is told through Kerri, a young native boy whom Miss Buchanan had adopted, and whom she is coaching for a scholarship.

The tale unwinds in simple fashion, reminiscent of Hemingway's *Old Man and the Sea*. It is a book that can be read by young people, but the older people, too, especially those with Islands experience, will get a great deal of satisfaction out of it.

Some of the Islands readers no doubt will have a few reflections of their own. There are people like Miss Buchanan in the Islands, but more often than not in real life they go a little "queer" and are difficult to get on with.

Maybe there are District Commissioners like "Long Jack", who are sympathetic, show initiative and enterprise, can cut red tape with immunity, and who do what they think best for the common good and still come out on top—but, we fear, they are scarcer than men on the moon. And perhaps there are young and bright native boys like Kerri, who can be sent away for a mainland education among the "white boys" and still come back to their village perfectly satisfied with life

there; but we think they would be as rare as those District Commissioners.

But, of course, all these would merely be cynical thoughts by the wayside to the Islanders, and they will not detract one bit from the story. Rather, Islands readers may feel a glow at the thought that here indeed is Islands life as it should be and this one is for the youngsters, after all.

Kylie Tennant is well known in Australia for her novels, but this is the first book she has written for children. She should write more.

All the Proud Tribesmen is illustrated in black and white by Sydney artist Clem Seale.

(ALL THE PROUD TRIBESMEN. Published by Macmillan. Australian price, 14/6.)

What's New in Paper Jackets

BY the wealth of paper jackets available this month, it looks as though the British printers have made up lost ground after the big printing strike. Anyhow, Britain's loss is our gain, because there is inexpensive reading for all tastes available in this lot from Pan and Fontana, now in the bookshops.

An interesting facet is the number of religious books which are now appearing in the cheaper editions.

Our copies are from William Collins (Overseas) Ltd., Sydney.

ISLAND IN THE SUN: Alex Waugh's long, excellent novel of intrigue, social upheaval and love-lust (plus murder) on sun-drenched Santa Marta, in the

1st Prizes
Royal Show
1957 & 1958

for
sponges

& scones

won by

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SELF-RAISING FLOUR**

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Try this Prize-winning Recipe for Scones:
3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter
½ pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

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

SMASH into COLDS and FLU with 'ASPRO'

At the first sniffle or feeling of heavy head do this...

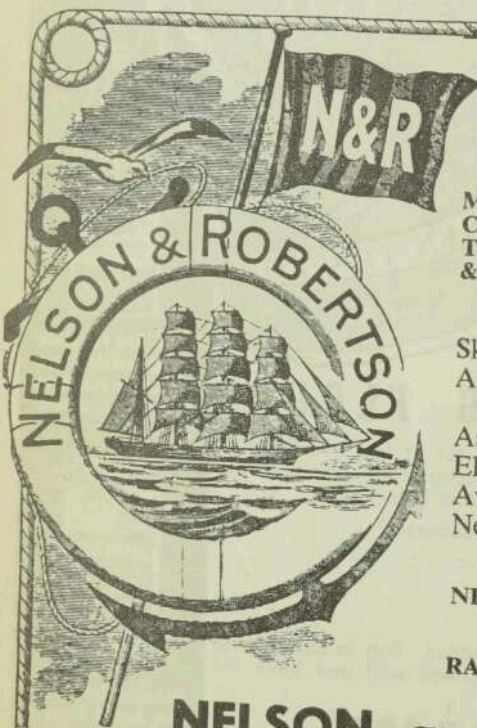
1. Take 2 or 3 'ASPRO' tablets immediately.
2. Repeat the dose every three hours.
3. Before going to sleep take your 2 or 3 'ASPRO' tablets with a hot, stimulating drink.

'ASPRO' acts quickly. It breaks up the cold and 'flu symptoms, clears that heavy head, relieves you of all trace of trouble and discomfort. The important thing is to have 'ASPRO' handy and get in early. Then keep on taking 'ASPRO' as long as the symptoms remain. This way you'll save yourself days of misery.



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Mix two 'ASPRO' tablets in half a glass of water, gargle then swallow. The tiny 'ASPRO' particles adhere to the lining of the throat and soothe away the soreness.



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Caribbean. It probes the complexes and ambitions of people to whom the tint of the skin is more important than wealth or power. A best seller, the book was made into a star-studded better-than-average Cinemascope film. Englishman caught was in Suva last year and there was some squirming in places high and low at the thought that he might bring the same glare of publicity on Fiji that the Caribbean novel brought to Jamaica and Bermuda. Like the non-existent Santa Marta and elsewhere, Fiji, too, must have its share of skeletons in the cupboards, its affaires d'amour, and its behind-the-scenes scheming and machinations. (PAN MAJOR).

THE CASE OF THE SULKY GIRL and **THE D.A. BREAKS AN EGG**, both by Earle Stanley Gardner. Years ago, the author was called to the Bar of California, at the age of 22, and he showed signs of becoming one of the top trial lawyers in USA, but he threw up the practice of law in favour of writing about it. That's why his crime fiction has such a professional touch. In "Sulky Girl", Gardner's lawyer-detective Perry Mason (with Della Street as his girl Friday) has a client who wants him to break her father's will. Her uncle, the trustee, is murdered, making the girl even more sulky when the police hold her for the crime. But the courtroom trial begins, and Mason sorts it out. In the "D.A.", Doug Selby, District Attorney of a small-time county, solves the who and why of the killing of a redhead (beautiful, of course). (GREAT PAN).

A WOMAN OF BANGKOK, by Jack Meynolds. Originally a hard cover under the title of "A Sort of Beauty", but with the sex-success of "A Woman of Berlin" and other Woman of — books, it acquired a new title and a new "come-on" coloured jacket. A tale of a young Englishman obsessed with Vilal, the Thai pick-up at a dance hall, who is crude, greedy and expensive. After 300 pages of bed-to-bed description, here, there and everywhere in Thailand, the Englishman is discarded for an American, and returns home to start life anew. (PAN GIANT).

THE EPISTLE OF PAUL TO THE ROMANS, by C. H. Dodd. It has been said that few men ever swayed the religious opinions and the destinies of mankind so powerfully as did Paul of Tarsus, the Apostle of Christianity. His Epistle to the Romans is regarded generally as the first great work of Christian theology. Professor Charles Dodd, an English classical scholar, herein writes a commentary and explanation of chapter, verse, line and word of the famous Epistle that makes it alive and understandable to the average layman. (FONTANA, black).

THE EYE OF LOVE, by Margery Sharp. Middle-aged Miranda foolishly invites her fiancé's past love, Delores, to a cocktail party. There, Harry's eye of love transforms the unglamorous Delores into his Spanish Rose, and only her responsive eye of love, too, could see in fat, blubbery Harry a shining bluff King Hal. Miss Sharp's ironic wit has full play in this eccentric comedy. (FONTANA, yellow).

FIAMETTA, by Anne Duffield. The authoress is billed as the "Queen of Romantic Fiction", and with this tale she adds another love-diamond to her tiara. To Fiametta, an Italian town, comes Fanny Durand trying to trace her half-brother who had unaccountably disappeared from the lakeside village. Also at Fiametta arrives Jack Morell, handsome stand-offish Englishman who sees in Fanny the image of the girl he loved and lost. The result, as in all romantic fiction, is inevitable but their hand-in-hand departure for England is not before Fanny learns what exactly happened to her unpleasant brother and why. (GREAT PAN).

THE MEANING OF PROTESTANTISM, by James Nichols. In today's world, "Protestant" has come to imply dissent. Tracing the historical and spiritual growth of the Protestant movement, this book shows that its fundamental doctrine is much more positive than a mere denial of the Pope's spiritual authority. Nichols, a US Presbyterian Church historian, indicates clearly how the Protestant differs in his approach to Christianity from the Roman Catholic. Whatever one's faith, this slim volume should stimulate discussion on the subject. (FONTANA, black).

SAD CYPRESS, by Agatha Christie. Did Elinor Carlisle poison her ex-friend and likely will-sharer, Mary Gerrard? Was Mary slain "by a fair cruel maid"? Hercule Poirot (Agatha Christie's sharp-eyed sleuth) didn't think so, and he proceeded to ferret out the truth. (FONTANA, yellow).

CHANNEL DASH, by Terence Robertson. On February 12, 1942, in daylight, the German battleships "Sharnhorst" and "Gneisenau" escaped from Brest, France, through the English Channel to German waters. The news, when released, stunned the British public even more than the fall of Singapore two days later—people just couldn't understand how the Nazi ships could dash practically unscathed through the Strait of Dover, through our waters, and get away with it. It turned out to be a story of muddled leadership at the top. Here is a gripping account of the 24 hours during which the battleships raced through the Channel, and of the sacrifice of Lt.-Commander Eugene Esmonde, RN Fleet Air Arm, who led a squadron of obsolete Swordfish biplanes in a hopeless attack on the enemy ships. Edmonde was posthumously awarded a VC. (GREAT PAN).

RACHEL CADE, by Charles Mercer. Rachel's long missionary nursing stint in Belgian Congo is broken by a wartime plane crash that brought Paul Winton, American doctor in the RAF, to her village. Together they heal the sick—and together they count the stars. Finally, he returns to civilisation. His place is taken by a new-chum missionary, scared of Africa, who eventually finds himself and helps Rachel, too, to solve her problems (including the Winton son). (FONTANA, yellow, 5/-).

DEATH OF A MAN, by Lael Tucker Wertebaker. The true, sensitive story, told by his wife, of how Charles Wertebaker, a writer, faced up to the last 90 days of his life, when he learned he was afflicted with incurable cancer. A moving record of the triumph of a man's spirit over pain, a man who chose his own moment to die. (GREAT PAN).

LETTERS AND PAPERS FROM PRISON, by Dietrich Bonhoeffer, is a moving collection of writings of Bonhoeffer, who was persecuted and eventually hanged by the Nazis for being a religious and honest man. These papers were smuggled out of prison. The book hits you as did "The Diary of Anne Frank". (FONTANA, black).

APOLOGIA PRO VITA SUA is Cardinal Newman's great classic in which he defends his spiritual and intellectual integrity from an attack. The book was first published in 1864. Cardinal Newman died in 1890. (FONTANA, black, 5/-).

THE FOUR JUST MEN, by Edgar Wallace. One would expect that most people by now must have read Wallace's famous thriller of the four men dedicated to preventing injustice, but no doubt there will always be new readers for everything. They could do worse. (GREAT PAN).

(Australian Prices: Great Pan 3/9; Pan Giant 5/-; Pan Major 7/6. Fontana 3/9, except where otherwise marked).

Hurricanes

(Continued from page 80)

which cross the Japanese islands each year.

In very few places in the world is current diversion possible on such a scale, and there seems little prospect of any such current being squirted into the Islands from a new direction.

Smoke It Out!

The releasing of artificial clouds at very high altitude by means of rockets has also been considered.

A cloud layer of some thousands of square miles placed above a hurricane might have the effect of causing it to disperse or at least change its behaviour—but that would take a lot of smoke or other material to produce and the job would be complicated by the high velocity winds at upper levels.

Australian bush fires have frequently produced a fairly dense high-altitude haze over New Zealand, but no study has been made of the immediate effect on New Zealand weather. This is another of the fields in which much more research is required.

The Best Hope

The best hope so far seems to be cloud-seeding in the very early stages, although the US Standard Research Institute is less than optimistic about the practical advantages because of the high costs involved.

American Nobel prize winner and pioneer in cloud-seeding, Dr. Irving Langmuir, is one of those who says that seeding experiments could eliminate hurricanes.

The Smoker

(Continued from page 79)

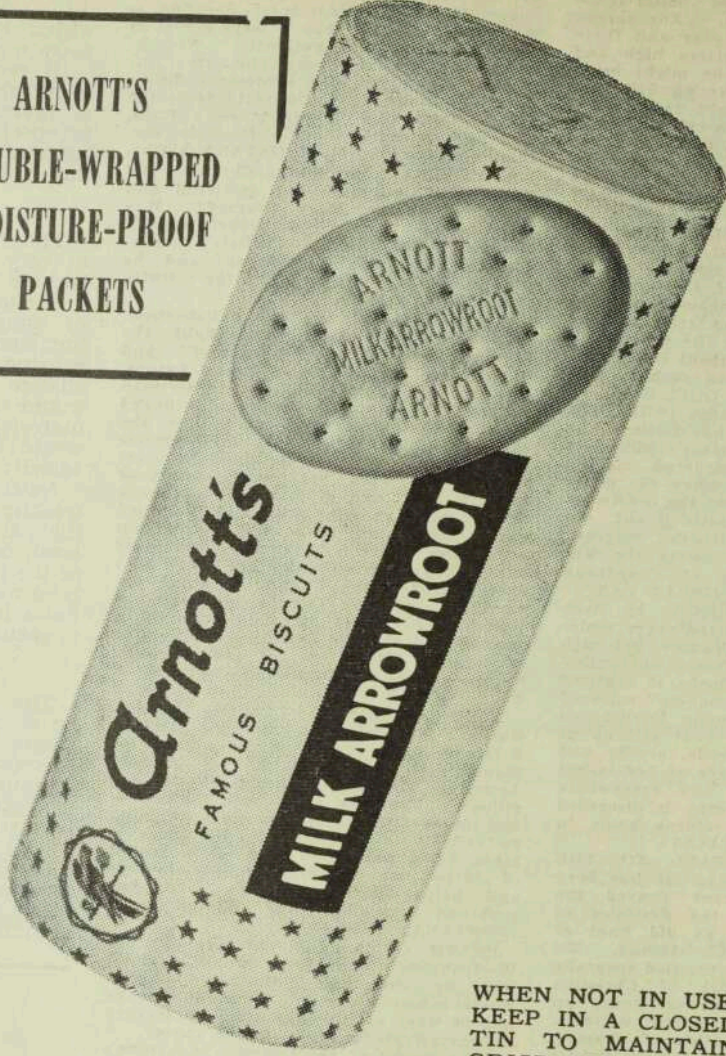
smoking item (which is an eye catcher in itself), in a sweeping motion, (c) nonchalance—the smoker keeps the smoking item hanging out of the corner of his mouth, (d) poise—the smoker uses a long cigarette holder and operates it elaborately.

Australian Smoking

According to Dr. Cyran, a youth set on proving his adolescence will smoke in spite of nausea and vomiting. And many adults disregard what they have been told about dangers from lung cancer and continue to smoke because the basic motives underlying their egos are stronger than reason.

Where, he asks, could you find a more exemplary gesture of emphasising manhood than in the gesture of tossing away the butt before starting a fight? (Over)

ARNOTT'S
DOUBLE-WRAPPED
MOISTURE-PROOF
PACKETS



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KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS

Arnott's
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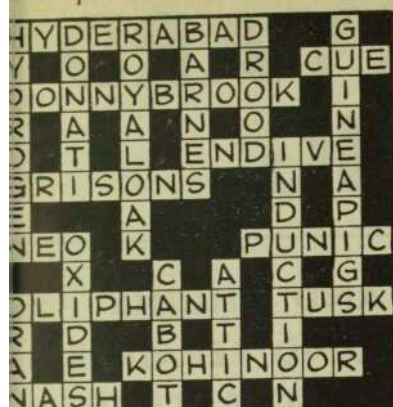
There is no Substitute for Quality

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FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

Crossquiz Solution From P. 78



He adds that a proper study of why smokers smoke, and why a particular nation of smokers smoke, could lead to skilful use of advertisements for tobacco companies.

He says his own studies of the smoking motives in Australia have indicated that the most prevalent motive there is number 6—"on the threshold of adventure", and number 1—"feeling of traditional unity".

Next comes number 5 (replacement for missing appreciation) and number 1 (confirmation of adulthood).

These are followed by numbers 4 and 3. Numbers 12 and 13 combine with the other motives in various degrees.

There is only an insignificant percentage of smokers in the other categories.

Hilder Profile

(Continued from page 83)

failed in the examination, in which only about one man in ten is ever successful. Two years later came two important changes. He swallowed the anchor and took a job as stevedore at Bowen, and he married Violet Swanson, at Cairns.

Within five years, in the depths of the depression of 1933, Charlie went back to sea as mate of the *Poonbar* and served in both Burke's and Patrick's during the next three years. He then swallowed the hook once more and joined Burns, Philp as stevedore at Port Moresby. In 1939 he transferred to the Administration as head gaoler at Port Moresby.

When war broke out he joined the RANR(S) and served in boom defence vessels for five years, ending in command of *HMAS Koala*.

He then returned to the Territory and served in various positions, including Government small ships, until he was appointed as shipping inspector at Port Moresby in the Department of Customs and Marine.

He will be retiring this year and intends to settle in Australia.

The Ashleys have two children: a daughter, Doreen, married to senior engineer McKillop, of the APC at Moresby, and a son, Dr. B. C. Ashley at, present doing research at the Kanematsu Memorial Institute of Pathology, at Sydney Hospital.—BRETT HILDER.

Bermuda Visit

(Continued from page 83)

Wherever possible, public services are left to private enterprise.

Fiji—and New Zealand, and Australia—might derive benefit by sending their busiest politicians and bureaucrats to this happy isle. They could learn something.

Water Is Precious

Along the ridge-like tentacles of octopus-like Bermuda, there is no area wide enough to collect a creek, let alone a river; no coastal flat out of which to pump water. So every one of these charming houses is built in a peculiar way.

First, they dig a huge pit, and concrete it; build the bungalow over it; and then put upon it a roof made of thin slabs of limestone, cunningly cemented together, and running down into a wide, semi-circular gutter of unusual shape. Pipes lead the rain-water down into the subterranean tanks; and electric motor-pumps, working on the cut-in pressure system, push it back, as required, into domestic hot and cold water storage tanks.

Every household guards its water supply. One or two hilltops are covered with cement catchment areas, like that you see on top of Gibraltar; and, in times of drought, the Government sells water therefrom. Once, when the usual frequent rains missed out altogether, they brought shiploads of water over from the United States.

Their method of disposing of their dead is unusual. Bermuda itself consists of a thin layer of good soil over a vast heap of real limestone. They dig the grave through the topsoil, right into the limestone, and then put the bodies, encased in very light wood, into the limestone. Within a year all but the skeleton has been entirely consumed by the limestone. It is an effective system of cremation, without cremation's less desirable features.

Cars May Not Be Sold

Families maintain tombs in this way and—provided deaths are reasonably spaced—the process of burial through the one tomb can go on indefinitely.

Government controls extra-territorial finance sternly. A rich Bermudan family which would like to

live in riches elsewhere may not easily transfer funds. Overseas buying is very strictly controlled.

Until quite recent years, motor-cars were not admitted to the island at all. One travelled leisurely by horse-carriage, or cycled, or walked.

Now, there are plenty of motor-vehicles; but no car exceeds four cylinders or 16 hp, and cycles are equipped with the smallest motor in captivity.

If you sell your car to anyone on the island, you may not own another for at least one year. The only way you can get a new car is to trade in your worn-out one with the agent; and the latter is obliged to send the second-hand vehicle overseas. There is here a trick in depreciation, in relation to public finance, that is interesting to contemplate.

Overseas buying for local retailers is also cunningly controlled. Duty is not levied on the invoice value, plus i, f. and e., but on the assessed current value of the goods, after they arrive at the dockside, including c. i. f. and e. Consequently, no retailer in Bermuda can get much buying advantage over any other, even though his enterprise has carried him to London, New York of Timbuctoo. Fiji's Customs Department learned some of its techniques in Bermuda.

The Cedar Forests Are Gone

In 1939, an entomological disaster fell upon Bermuda. The lovely cedar trees, which are as distinctive and unique in this isle as the pines in Norfolk Island, began to wither and die.

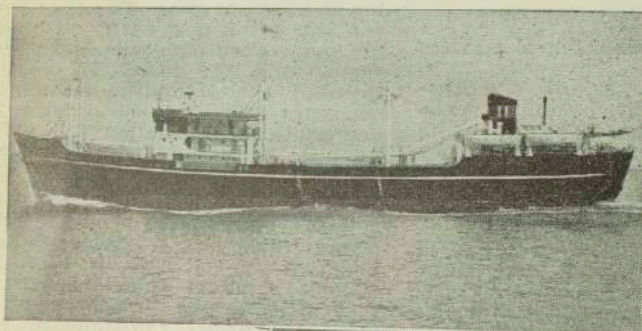
The lazy Bermudans wondered, but did not worry. World War II was engaging general attention.

Many more pines died. The Government finally asked for scientific advice, and experts came over from America. It was too late. Somehow, a scale insect had been introduced, which ate away the bark of the slow-growing cedars. Officialdom sought everywhere for a biological answer to the pest, but it apparently never was found. Within 10 years, 90 per cent. of the island's cedars were dead.

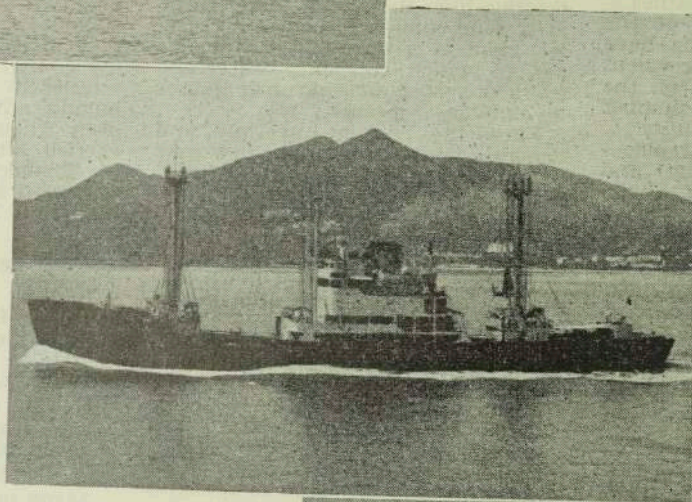
Today, a ghostlike forest of dead, grey trees, sticking up above the masses of medium-size, dark-green vegetation which covers most of the island, is all that remains of the forests which over two centuries, per medium of shipbuilding, created such huge wealth for Bermuda.

But all is not lost. The stubborn cedar seems to have bred its own immunity to the scale insect. Little cedar trees are springing up all over the Colony, growing healthily. In another hundred years, perhaps the cedars will have come back to Bermuda.

TAIKOO DOCKYARD HONG KONG

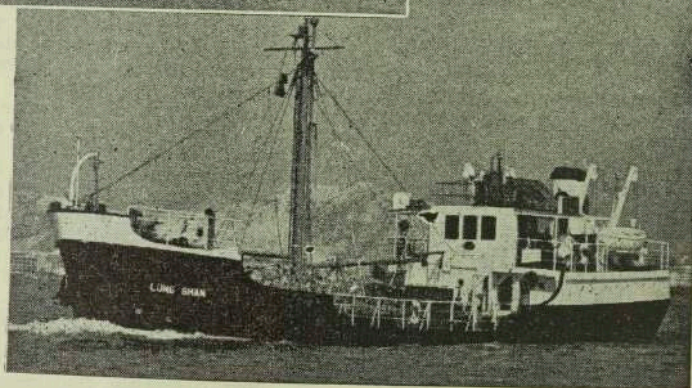


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.



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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Lunns Road, Middleton,
CHRISTCHURCH

PACIFIC SHIPPING AND CRUISING YACHTS

One of the fruits of the Cold War is the secrecy that surrounds the tremendous developments in electronic navigation which have taken place in post war years but which are still restricted to military usage.

MOST of these developments have been directed towards air navigation, but it seems certain that in the foreseeable future sea navigation will have the aid of radio-equipped space rockets capable of providing information sufficient for an immediate navigational fix under any conditions of weather.

A similar application is at present being used by the US Army Mapping Service for fixing the positions of certain Pacific islands and reefs within several hundred feet. This is being done by accurately timing the overhead passage of the American space rocket *Vanguard-1* which was launched on March 17, 1958, and is estimated to remain in orbit from 200 to 1,000 years.

Its radio gear is powered by sunlight, which means that the gear operates for at least 70 per cent. of each circuit. The transmitter is an approximately 108 Mc/s and is thus only tunable on a special very high frequency radio receiver.

It approaches within 405 statute miles of the earth at its nearest point. Its exact point overhead can be calculated with great accuracy and it will continue to aid the map makers as long as its radio functions.

• **TOUCH AND GO:** Captain and crew were still aboard despite heavy

seas which had been pounding the 8,397-ton Japanese freighter *Nagasaki Maru* between the time that she went ashore on Helen Reef, north of Dutch New Guinea, and mid-January. Owned by the Sawayama Steamship Co., of Kobe, and under charter to Osaka Shosen Kaisha, which operates a regular service from Japan to New Zealand via Hongkong, she went ashore while southbound on December 5.

Cargo was jettisoned from No. 1, 2 and 3 holds at the beginning of January in a refloating attempt which apparently failed, with the aid of the salvage ship *Chitose Maru*, which had been working in the New Guinea area. A typhoon passing further to the north during the first half of January caused rough seas and the ship was reported to be pounding heavily as salvage attempts continued.

• **AT COLLEGE:** The Shimonoseki College of Fisheries training ship *Koyo Maru* (no connection with the larger tuna mothership *Koyo Maru* which operated near Fiji last year) was in Auckland in January.

The 1,215-ton vessel, launched in 1958, was on her second off-shore cruise with 49 students aboard. Aged about 20, the students were in their fourth year of the five-year university course. During the four months at sea they were receiving practical training in navigation, trawling, longlining, and oceanography. On return to Japan they will do another year ashore at the university before graduation.

Some will then take jobs as key men with fishing companies ashore, while others will go to motherships or to ordinary merchant ships as cadet officers. After a year at sea these latter will sit for their Third Mate's certificate.

The course costs each boy, or his parents, about £500, so the boys are mainly from reasonably well-to-do families, many with no seafaring background.

Koyo Maru is not engaged in commercial fishing.

The vessel has a well-equipped laboratory and her hydrographic sounding gear included the usual big winch with 5,000 metres of sounding wire on one drum and 2,000 metres of trawling wire on another. Constant seawater temperature readings are available on a



Currently in Sydney from Fiji after a 12 years cruise, and with no immediate plans for the future are Mr. and Mrs. H. Scott and their 'New Silver Gull' (shown here in Sydney Harbour). The map on the wall behind the Scotts includes a plot of their long trek.

In The News This Month

nzac	Marilen
valon	Maroro
xelle	Marutake Maru
zuma Maru	Maui Pomare
arbary	Moana Roa
arcoo	Nagasaki Maru
enten Maru	Nareau
anberra	New Silver Gull
hitose Maru	Oriana
orinthic	Outward Bound
ornwell	Pukaki
elfino	Quest
obiri	Romayne
rifter	Rouna Falls
Elizabeth Boye	San Antonio
ort Beauharnois	Sarong
asgoyne	St. Lawrence
amutana	Sumayashi Maru
sin-Li	Swan
ellicle	Swingle
elpie	Te Matangi
ilinallau	Te Matapula
okoda	Tiburion
oyo Maru	Trade Winds
iro	Trieste
orraine	Vingrom
lacuata	Wallach
	Warramunga
	Zensho Maru

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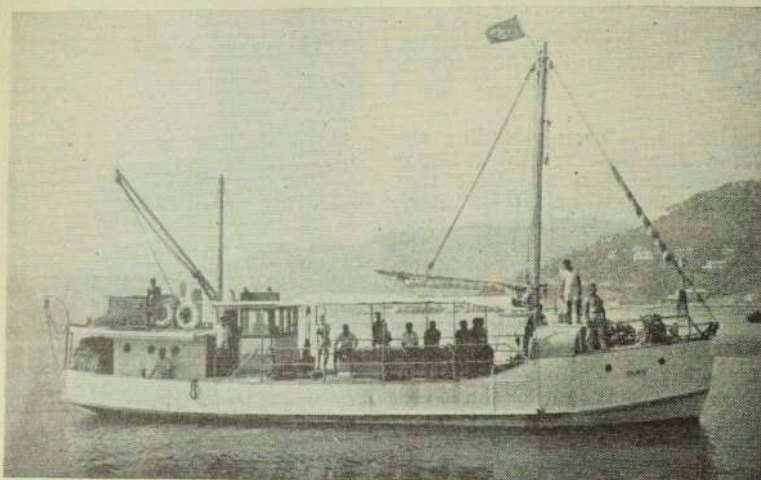


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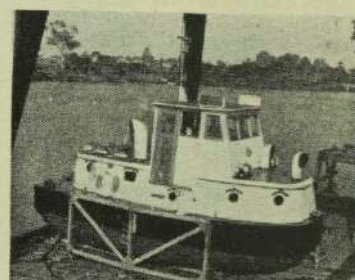
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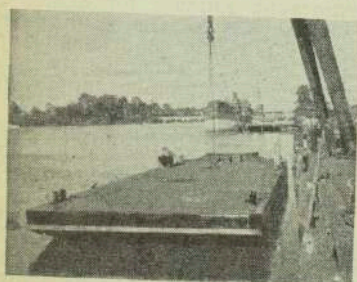
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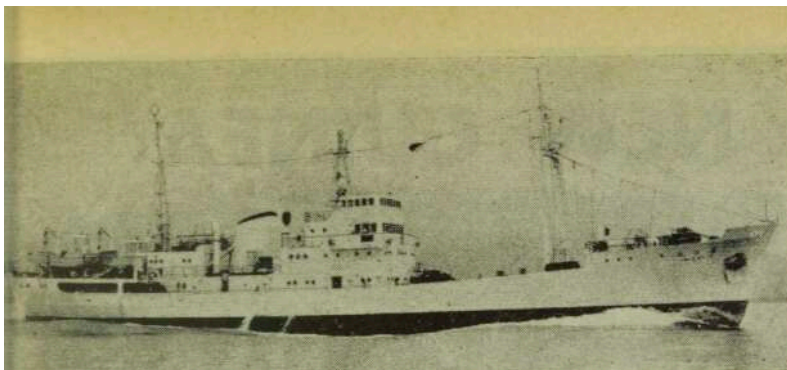
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Monoseki Fisheries University's 1,215-ton fishing ship "Koyo Maru", in South Pacific waters in January. (See below).

erated by the Ministry of Transportation, the Ministry of Education, and the various Prefectural governments, some having more emphasis on practical fishing, and some dealing with younger boys of lower standard, or teaching only navigation.

Koyo Maru was to proceed home direct from Auckland but next year she will cruise to Chile and will call at Papeete or possibly Suva.

• **UNUSUAL JOB.** The Maroro cruise and Charter Service ketch *Maroro*, based at Suva, was off on another unusual job in January, a radio "ham" DXpedition to the Tokelau Islands, north of Samoa.

The ketch cleared Suva for Apia and north on December 29, with new Mexico ham Dr. H. W. Meredith, his wife, Fiji ham Peter Alexander, of Vatukoula, and Mrs. Akina aboard, to give the world's hams an opportunity to earn a card with the call-sign ZM6AP-Portable on its face. There are no home-grown hams in the Tokelau atolls.

Operations were from Nukunono, and the party established contact with over 3,000 hams in 65 countries during their week's stay.

Maroro returned to Suva on January 17. Later, Dr and Mrs. Meredith left Fiji for New Zealand.

• **WIND GO, WATER COME:** There should not be any surprise at the mystery connected with the high "rides" associated with a hurricane, but invariably there is much speculation by the man on the waterfront when this phenomena is observed.

When some billions of tons weight of air is removed from one place and another during the passage of a hurricane, it seems fairly clear that the sea is going to be forced into that low pressure zone and is going to pile up in a dome "above sea-level"—as an Irishman might say.

That is what happened in Fiji in January when the hurricanes passed well to the south. Seamen

can reasonably expect unusual "sets" of current, flowing more or less with the wind, at such times, perhaps far from the hurricane

centre. In the same way exceptional anticyclones result in an outward flow of seawater.

Such sets due to air pressure difference may be greater or less than the sets due to the wind on the sea surface, and can probably account for a good many strandings, though this factor seems to be one which is not always given very deep consideration at marine inquiries.

E & O E: The New Zealand Meteorological Service has recently issued an 8-page pamphlet entitled *Meteorology of the South Pacific*, which is available for the asking from its Port Meteorological Officers.

It gives an outline of normal seasonal weather movements and it

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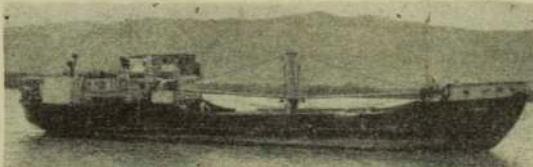
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"KATOORA"

(Not shown in photo)

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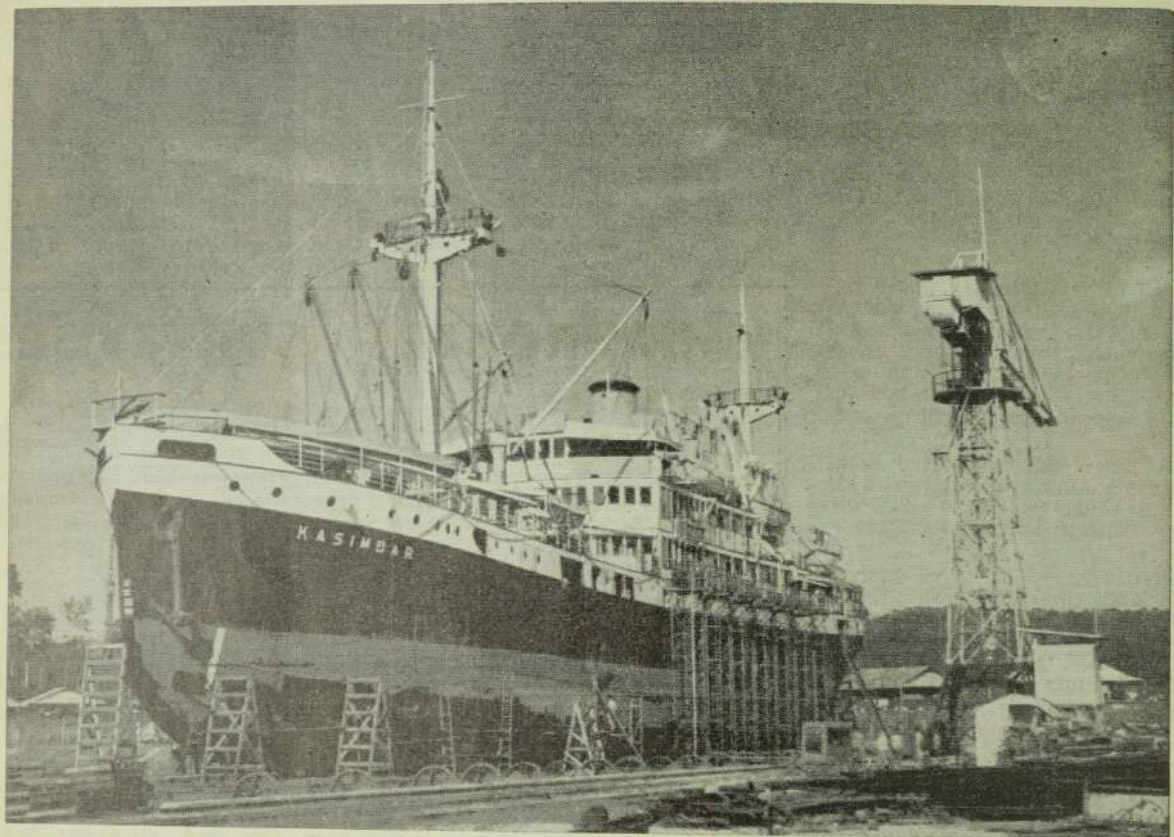
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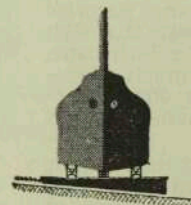
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to lists all the morse and voice rather broadcasts from NZ stations, with the exception of broadcasting stations. It might have been made more useful had it also included all weather broadcasts, including those from broadcasting stations, in the Islands areas, too. New Zealand controls almost all of the weather stations from the New Hebrides to the Cooks and from the Antarctic to the Equator, but where—except in *PIM*'s usual annual summary—is there published information of the many weather broadcasts useful to shipping in the tropical portion of this area.

What is wanted is a regularly reissued pamphlet covering all broadcasts from French Polynesia westward to the Australian coast and New Guinea for the whole area south of the Line. Still wanted, too, more consideration for the yachtsmen, of which there are many, in the way of a voice broadcast of weather conditions throughout the whole tropical area, transmitted on high frequencies and receivable by vessels anywhere in the area.

• **WHERE DID IT COME FROM?:** The master of the British liner *Peninthe* reported on arrival at Auckland early in January that this ship, bound from Panama, had passed through 900 miles of what appeared to be floating pumice, the line ending about 150 miles from Auckland.

Whether the pumice had come from some undersea volcano in that general area, or whether it had been carried down from the New Hebrides area, where there had been volcanic activity as mentioned last month, by the recent hurricanes, may never be known.

• **PASS THE OPENER:** The bottles are still drifting by. Latest for our record is a beer bottle

picked up on the beach 10 miles south of Hokitika on the West Coast of the South Island of New Zealand on January 3 by a gentleman with the name of Breeze. In lieu of beer there was a note dated 14/4/56, the name Hans van Gerverg, Vanberg Place, Cape Town, and the friendly inquiry, "How was you?"

• **MAN OVERBOARD:** The Norwegian freighter *Vingrom*, under charter to British Phosphate Commissioners, reported on arrival at Lyttleton, in January, that galley-boy Tore Hansen, aged 17, known to be aboard when the vessel sailed from Nauru on December 31, was missing next morning.

• **SHIP MISSING:** A HYDRO-PAC message to all ships in January requested information concerning the Japanese fishing vessel *Benten Maru No. 13*, 84 tons, call-sign JQEM, missing since she last reported by radio on December 31 at position 32.28N, 165.40E.

• **IN FOR THEIR CHOP:** For delaying their annual holidays and making a special voyage from Auckland to the Chatham Is. with school-children, in January, the officers and crew of NZGS *Maui Pomare* shared a present of 15 carcasses of prime lamb, received from the happy parents. The ship arrived back from her week's voyage and paid off on January 2, and was scheduled to sail for the Cooks on her first 1960 voyage on January 21. What she will be doing in 1961 no one can say, but her successor, the new *Moana Roa* should be on the job well before then.

• **SOMETHING OLD, SOMETHING NEW:** Agence Reuter of Noumea is reported to have disposed of the 203-ton wooden vessel *Lorraine*—ex English fishing vessel *Maid of Pinto*, purchased from



Captain Hugh Williams and seaman Kaipo Makimare, of Aitutaki, survey Auckland from the focsle-head of "Dobiri", Cook Islands trader, which was in Auckland in January. (See p. 105).

Malta in 1954—and is now interested in a somewhat larger vessel. Purchaser of *Lorraine* was unknown to *PIM* late in January.

• **STILL LOOKING:** Mr. Jack Thurston, of New Guinea, on a combined vacation and ship hunt, looked over one or two vessels in New Zealand waters in January but is believed not to have made any purchase as yet.

• **LEARNING DUTCH:** Netherlands New Guinea appears to be far more advanced than most other South Pacific territories in the matter of training navigators and marine engineers. Arrangements have now been made for a number of Australian New Guinea students to attend the Hollandia Nautical School for a year's course. The Australian Government, or New Guinea authorities, foot the bill. The boys receive a uniform, accommodation, rations, instructions, and pocket money at the rate of £16/5/ per annum. Of the first group of boys, six are to be trained as seamen and six as engineers.

• **THEY'RE SHUDDERING:** Whenever the big news starts to break somewhere in the Pacific Islands the world's news agencies invariably turn on a display of extraordinary geographic ignorance. As soon as the Russian rocket tests were announced in January, *Fiji Times* began to be bombarded with news agency queries on how



Papua-New Guinea students are to attend the Hollandia Nautical School, NNG, for a year's course. This arrangement is part of the closer liaison between the two Territories. Here are some NNG students on the job. (See story this page).

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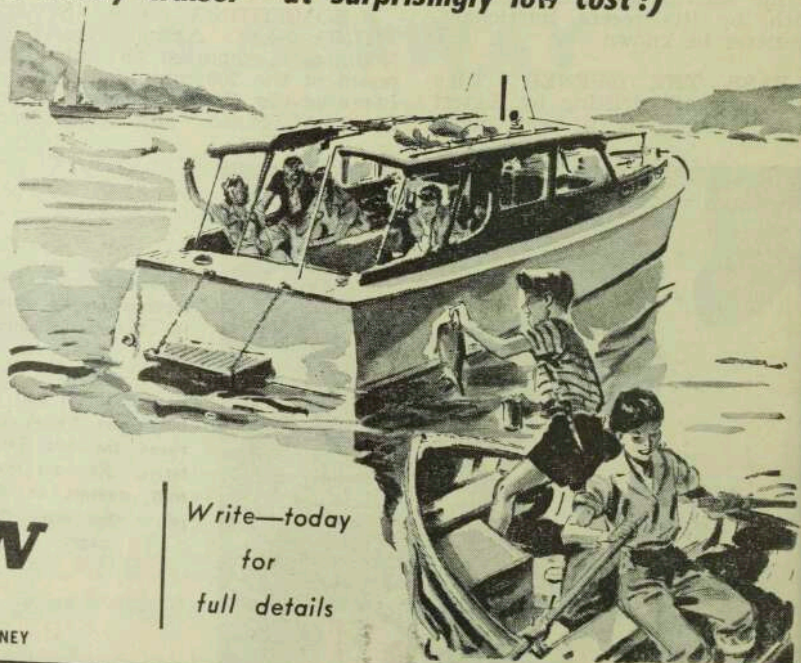
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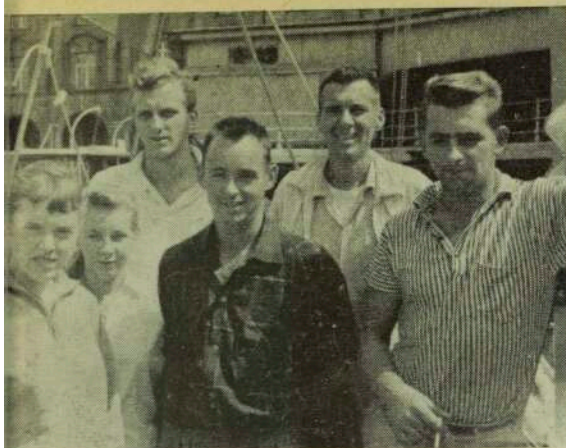
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Yacht "Romayne", at Auckland recently. The crew from left: Ann Reiner, Caroline Kinloch, Hans Reiner, skipper-owner Stuart Riddell, George Miller, Michael Kinloch. Absent: Emily Shepard who was shortly to be Mrs. Riddell.

people in Fiji were feeling about all. They were apparently quite aware of the fact that the target area was almost twice as far (1,500 miles) from Fiji as from Hawaii (800 miles). New Zealand newspapers did not publish the exact location of the test area. The *Fiji Times* did, but in a very garbled manner, apparently as received from overseas, though this could be set out to make sense. There was less sense, however, in an agency report from Fiji which said, "Russian ships can expect to find only a few small ships operated by Gilbert and Ellice Is. traders when they arrive at their Pacific rendezvous. . . ." This will surely be news in the Gilberts. About the only vessels they might find would be Japanese tuna longliners.

• WHAT'S GOING ON UP THERE?: One of the few GEIC vessels that does go somewhere near the Russian rocket area from time to time—though well to the south of it—is the Suva-built 126-ton ketch *Te Matapula*, and if reports received in the outside world in January were any indication she had just come to an unhappy end. First she was in trouble at Christmas Island when, on November 19, a Royal Navy 45-ft harbour tender attached to the *FA Fort Beauharnois*, knocked a hole 2 ft x 1 ft in her side 3 ft above the waterline. The Navy patched her up and she headed back for Tarawa. Word was received in Suva late December that she had apparently there caught fire and was considered a total loss. Built in Suva in 1953, *Te Matapula* was originally to go into the G & E Is. trade for the Colony Wholesale Society, but was taken over by Government in 1955. She was powered by a 204-hp Ruston Hornsby diesel. To replace her, Captain G. Douglas, Tarawa's marine superintendent, in Fiji on his way back to the Gilberts after leave in UK, commissioned a Suva marine sur-

vveyor to report on the old BP ketch *Macuata*, withdrawn from service several years ago and, at end of January, anchored in Walu Bay. Experts considered that about £6,000 would need to be spent on *Macuata* to make her serviceable, in addition to her reported for-sale price of between £4,500 and £5,000.

Another vessel that the G & E authorities looked at as a replacement, was *Trade Winds*, ex *Aoni*, 128 tons gross, formerly of Tonga. She was offered for sale recently by an Auckland shipbroker.

Earlier, on October 30, the Gilberts Government's vessel *Nareau*, 180 tons, suffered some slight engine-room damage by fire and water at the conclusion of her annual refit in Suva. The fire delayed the vessel's departure by five days.

• GOING DOWN: Dr. Jacques Piccard, of the famous Swiss scientist family, and US Navy Lieutenant Commander Donald Walsh, on January 23, made a world record ocean descent to a depth of 37,800 ft. (more than seven miles) in the Challenger Deep of the Marianas Trench, north of the Palau and Caroline Islands.

They sat for half an hour on the bottom and reported seeing living and moving objects when the lights were turned on. Until this dive, the Marianas Trench was thought to be only 35,000 feet deep, which was based on measurements by the Russians in 1957.

It took the bathyscaph *Trieste* almost five hours to descend and a little over three hours to return to the surface. There was a pressure of 16,883 lbs a square inch against the craft's hull on the bottom, and temperatures were near-freezing.

The men lost voice contact with the surface about half-way down but it was re-established when they hit bottom and maintained until about mid-way up.

The *Trieste* had been in that area for some time. It made a record dive to 18,600 ft on November 15.

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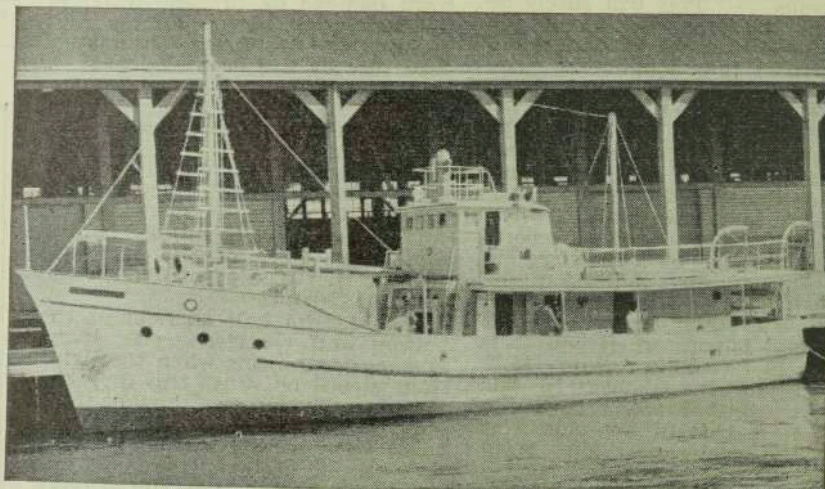
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a dive on January 7 a depth of 100 ft was reached, with Piccard Walsh aboard.

The Trieste was designed by the Piccards, father and son, and after value had been demonstrated dives in the Mediterranean the Navy bought it and engaged Dr. Piccard.

The Piccards, in early January, were insisting that Jacques was to be one of the two men to man it when it attempted to reach the ten-mile depth. The Americans were insisting that it be an all-American affair, but the Piccards refused.

The dive means that man has reached a depth in the sea greater than the height of the tallest mountain—29,000 ft Everest.

• **FOR "BAA" READ "MOO":** According to a Suva report the master of the lamb liner *Delfino* died in December, when the ship was northbound from Sydney for San Diego with its third cargo of lambs, that on returning to Australia the ship would transfer to the cattle trade from Darwin to Brisbane for a number of voyages. Conversion from sheep to cattle would obviously involve a lot of work as the pens were designed for sheep. It was not clear whether this meant that American and Australian resistance to the live lamb export trade had proved too much and that the ship was being forced to change, but a later report from California said that at least three other vessels were being fitted out there to enter the live lamb trade for their interests, which did not suggest that it had been killed.

• **NEW NAVAL LIAISON OFFICER:** Since the Fiji RNVR has been decommissioned last year there has been no Naval Liaison Officer in Suva to handle the affairs of visiting naval craft, fleet tankers, etc., which call from time to time. In January it was announced that a new appointment had been made—Lieutenant J. H. Gale, formerly of the RNVR, and a resident of Suva.

• **ROCK-AND-ROLL IS OUT:** When the Cook Islands trader *Dobiri* sails from Auckland in March following refit, this 19-year-old lady will have abandoned rock-and-roll and adopted a more sedate step—at least that is what the owner-master Hugh Williams expects. The vessel is being fitted with 10-inch bilge keels to slow down her lively motion.

Dobiri, ex *Totol*, built of wood by J. Mercier, of Noumea, in 1941, must be one of the very few New Caledonia-built ships to trade in other waters. She is unusually beamy, 22 ft, for her length of 82½ ft and has unusually low headroom in her accommodation, but she is a handy ship for the Cooks where shallow draft is desirable. Her

layout gives a measure of comfort to deck passengers.

• **MONEY DOWN THE DRAIN:**

For years there has been talk of building a reasonably sheltered Rarotonga harbour capable of handling the local small craft—vessels of, say, up to 12 ft draught—and several detailed investigations have been made, but that is about as far as things have gone. One reason is lack of unity between the four local shipowners.

There is no shipowners' federation which can bring united pressure on the Government for improvements. Several years ago the Director of Public Works in the Cooks worked

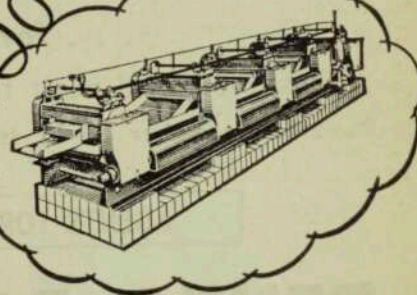
out a scheme for Avarua harbour which gave promise of meeting requirements at an estimated cost of about £20,000. The scheme was okayed by the Minister on a visit to Rarotonga, subject to its being okayed by a senior engineer from New Zealand. The latter gentleman vetoed it and produced an £80,000 scheme—which the government would not finance.

Since then a considerable sum of money has been spent at both Avarua and the nearby Avatiu harbour on futilely scooping sand away from the berth area and from the Union Co.'s lighter launching ramp, only to see the slight depressions so made filled with silt



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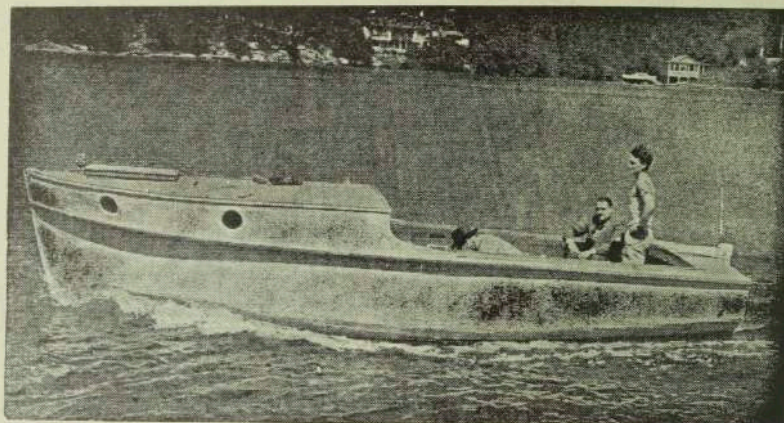
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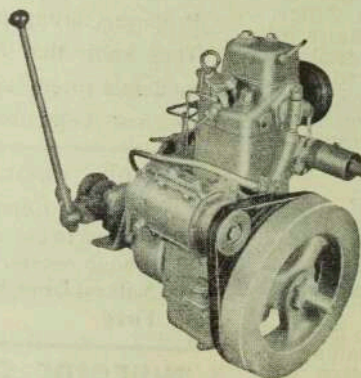
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Here is all that now remains of the old freighter "San Antonio" on the reef off Ouaco, New Caledonia. She is not a business proposition as scrap. (See story this page).

Photo: L. Ellis

rain after each rain storm. So long local shipping can make do with the present situation there is unlikely to be any improvement.

Cause of the silting at the main harbour of Avarua is a stream feeding into it. To anyone who has seen a large river diverted in its course by the aid of a row of fallen logs, wired together, or a few stone embankments, the problem of diverting this stream and perhaps altering the situation substantially, does not appear insurmountable. At least it might be worth a trial, as little money would be involved.

• **REGULATIONS TIGHTER IN SOLOMONS:** The British Solomon Islands Marine Department has recently been reminding local shipowners, masters, and engineer-mechanics at the Shipping Regulations 1957, which came into force on January 1, 1959, require a survey to be carried out on all local vessels, and also require these personnel to obtain a certificate of competency. To date some leeway has been allowed, but few applications for surveys or certificates have been received. A Government statement said that it has not been desired to place harsh restrictions on shipowners or boats' crews, but a Marine Licensing Officer and Marine Surveyors have been appointed and it is felt that the time has now come for action—so, gentlemen, kindly form a queue and toe the line!

• **ALL OVER THE PLACE:** If mariners start reporting unusual compass deviation off Ouaco, New Caledonia, with nothing to account for it, they can blame the old freighter *San Antonio* which, bound from New Zealand and Noumea for Japan with a full cargo of scrap, ran up on the reef there on January 7, 1957, after losing her propeller and drifting ashore.

Recently, Mr. Les Ellis, of Auckland, on a scrap hunting expedition, had a look at what remained of *San Antonio* and admitted that she wasn't a business proposition. She is well broken up, with her 1000 tons of scrap, plus her own hull plates, scattered over a wide

reef area by heavy sea since the stranding. Nothing short of a helicopter and a magnet will ever collect those pieces.

• **SINGLE, NOT TWIN:** Writing from Brixham, England, Mr. S. Briant, formerly an engineer with the Australian Directorate of Shipping in New Guinea, points out that the vessel *Kokoda* (PIM, October, 1959, p 144) now named *Liro*, is single screw, not twin, as stated there—and he should know, for she was said to have the best-kept engine-room of the government fleet when he was chief in her. He was later chief in *Matarani* operating from Samarai.

• **ONE IN, ONE OUT:** After three years in reserve, the RAN frigate *Barcoo* has been recommissioned and will make an oceanographic survey of section of the South Pacific, commencing at Lord Howe Island, this month. At the same time as *Barcoo* rejoined the Navy, the destroyer *Warramunga* moored beside her at Garden Island, was paid off and went into reserve. *Warramunga*, 17 years old, took part in 16 troop landing operations in the Pacific in World War II without receiving one serious hit.

• **UN SEA CONFERENCE:** Geneva will be the site of the second United Nations Conference on the Law of the Sea, from March 17 to April 14. Invitations have been sent to 103 governments, maritime organisations and commissions. The two main questions left unsettled at the first Conference, in 1958, will be dealt with, namely, the related problems of the width of the territorial sea and the breadth of zones in which coastal countries may exercise exclusive fishing rights outside their territorial waters.

Of the four conventions adopted at the 1958 conference, one (Convention on the High Seas) has been signed by 48 nations and ratified by one country, Afghanistan. Convention on the Continental Shelf has been signed by 46 countries; Convention on the Territorial Sea and the Contiguous Zone by 44 countries; and Convention on Fishing and Conservation of the Living Resources

of the High Seas by 37 countries. Twenty-two ratifications are required before any convention becomes enforceable.

• **LAE BUSY:** In the lull between big vessels, the small ships have taken over Lae Wharf, and the place is a hive of activity these days (wrote our Lae correspondent in January).

MV *Elisabeth Boye*, now operating a regular service from Sydney, Port Moresby, Rabaul, Lae, Brisbane, left during a recent week-end, loaded with timber, plywood and peanuts, and will return with general Islands cargo. She is a European-built ship, especially for the timber trade, and is under charter to the Karlander Line, whose agent in P-NG is New Guinea Goldfields Ltd, themselves shipping a considerable quantity of timber and plywood.

• **PACIFIC PENNANT:** All vessels of the Orient and Pacific Lines now fly the new house pennant of the joint companies.

The flag is divided into four segments by a blue cross. At top left, on white background, Orient Line's crown is superimposed on the P & O sun-sea symbol in red, yellow and blue; top right, blue; bottom left, yellow; bottom right, white.

O & P Lines Pacific operations commenced in January, 1959, and now link Australia, NZ, Fiji and Hawaii with North America; North America with the Far East (Japan, Hongkong, Philippines); the Far East with Australia—thus forming



HURRICANE DID IT. This is all that could be seen of the auxiliary ketch "Avalon", 80 tons, following the big New Hebrides hurricane of December. The "Avalon", without an engine, had been beached on Iririki Island with the bottom out of it for some time, and owner Captain Brett Hilder had been asked to move it, but couldn't. The vessel was originally the "Taipan", and he had bought it for its teak. Anyhow, after the blow the "Avalon" was found in 60 ft. of water. Later, the Australian Army blew it up because it was in the way, and that was the end of that!



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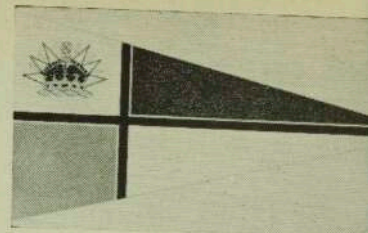
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The new pennant of the O & P line, to be seen in the Pacific.

a great Pacific triangle which traversed both clockwise and anticlockwise.

One of the Line's two new superliners, *Canberra* (45,000 tons, O), will be launched in UK on March 1 by Dame Pattie Menzies, wife of Australia's Prime Minister. The other, *Oriana* (40,000 tons, Orient Co.), was launched last November by Princess Alexandra. They will carry more than 2,000 passengers at 27½ knots. They enter the service in late 1960 or early 1961.

• **NZ FRIGATE TO VISIT P-N**
HMNZS *Pukaki*, which has on occasion shown the flag in the Pacific, will call at Port Moresby P-NG, April 24-26, on her way back from Hongkong to Auckland.

The following RAN ships will visit the Territory during the next couple of months: *Swan* (training frigate), Port Moresby, March 12-14; *Gascoyne* (frigate on oceanographic survey), Pt. Moresby, March 29-31; *Tobruk* (destroyer), Rabaul, March 14-16, Manus, May 17-20, Lae, May 21-23, Pt. Moresby, May 25-27; *Anzac* (destroyer), Rabaul, March 14-16, Manus, May 17-20, Same, May 22-24, Port Moresby, May 25-27.

• **CHINESE SHIP ADRIFT:** For a day or two in early January, the P-NG Administration assisted in a sea and air search for a missing Nationalist Chinese fishing vessel *Hsin-Li*. The 100 ft wooden ship with 19 aboard, was reported to be drifting towards Wuvulu and Aneityern Islands, 120 miles NNW from Wewak.

The Administration trawler *Rouna Falls* was sent out; a Dutch air-sea rescue aircraft took off on a search from Wewak; and arrangements were made for the privately-owned *St. Lawrence*, the near Ninigo Group, to divert to the area. The Netherlands NG Government sent out a Cessna plane on a square search.

On January 12, a radio message relayed through Manila, advised that the *Hsin-Li* had been repaired at sea and was safe. The search was then called off.

• **STRANDED JAPS RESCUED**
When the 95 tons fishing vessel *Sumayashi Maru* went aground,

reef off Fead Islands, New Guinea. December 31, 25 Japanese were landed for a week. They were rescued by Bougainville Co.'s *Kilivilau*, which was diverted to Aguria (or Home) Is., and taken to Abaul. The Japanese were later taken aboard *Azuma Maru* (200 tons netting boat) which came down from the Carolines to collect them. Captain Toshio Mizushima said *Mayashi* struck the reef at 1 a.m. and became a total wreck. She was the second Japanese fishing vessel to there—*Marutake Maru*, No. 14, on aground on the Feads reef on December 1, 1955. Seven Japanese vessels have hit NG reefs in recent years, six of them being beyond salvage.

• **HOLLANDIA'S NEW WHARF:** A new, modern jetty for ships up to 12,000 tons will be ready next month at Hollandia, Netherlands New Guinea. Facilities will include 2,500 sq. yds. storage building. Modernisation plans are under way (or being considered) for the harbours of Biak, Manokwari, Sorong, Gudang, Arang, Fakfak, Iarmi and Kaimana, NNG.

• **SHE'LL LOOK COOL:** Colours chosen for *Moana Roa*, 2,750 tons motorship now being built in UK to replace the NZ Government's *Tau Pomare* on the Cook Is. run, are pale green hull, dark green around the waterline, and white superworks. Her funnel will provide contrast—signal red divided by horizontal black band. Inside colours will be eau-de-nil, ivory and primrose, while passengers' lounge and dining saloon will be panelled with pale wood.

• **LIGHTHOUSE SHIPS:** Two small motor vessels, *Swingle* and *Tallach*, which service lighthouses, lights and other navigational aids to shipping in Papua-New Guinea and Torres Strait, are nearly the end of their useful life. Australian Minister for Shipping and Transport, Senator S. Paltridge, said recently that they and the three *Cape* ships (*York*, *Leeuwin*, and *Otway*), which attend Australian lights, will be replaced in a £2,500,000 replacement programme.

• **NOW, IF YOU HAD A TUNA BOAT!:** The American fish cannery at Pago Pago has recently been paying the two Japanese companies supplying them with fish, \$310 per metric ton for the top grade albacore. The 158-ton *Zensho Maru* No. 18, fishing near New Zealand last winter, landed some cargo worth \$27,000—a record landing for Pago Pago. The Japanese Government controls the amount of tuna which it permits its vessels to deliver to foreign canneries and the Pago Pago cannery quota has been set at 12,000 tons a year, but there is a possibility that this will be increased this year.

The quota for delivery to Pallikulo, New Hebrides is currently 3,600 tons. Of the 12,688 tons of fish landed at Pago Pago in 1958, 8,964 tons was albacore, 2,150 tons was yellowfin, and 476 tons was bigeye tuna. These totals were reached in 268 actual trips by a total of 42 longliners averaging 50 to 150 tons gross in size each.

Up to the end of September, 1959, the landings at Pago Pago last year were 7,642 tons of albacore, 1,715 of yellowfin, 372 of bigeye, and two tons of skipjack.

News of Cruising Yachts

• **DRIFTER**, 30-ft Wellington yacht, which left Rarotonga with owner John Moore aboard last August 16 for "Gisborne

or possibly Wellington", and which was the object of an air search in the second week in October, is still missing as far as "PIM" can discover. Search and Rescue Organisation has no information of the yacht's eventual arrival anywhere up to late January. Moore was born, or lived as an infant, at Rarotonga during World War I when his father served there as a government doctor. He sailed for Canada from Wellington last Winter, intending to call first at Mangareva, but en route blew out some sails so diverted to Rarotonga from where, after some days, he decided to return to Wellington until 1960.

The October air search was initiated when the British freighter *CORNWALL*, while between Auckland and Wellington, intercepted a garbled distress call which included the word "drift" in some form. No other station intercepted the message, and it seems to be well established that *DRIFTER* had no transmitter capable of sending morse on 500 kc/s where the message was intercepted, so there is

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nothing to link this message, the origin of which was never discovered, with DRIFTER—except that DRIFTER was listed as overdue.

• **QUEST** is the name of the 25-ft 20-ft x 7½-ft 24-year-old sloop which Carlos Paiva Toledo (third name omitted in past reports) purchased in Auckland recently. The canoe-stern triple-skinned craft was built by P. Vos to a Harrison cutter design, and has a Kermath petrol auxiliary. Carlos, who arrived in Auckland with Hilary Chiswell in **ZONDA III** in October, 1956, has lately married a New Zealand girl. They may head for deep water later, but not this year.

• **HAMUTANA**, of Auckland, an 88-ft steel launch, built by Hamilton, NZ, engineer A. W. Gallagher sailed for Brisbane on Christmas Day. The itinerary of this craft is not known. The launch is very well fitted out, can sleep 12, and is powered with a pair of 150 hp diesels which can drive her at 12 knots. Weighing 28 tons, the launch was transported 10 miles for launching in the Waikato River in September, 1958. She has since cruised South Island waters.

• **KELPIE** ex **HOPEFUL**, 65-ft x 59-ft 15-ft x 10-ft Bermudan schooner of Newport, Cal., arrived at Papeete on November 29 via the Marquesas where five weeks were spent. With owner George E. Minney and three sons, Ernest, Joseph, and Owen, Ian McLeod, and Peter Estabrook. The 31-year-old Marine-built yacht will not be coming further west but will head back home via French Polynesian ports and Honolulu.

• **TIBURON**, of Santa Barbara, Cal., with Ed. and Ruth Vessey, arrived at Papeete, December 10, and will remain in French Polynesian waters for four or five months. Leaving home December 20, 1958, this 40-ft x 33½-ft x 11½-ft x 7¼-ft ketch has called at numerous Central American ports, nine islands and 14 anchorages in the Galapagos, and also in the Marquesas and Tuamotus. There are no firm future plans.

• **ROMAYNE**, of Vancouver, at Auckland, was advertised for sale there in January. She is a 53-ft deckline x 14-ft

x 8-ft ketch with Albion Albatross diesel auxiliary.

• **BARBARY**, which cruised to Fiji from the United States some years ago, was there sold to Captain D. K. Matheson, of Auckland, and now owned by Mr. John Robinson, was dismantled near Little Barrier Island, NZ, on January 7, but the 38-ft ketch reached port safely.

• **AXELLE** which the Frost brothers of London sailed to New Zealand via the Pacific in 1951 and sold at Whangarei, NZ, was blown ashore 18 miles from Whangarei during the Christmas holidays but was not considered a total loss. This yacht, now owned by J. Brown, was the source of some excitement at Papeete on August 2, 1951, when she was alleged to have sailed without clearance, was pursued by the pilot launch, overtaken and escorted back to port, and the owners fined.

• **TE MATANGI**, of Los Angeles, for a while believed to be in trouble, arrived at Auckland, December 23. Source of a small-craft R/T distress call heard at Whangarei was never established and is thought to have been a hoax. Its contents were garbled.

• **MARILEN**, 60¾-ft Los Angeles ketch, while bound from Suva to Papeete via Atiu, lost both her masts 100 miles west of Papeete early December when a chain-plate fitting parted in a fresh breeze under all sail. The boat was otherwise undamaged and the rigging was saved, and the yacht made Papeete under motor and jury rig. Howard Gee and his two sons and Peter Chick are remaining in Papeete awaiting the arrival of new spars from the US, but Mrs. Gee and small son Gregory have flown home.

• **SARONG**, of Sydney, on the latter part of a circumnavigation, arrived at Papeete, January 8, from Panama.

• **JELLICLE's** successor, name still unknown, which was believed to have sailed for NZ from the UK in mid-1959, is so far unreported west of Panama. This yacht was similar to **JELLICLE** which Lieutenant-Commander Michael Balles sailed to Auckland and sold in 1955. This time he was to have a crew of three aboard the 25-foot Folkboat.

• **OUTWARD BOUND**, with the Caldwell family aboard, was at Aden on January 6, when John Caldwell dropped a note to "PIM". From Cocos (Nov. PIM, p. 111), they had a quiet trip to lonely Durgu Garcia atoll in mid-Indian Ocean; but their next leg to Seychelles was through a cyclone that blew a solid 90 knots.

"We liked the Seychelles greatly", writes Caldwell, "finding the scenery as remarkable as any we had seen in the South Pacific. Mahe, the main island, is called the Pearl of the Indian Ocean (memories of Papeete, Pearl of the Pacific)."

"Our trip up to Aden was veering due to headwinds, and 800 miles of beating to windward. The Middle East in transition is very exciting and colourful—reminds me of China (Shanghai) in 1945: the same policies that lost her stick out like a sore thumb here. We attack the Red Sea in February and will be in Rome for the Olympic Games; then to England, on to America and, finally, the Pacific."

• **A BETTER BARGAIN:** Mr. Serge Teitzner, purchaser of the ex-RNZAF crash-boat mentioned in December, says that his purchase was something more of a bargain than we there reported. He paid a mere £50 for the vessel, and there is every indication that she can be repaired and put back into service. No. 276 is now hauled out at Lami, near Suva.

Sprucing Them Up

Union Company freighters are to shed their dreary black and buff hull and superstructure colours and will soon be appearing in the Islands in a more attractive colour scheme—green hulls with yellow band, and white superstructure. This is the colour scheme which already applies to the company's declining passenger ship fleet, including "Tofua" and "Matua" and the larger trans-Pacific freighters which carry a few passengers. It will now also apply to the smaller freighters which operate to the Islands from New Zealand and Australia.

In the past, Islands passengers ships and some freighters were painted white, but it was found that this colour was too costly to maintain, and it was discontinued several years ago.

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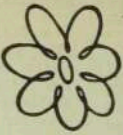
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

New Britain's Worst Storms For 20 Years

While cyclonic weather lashed the Queensland coast and a devastating typhoon struck the New Hebrides late in December, an arm of the stormy conditions struck out and brought to New Britain the most damaging weather it has known for at least 20 years.

In Rabaul alone nearly 30 inches of rain fell, making the month the wettest December on record, but in the Bainings district some falls exceeded 45 inches.

A native plantation worker drowned in the flooded Warangoi river, 30 miles from Rabaul, and five others narrowly escaped death when a flood-undermined road collapsed beneath their car near Savuneram, nine miles from Rabaul.

Road damage was so extensive in Rabaul and district that works officers estimated £2,000 a week was being spent on repairs for several weeks after the storm died away.

In the producing areas, floods and rain took heavy toll of plantings and equipment. Damage was particularly heavy along the strip of plantations between the Bainings coastline and the mountain range behind them.

Landslides demolished five-year-old cocoa plantings, and floods washed away buildings, leaving a fatal bill for damages which cannot yet be estimated.

Roads at the back of Kokopo, 20 miles from Rabaul, turned into swamps, and other roads closer to Rabaul were cut open with gullies and erosion channels.

Power station and telephone technicians worked long hours to repair services affected by the rain.

In the western parts of New Britain at least eight bridges were destroyed, two of which were steel-span bridges.

At the height of one of the stormy weeks the Assistant Administrator of Papua-New Guinea, Dr. J. T. Gunther, decided to fly to Hoskins Airstrip to inspect New Britain outstations. Wet weather prevented a touch-down, and Dr. Gunther went on to Rabaul.

It made little difference to the

ultimate result of his tour, but it was not funny for the New Britain District Commissioner, Mr. John Foldi, who was in a storm-tossed boat travelling to meet Dr. Gunther. He turned round and went back to Rabaul.

On the production side, the rain reduced the output of cocoa and caused losses to plantations relying on sun-driers. Under the circumstances, the quality of cocoa which some properties continued to produce was laudable, although the output was down.

Plans For P-NG Mineral Search

A group of businessmen was considering the spending of £111,600 on a search for minerals in Papua-New Guinea, an AAP-Reuter report from Port Moresby said in January.

If the group decided to go ahead with the plan and the results were promising the total investment could be "very much more substantial" the leader of the group.

Tonga's Beach House Reopened

Tonga's Beach House has been reopened as a guest house under the managership of Mrs. David (Bella) Riechelmann, who previously managed the Government Guest House.

The Beach House is being used by Fiji Airways, for passengers on their new monthly service from Fiji, which began in January.

There has not been accommodation available for visitors in Nukualofa, except in private homes, for nearly two years. No start has yet been made on a hotel planned by the Government on the waterfront.

Mr. George Scholey, of Manila, said.

"Present indications are that they will have a team of Filipino geologists and surveyors working in the Territory within three months", Mr. Scholey said. "From what I already have seen of mining prospects during a few days in the Territory there is room for investment and my report to my partners should be favourable."

Mr. Scholey, who is an American, and manager of the Philex Mining Corporation, said his group was primarily interested in mining copper, but also was interested in gold.

"We would consider buying an existing mine if prospects were good enough. We have been thinking of investing in a search for minerals



BLAZE. This is how Morris Hedstrom's store at Ba, Fiji, looked at the height of the fire which destroyed it on January 16. It was impossible to save any stock from the building, despite a hard fight by the Lautoka Fire Brigade, police and volunteers. But the fire fighters prevented the fire from spreading to the company's nearby garage, timber shed and bulk store.

Photo: J. W. S. Mackenzie.

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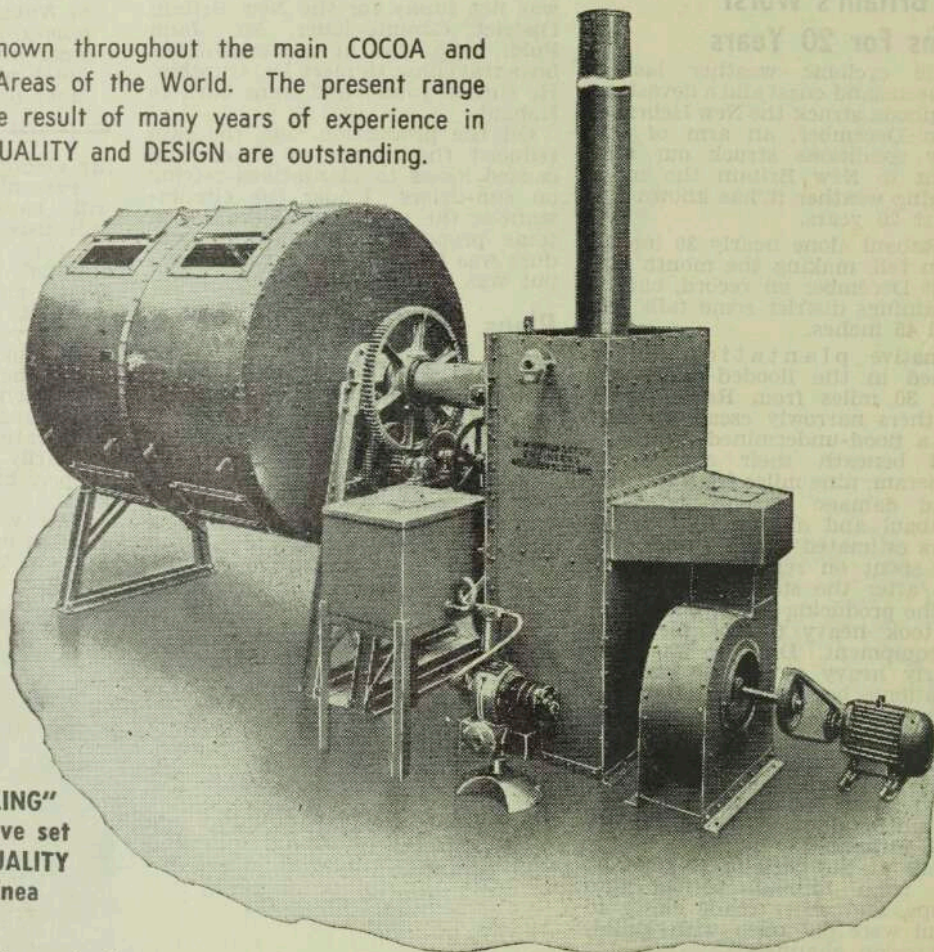
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the Territory for about two years. seems very suitable for us because Government is helpful, tax is too high and the place is wide for development," he said.

Mr. Scholey said his partners the businessmen in Hongkong and Manila.

"Alarming" Increase Suva Thefts

Burglaries at Suva since the summer riots have reached such alarming proportions that companies which handle theft, etc., insurance, have expressed concern the number of police available for patrols in the city at night. According to some Suva reports, thefts point to "a mastermind somewhere along the line". There is evidence of careful planning in stores chosen for robbery, and type of goods stolen.

One result of the insurance and commerce complaints to the Police Commissioner, Mr. R. H. T. Dumont, was an immediate increase in the number of foot patrols. With a force with an establishment of 564 and no provision for gradual increase to meet the needs of a growing population, Mr. Dumont was forced to fall back on the special constabulary which, in the space of a little more than a year, have earned the thanks of the citizens for the sterling work they have done.

Each night regular and specials patrol the streets of the city, concentrating mainly in the commercial area, but at times spreading out to the residential suburbs.

The number of burglaries dropped away sharply soon after the patrols were strengthened. But it is a little odd on the specials who do a night patrol and then have to go to their normal work the next day. However, they are a cheerful lot, and showed their merit during the riots.

A few days after the first complaints the police made a great deal of stolen property and court cases were expected to follow within a few days.

Fiji Govt. Wage Employees Get Raise

As a result of negotiations between the Fiji Public Works Department Employees' Union and the Department, which had been going on since last June, agreement was reached in mid-January whereby employees will receive increases, retrospective from August 1, varying from 4½d per hour for the lowest paid workers down to 1d per hour for those on the highest rates. The minimum rate thus becomes 1d per hour.

As a result of this agreement the Government announced next day that all other Government hourly,

daily, and monthly unestablished workers numbering about 1,500 would receive increases on the same scale. Workers other than PWD had received increases in December comparable with those awarded to sugar mill workers earlier in the year on the basis of recommendations by a commission of inquiry. The basic rate was thereby increased by 3d. This has now been further increased, in line with the PWD scale, to 4½d. The new December scale was retrospective to October 1, but this has now been adjusted to August 1.

The Fiji Government had announced earlier in January that as a result of representations made by the Fiji Industrial Workers' Con-

gress and the Public Works Department Union, it had decided to postpone implementation of the proposed policy whereby considerable staff reductions were to have taken place, farming out much PWD work to private contractors. The government is now giving consideration to the points raised by the unions.

Theoretically, the transfer of work to contractors would call for more labour by them, but it is probably doubtful whether anything like all the PWD labour would be so absorbed, so some unemployment would seem probable.

It was never intended, however, that the plan be implemented in

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other than gradual stages over period of years.

Almost all schemes in Fiji have been held up pending release of Burns Commission recommendations, which will effect every phase of Colony life.

Following the announcement of creases in rates through government casual-worker ranks, Christie Nielsen and Gammon Ltd., over contractors handling the Laut wharf and Suva slipway jobs, announced that in line with an agreement which they had with the Government, they too would increase their rates on the same scale.

Papeete Tourists Found It a Dull Day

The Tahitian newssheet *Debats* January was critical of the situation which allowed the town of Papeete to be completely closed during the New Year holidays during the arrival of 3,000 tourists.

The tourists arrived on the ships only to find the streets deserted, the shops closed, no restaurants open and no taxis. There were even enough seats for them and hundreds of tourists sat on the curb with their feet in the gutter, said *Debats*.

The post office was not open, nobody could post cards to their friends. One shopkeeper had taken charge of over £100 worth of post cards to post the next day.

The *Debats* added that, to it all, even the tourist bureau was closed.

It commented that if Tahiti preferred to live on its fame, with indifference to the vast sums of 3,000 tourists might have left for foreign exchange, it should remember that the impression left on 3,000 discontented tourists would discourage 50,000 others in the future.

It Burnt Without Any Fuss

Without fuss and generally unnoticed (Rabaul did not learn about it for nearly a week), the veteran motor vessel *Los Negros* burnt her moorings at Manus Island recently.

The Rabaul-based *Los Negros* skippered by Harry Brutnall, Rabaul, was a total loss after the fire.

Even the newspapers missed out on the fire, although one paper apologetically mentioned the subject a couple of weeks later, claiming that the loss of the ship must have been one of the quietest shipwrecks in history.

But there is one better. Only half a mile from the doorstep of the same newspaper, the solitary top of a mast stands three feet out of the waters of Simpson Harbour, Rabaul.

It is all that remains above water.



Territory families were linked when Barbara May Taylor became Mrs. Lawrence Edward Kelly at St. Mary's Catholic Church, New Guinea, on January 16. The bride is the eldest daughter of Mr. and Mrs. J. A. Taylor, of Lae, and the bridegroom is the youngest son of the late Mr. T. J. Kelly, and Catherine Kelly, of Mascot, Sydney. Lawrence Kelly and his two elder brothers are farming at Erap, near Lae.

Photo: O. Brabant.

the motor vessel *Balus*, which sank at anchor seven months ago and is considered a total loss. *Balus* had been at anchor for nearly a year when she filled and sank. She was one of the ugliest-looking vessels ever to operate out of Rabaul, but had a long life of useful service.

Concessions to Tourism— Not to Charity

Firms or organisations making funds available to the Fiji Visitors' Bureau to help promote the valuable tourist trade—now worth £1,000,000 a year to the Colony—will not pay income tax on these allocations. No such taxation concession will be made, however, to firms, organisations, or individuals making grants to recognised charities. This was mentioned by Mr. E. R. Bevington, Fiji's Financial Secretary, when presenting the Budget for 1960. Mr. Bevington said that in addition to the amount of £9,000 set aside for operations of the Fiji Visitors' Bureau—the Government tourist publicity agency—the Government would, in addition, this year subsidise on a £1 for £1 basis up to a maximum of £2,000, all grants made by firms and organisations interested in the tourist business.

Referring to the taxation concessions, Mr. Bevington said:

"While on this subject, I should like to say that the Government

is often pressed to make a similar concession in respect of gifts to charity. I regret we cannot do this. This particular gesture to tourist grants is not charity—it is the purest self-interest."

Some people in Fiji feel that it would also be in the purest self-interest for the Government to make such concessions in respect to charities.

This view is that charities may not earn money, but they certainly cost money, they are to a large extent the responsibility of the Government, and the Government could save money by doing its duty in this way through private charitable organisations.

Floating Trade Store Floating Trade Store

A married couple with a 37-ft Danish Sea Boat class yacht have brought something new to New Guinea. They are Mr. and Mrs. E. G. Berg, who have applied for a pedlar's licence from Lae—they are going to barter goods from the *Bluebird II* like the Pacific traders of a hundred years ago.

The yacht is equipped with a deep-freeze unit to hold one ton of fish, and they intend fishing Huon Gulf waters. Mr. Berg will employ native fishermen, using his own nets and equipment, and paying the

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IN SYDNEY

Mr. Victor Garcia, of Noumea, looks happy here surrounded by three Maori nurses, at a Polynesian Association function in Sydney. The girls, Alice Pirere, Betty Reihana and Margaret Grant are all at Sydney Crown Street Women's Hospital.

—Tele-Photos.

natives in goods, which they prefer hard cash. An unwritten law exists along the coast: water adjoining the villages belongs to that particular village, and natives become resentful if other tribesmen fish their waters. By not carrying native crew members, Mr. Berg hopes to avoid tribal squabbles, and will employ local natives from each village where he anchors.

A Swede, Mr. Berg was in the navy from the age of 15 until he signed in 1947. He met his wife

Darwin about nine years ago, when he decided to go to New Guinea, where he worked as a miner with New Guinea Goldfields Ltd., Wau. His fiancée joined him there about four years ago and they were married. For the last seven months, the Bergs have been at Tinschhafen where he purchased the hull of *Bluebird II* and finished building her. They have now made their headquarters at Salamaua and will bring the freshly caught and cleaned fish to Lae at regular intervals.

Forerunner to *Bluebird II* was *Bluebird I*, which they had in Port Moresby. The yacht was left on the beach, for a time, but vandals ripped her, and she was eventually complete write-off.

Some Hot Tempers in Rabaul

Tempers ran hot in a spectacular incident involving Tolai natives and Chinese at Rabaul recently, but police and Administration officers found no evidence to suggest that the disturbance was of racial origin.

"It was just a flare-up of tempers which could have happened to anyone—here or anywhere else," a police officer said after the fireworks had died away.

Highlight of the incident was a shouted threat at one stage that a gang of influential Chinese was coming to Rabaul "to cut the throats of big-headed natives".

The trouble started in the Chinese centre of Matupit Farm, when a Chinese motorist accused four natives of spreading false stories about him.

The natives told him they had no

time to discuss the subject and told him to drive on. According to reports reaching police, the Chinese threatened the natives with retribution from a gang of influential overseas Chinese, and then drove away.

The natives followed the Chinese to his house, where they alleged he appeared waving a rifle and repeating the threats.

The story of the threats spread quickly through native groups in Rabaul, particularly among crowds of natives watching a soccer match at Queen Elizabeth Park.

A Chinese motorist (not connected with the first one) tipped a small child with the mudguard of his car immediately outside the football ground. The child was not hurt, but a big group of natives closed in on the car shouting and waving their arms.

The driver wound up the windows and locked the doors in the centre of the rapidly-growing crowd of natives, who held him prisoner for nearly ten minutes.

About 200 natives were pressing round the car by the time police arrived to disperse them. They broke up quietly, and many of them

A New Man For The Lepers?

Mr. P. J. Twomey, Secretary of the New Zealand Leper's Trust Board, is beginning to feel the strain of office, according to a New Zealand report. He is looking for somebody to take "a substantial part of the routine administration work" from his shoulders.

It's not surprising. Mr. Twomey, who is almost 70, has spent half his lifetime helping other people, and has, through his own efforts, raised more than £500,000 for the work among lepers.

He says that with some of the work off his hands he is going to devote himself to the task of building more dispensaries to save native mothers and children from tropical diseases and malnutrition.

voluntarily arrived at the Rabaul sub-district office the next day to make statements.

Suva Meetings in Albert Park Only

Had a new Fiji regulation regarding public meetings which was brought into force in January applied in December there would possibly have been very little damage associated with a December meeting in Rodwell Road.

Under the new regulation all future open-air meetings must be held in Albert Park.

Window smashing is an infectious form of hooliganism, and it seems most probable that had there been no windows in the vicinity when



COLLAPSE. The occupier of this house at Madang, NG, Mrs. Teong Hop, was absent at a picture theatre with four of her children when a rain tree (right) collapsed on the house, wrecking it completely. Another child, who stayed at home, surprisingly escaped injury. Photo: S. Diczbals.

the December stone throwing started, there might have been very little damage to property and the situation might never have got out of hand.

As it was, the meeting took place in Rodwell Road at one of the few central areas where there is room for a large gathering, and the windows nearest happen to be those of the large firms. Had there been other firms occupying those sites their windows would probably have been broken just as readily. Instead, the smashing of the windows in these European stores helped to provide a basis for a racial interpretation of events which perhaps never existed in the strict sense.

They'll Be Back For Some More

It was the second night of the New Year and bearded Captain Toshio Mizushima had just finished a cup of sweetened coffee when the hull of his ship ground to a stop on a jagged bed of coral and rock.

For the 100-ton fishing vessel *Sumayahsi Maru* the grinding stop spelt the end of a long and busy life; and for Mizushima the cup of coffee proved to be the last he was to have for many a day.

Mizushima and his 23 crewmen—sailors, fishermen, technicians—swam for safety away from the reef

to where they could hear the waves breaking on the shore. Morning found them sitting on the sand of Fead Island, 150 miles due north of Bougainville in Australian trust territory.

There they stayed for five days salvaging their personal belongings from the wreck and waiting for an answer to their radio distress call. The manager of Fead Island Plantation, Mr. Bill Hallam, also sent radio messages to Rabaul.

When no other Japanese vessel appeared on the scene and food was becoming scarce, the Guinea Administration officer in Rabaul arranged the diversion of the *MV Kilinailau*, which was travelling between Bougainville and Rabaul.

On January 8, the Japanese ship arrived at Rabaul. They were a strange-looking crew. Some wore heavy sea boots and had wrapped towels around their heads. Others wore several sets of clothes to reduce the carrying problem. Some had guns—which were quickly pounded—and most of them had scratches from the sharp coral.

Mizushima had extracts from his ship's papers scribbled on piece of paper and floating around in pockets with cigarettes and matches.

The Japanese spent another five days in Rabaul before a motor steel-hulled Japanese fishing vessel, the *Azuma Maru*, came to take them home again. Accommodation was scarce so the men slept on the deck under a big awning.

They took the wreck and the subsequent shuttling around in the straits and did not seem disturbed. "We will be back for some more fish one of these days," Mizushima said.

The "Most Successful P-NG Scheme Yet"

In preparation for a big flush of cocoa beans during 1960, the Territory Cocoa Project of New Britain is rapidly going ahead to spend the new authorised loan of about £80,000.

The money will be used to extend facilities at 17 fermenteries already operated by the scheme and possibly to establish new fermenteries.

Total authorised borrowings under the scheme now exceed £220,000 and repayments are being made well to schedule. The money was borrowed from the Bank of New South Wales under guarantee from the Papua-New Guinea Administration.

The most recent loan was authorised by the Australian Minister for Territories, Mr. Hasluck, during a tour of the Territory following a request from native growers that money was urgently needed.

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New Look For Samoan Paper

The monthly Gazette, "Savali", published by the W. Samoan Government in the Samoan language, has been remodelled. It is being edited by Mr. R. L. McDiarmid, who is recently appointed Public Relations Officer to the Prime Minister's Department.

The January issue, the first to bear with the "new look", has 16 pages, more than 20 photographs, feature articles from New Zealand and Samoa, pictures and graphics of the Samoan Prime Minister and his Cabinet, an examination of the structure of democratic government, and a cartoon strip. The original purpose of this Samoan-language periodical has not been forgotten, and it still carries government notices.

The new paper is part of a scheme to provide better information facilities in Samoa, so that the Territory can be kept abreast of developments, in its move towards independence. An informed public opinion in Samoa is considered vital. Samoa has a privately owned weekly newspaper, the "Samoa Bulletin".

Private enterprise have both made quite clear recently that the Lysaght scheme is perhaps the most successful native agricultural scheme ever launched by the administration in New Guinea. The only shade of criticism noticeable at times is that the scheme may be expanding too rapidly for the general good of the industry.

But this view is not shared by administration officer, Mr. F. Reitano, of Rabaul, who has close associations with the scheme. Mr. Reitano says: "The industry is sound and so is the scheme. The native people themselves are playing a bigger and bigger part in the management of their own primary production affairs."

"The mere fact that loan repayments are up to schedule shows that the scheme is basically sound and successful."

"There are now 17 fermenteries operating, and one alone has been shown to turn out 30 tons a month. The scheme is one of the biggest things we have struck for building up not only the native economy but the economy of the Territory as a whole."

One of the newest fermenteries is away from the mainland of New Britain and is situated on Watom Island off the north coast near Rabaul.

Mr. Reitano said recently that the Watom Island fermentery was not yet handling a big tonnage, but he believed it would increase.

A New Headquarters For The Rabaul Police

The Police Force at Rabaul (a district headquarters of the Royal Papua and New Guinea Constabulary) will step into a new look in April or May with the completion of its new police station.

Features of the change-over from existing quarters will be the provision of a vastly-improved scientific section and of two-way radio equipment for patrol cars.

A fully-equipped air-conditioned photographic darkroom will be included in the new station, and an

extensive filing and reference section will be included for investigation work.

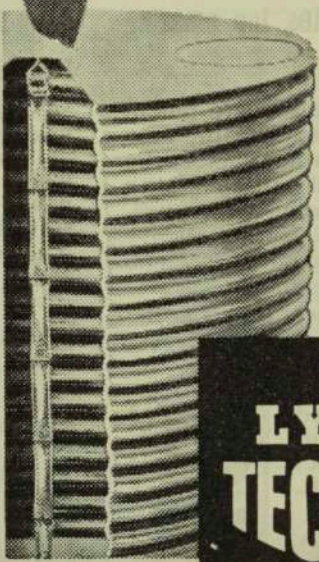
The radio equipment will consist of very high frequency modulated units installed in at least five vehicles, and operating through a central transmitter adjacent to the telephone switchboard at the police station.

One of the vehicles to be equipped will be a fire tender, and another will be a patrol car stationed at Kokopo police station. The equipment is expected to have a range of at least 40 miles from the central transmitter.

The new police station is being

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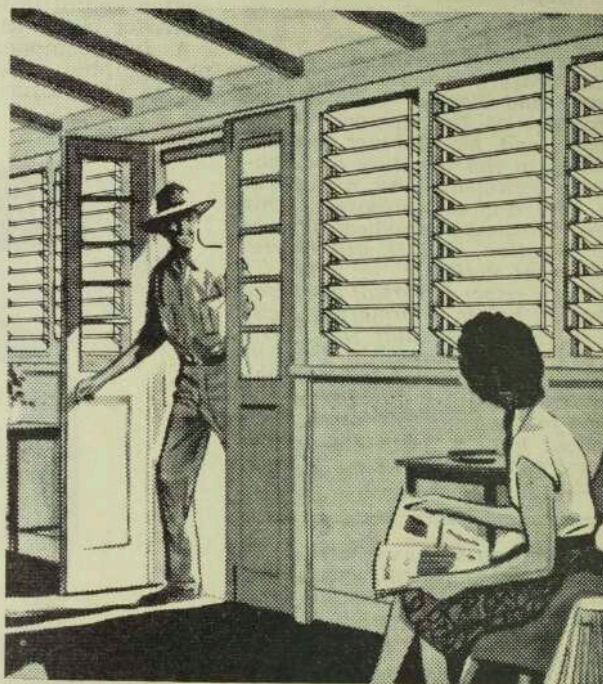
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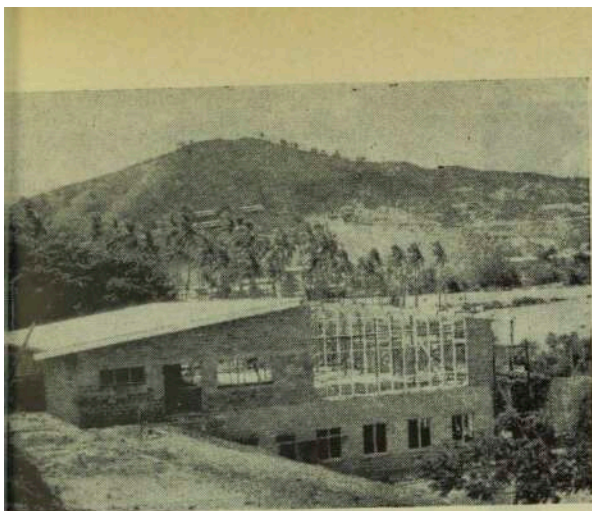
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Revelite for inside



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NEW CLUB BUILDING

A new building for the Kone Club is now under construction for P-NG public servants, near Administration headquarters, Konedobu, Port Moresby. The club is on the foreshores and has a view up the harbour towards the town proper.

Photo: Papuan Prints.

uilt beside the existing one, and when the shift is made the present station will become the Rabaul fire station.

Completely new quarters for native constables are being built behind the police station, including a mess-hall, kitchen and store.

Work on the new building was delayed early in the New Year when weather conditions prevented the contractors from obtaining a continuous supply of timber, but construction is now going ahead rapidly.

Fiji Farm Sledges Now Forbidden

The primitive sledges known as ghazitas, commonly used by Fiji Indian farmers, became illegal in all the dry areas of the Colony as from January 1, 1960.

Some time ago this measure was approved by the Legislative Council as a move to combat serious soil erosion problems in many parts of Fiji. The sledge is considered a major factor in soil erosion causes. Its banishment has been strongly opposed by farmers, mainly because of its low cost as a means of farm transport. A ghazita is often made from the fork of a tree and its cost may be negligible. Farmers must now purchase carts as these are considered to be less damaging to top soil and less productive of watercourses.

As from January 1, cane farmers are also forbidden to plant cane parallel with the land-slope. This is another conservation measure.

No Out-patient Treatment For Fiji Lepers Yet

At present it would be unwise to treat infectious leper patients in Fiji on an out-patient basis.

Dr. P. W. Dill-Russell, Director of Medical Services, told the Fiji Legislative Council this in reply to a suggestion that facilities should be

made available for patients to carry on in business.

Dr. Dill-Russell said that while in many parts of the world the disease was treated on an out-patient basis, this was only done where the problem was so vast that segregation was impossible, or where the problem was so small that patients could be easily supervised in their own homes.

Fiji, he said, was approaching the latter stage fairly rapidly and when he felt that this point had been reached he would say so, but, said Dr. Dill-Russell, he would prefer not to be rushed as he had a duty to the public.

Dr. Dill-Russell said that where in 1957 there were 559 cases at Makogai, today there were 320. In 1958 a record number of 125 cases were discharged as cured, and that record would be beaten in 1959.

"Make It Museum Year" In P-NG

"Make 1960 Museum Year" is the wish of the Chief Justice of Papua-New Guinea, Mr. Justice A. Mann, who is also chairman of trustees of the Papua-New Guinea Museum. The museum has been given space for its displays in Port Moresby, but the entire project is still in its formative stage.

When he is on circuit through the Territory, Mr. Mann loses no opportunity of "selling" the museum idea to as many people as possible, and of obtaining their support.

From all parts of the Territory he has already collected a series of articles or promises of articles, ranging from collections of shells and butterflies to ancient native artifacts.

Mr. Mann said recently: "We have a building and the opportunity to get properly started. That's why I say 'make 1960 museum year for the Territory'. I feel that the scope of a museum in a country such as this is very great.

"An overseas scientist who has been collecting specimens here has





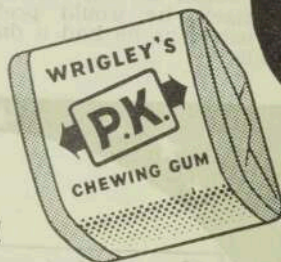
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made a double collection of everything to help us get our museum going. This is the sort of thing we appreciate very much, and we will play a big part in ensuring that we have a good museum of our own."

Fiji Rice Flying-Squad On the Job

In the Rewa Valley of Viti Levu where the cane farmers are turning somewhat reluctantly to rice following the closure of the CSR Nausori sugar mill, the District Administration, Department of Agriculture, and the CSR have jointly established a sort of rice flying-squad to deal with any outbreaks of the disease known as Rice Yellows.

The team has been established to ensure that the dire predictions made by some farmers in regard to rice do not eventuate.

A constant watch will be kept on crops throughout the entire area and at the first signs of Rice Yellows a spraying team will be sent to the farm to deal with it.

Farmers are, however, being urged to keep a close lookout themselves and to call on the team at the first signs of disease. That way the Government and the CSR, which are establishing a new rice mill to deal with the crop, are confident that damage suffered in some areas of Fiji from this disease last year will not be repeated. A moderate tax will be made by the insecticide team to cover the cost of the work.



Recently married at Taurama Chapel, Port Moresby—Mr. and Mrs. David Copeland. Mrs. Copeland was formerly Miss Beverley Dixon.
Photo: Papuan Print

Samoan Population Increase

Figures released by the Prime Minister of Western Samoa, Tiafe Mataafa, show that the Territory's present population of 102,915 will probably be doubled in 30 years. It is expected to be more than 109,000 by the end of this year, and will probably reach 188,500 by 1980.

The Prime Minister said the figures emphasised the problems the Government will face in developing agriculture, industry and social services to keep pace with the increase in population.

Thanks for a Bumper Christmas Party

More than 80 children received toys, and made inroads on a plentiful supply of food and drink, at the annual Christmas party provided by the New Guinea Women's Club in Sydney.

The secretary, Miss V. Thwaite, in January, thanked the following people for their donations for the party:

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Transport Charges—No Holds Barred

The charges thought up by "shipping and forwarding agents" almost beggar description, according to some people who have to pay them.

Not long ago a resident of Suva sent a small case of personal effects to Sydney—total value, £4 or £5. These are the charges he was obliged to pay in Suva before the case went onto the ship:

Duty, tax, wharfage, 3d; freight to Sydney, 18/-; attending and examining, 7/6; entries, 2/6; cartage and handling, 2/6; insurance, 5/3; bill of lading, 1/6. A total of 37/6.

But we haven't seen anything yet. These were the charges imposed by the Suva firm's opposite number, in Sydney:

Bond charges, 16/-; stacking, 9d; wharfage and entries, 2/6; stamp duty on insurance policy, 9d; customs entries, 10/-; attention to statutory declaration, 7/6; agency and attention, 12/6; stamp duties, 2/6; ship's order, 2/6; verification with customs at wharf, 15/-; American Trading charges, 7/6; sundry, 1/9; attention at bond, 2/6; wharf attention, 5/-; cartage, loading and unloading, 15/-. The modest total was £5/2/9.

If you are wondering what to do with your enterprising and growing son, there could be a great future for him in this kind of business. No holds barred.

Is Fiji's Cocoa The Wrong Type?

Is the variety of cocoa which Fiji has adopted in its cocoa development programme the wrong type for the world's markets? Some people apparently think that it is, but the Department of Agriculture does not agree.

In a recent broadcast address Mr. C. Walker, officer in charge of the Government agricultural station at Naduruloulou discussed this question.

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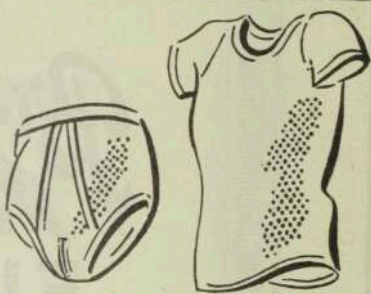
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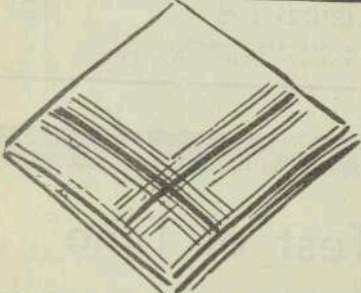
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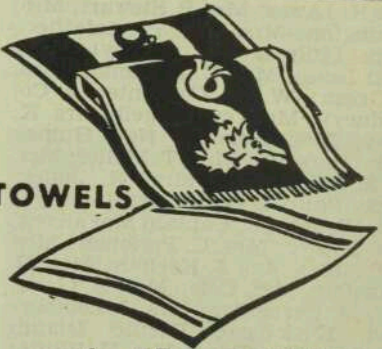
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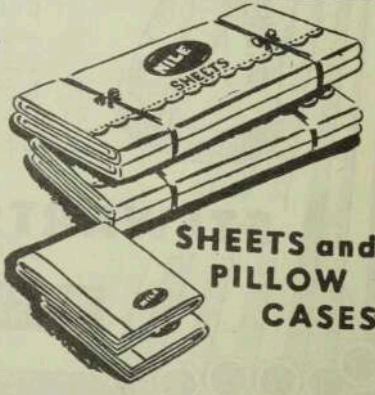
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**SHEETS and
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126

FEBRUARY, 1960 — PACIFIC ISLANDS MONTHLY

Fiji, he said, has adopted the trinitario hybrid, which was produced in the West Indies, Ceylon, Java, Indonesia, and Papua-New Guinea, because there were already 10 trees of this type in the country which had survived from earlier attempts to establish the industry. They showed very little disease in Fiji and some were in vigorous bearing despite neglect and hurricanes. Using material from these Fiji could make an immediate start.

Had bulk quantities of Forastero which makes up the bulk of the world's supply—been brought in, there would have been a severe risk of introduction of serious diseases, and there was no guarantee that it would do well.

The Government had brought in the Forastero and planted it in strict isolation so that it could be carefully observed for any signs of disease, but this material could not be used by planters for another three or four years at least.

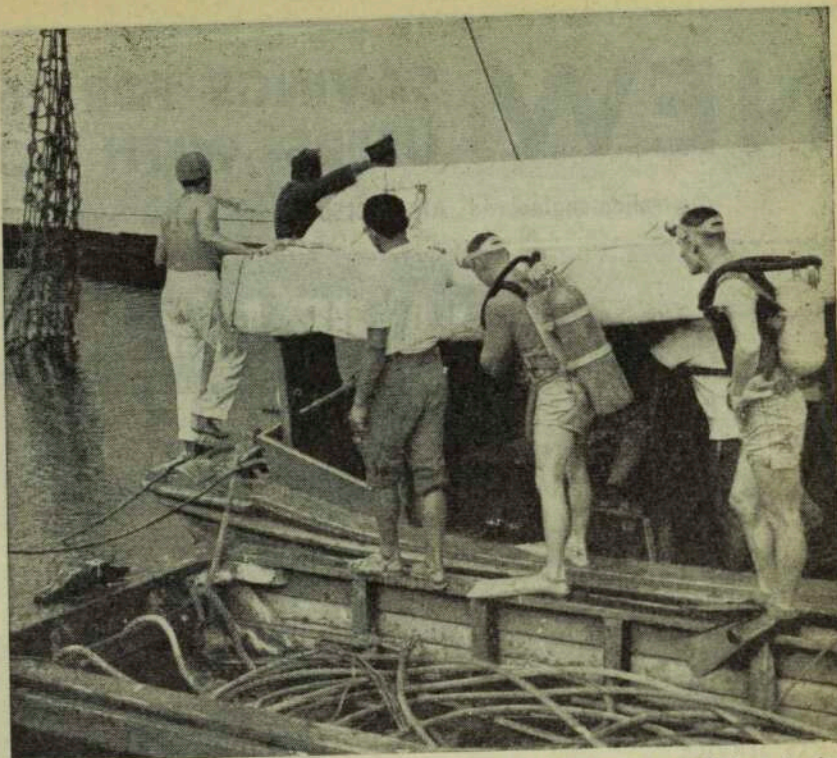
Meanwhile, a technique of hybrid production will be carried out, and these should be available by 1963, by which time the present planters would have had enough experience to take advantage of the superior planting material.

The main consideration, Mr. Walker said, was that a well fermented, properly dried grade of cocoa be produced. If the standard is right, there will be no difficulty for the Trinitario strain finding a ready market.

Arcadia Strikes Trouble in Suva

The 29,734-ton *Arcadia*, south-bound in January, was in trouble in Suva. Just after she had been brought alongside by the harbour-master, Captain E. L. James, and as being made fast, steam was accidentally fed to the port engine, the "ahead" position and the vessel started to move forward.

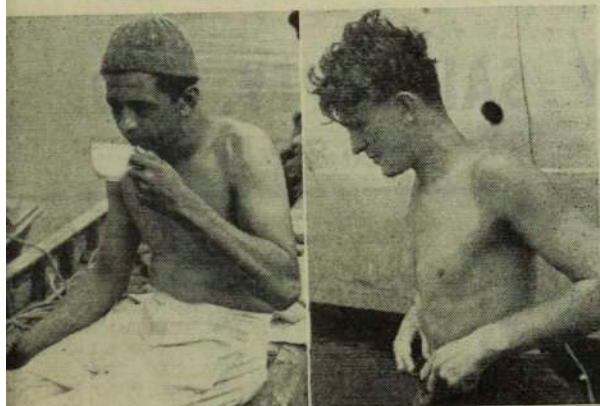
Before the movement was noticed the vessel was gaining way, and only by some very quick releasing



Skin divers with aqualungs prepare to go below from a diving barge in Suva Harbour to clear the propellers of the big P. & O. liner "Arcadia" in January. In the foreground are sections of the steel cable which had already been cut from the shaft with hacksaws. See story below.

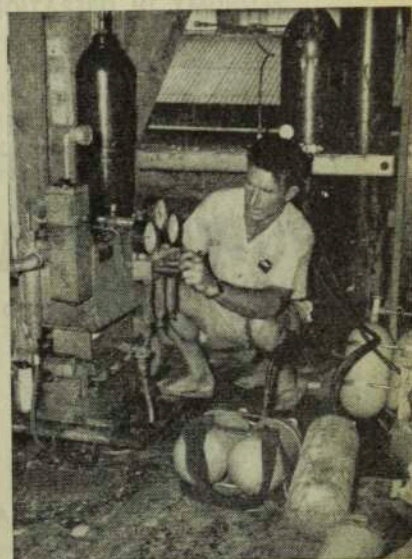
of lines and an "astern" manoeuvre on both engines was a serious mishap averted. There was no ship immediately ahead, fortunately, for *Arcadia* moved forward about 600 ft before being halted. She swung her bow away from the wharf and for a moment a collision with the local 119-ton wooden vessel *Fijian Princess*, anchored off the end of the wharf, seemed imminent. Some of her Fijian crew jumped overboard. A steel hawser which fouled the port propeller caused a delay of 19 hours in clearing the 20-odd turns round the shaft. The RNZAF diving club, together with other commercial and government divers, assisted in clearing this tangle.

Cargo nets were lowered to protect the divers from possible shark attacks. The bulk of the work fell to the skin divers who, operating with aqualungs and swim fins, were far more mobile. They worked in teams of two and three. This was the second occasion in which Air Force underwater men have featured in the news. About a year ago they investigated the wreck of a missing American yacht, *Annette*, on a reef in the Lau group.



At left, Government diver John Slatter takes time out for coffee during work on the "Arcadia", as Flying Officer R. Brimblecombe, who headed the RNZAF diving team, prepares to go below. At right, Colin White, president of the Fiji Spear Fishermen's Association with his compressor, which was run almost continuously pumping air bottles during the diving operations.

Photos: Rob Wright.



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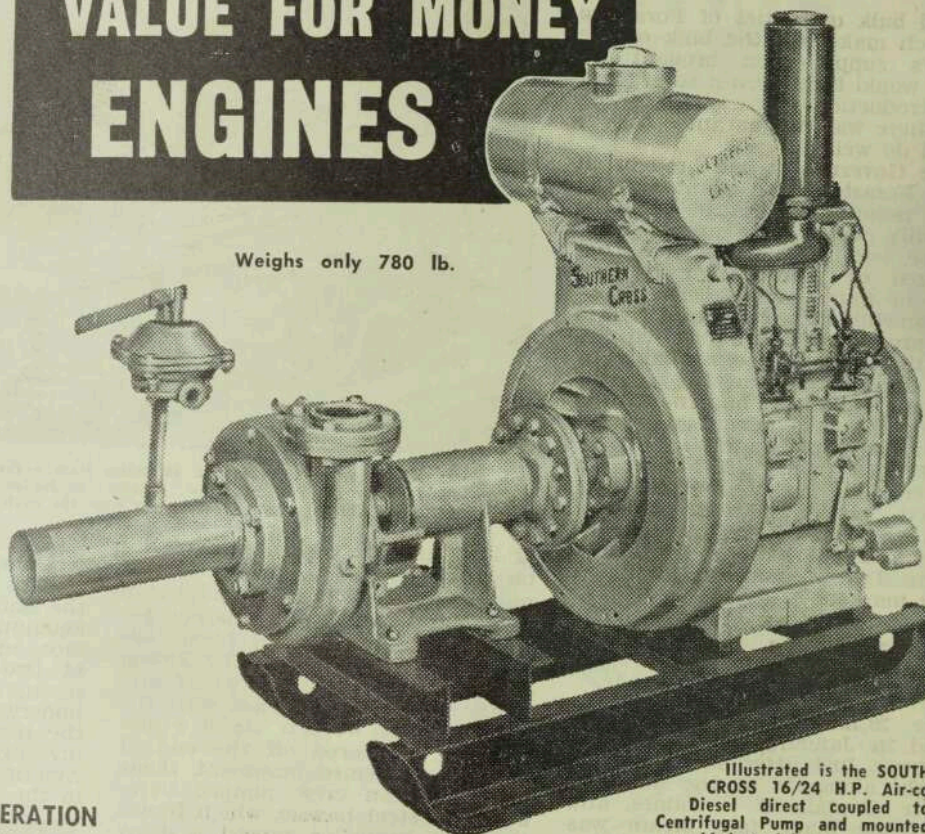
Direct injection on this SOUTHERN CROSS Diesel, together with a heavy flywheel, makes hand starting particularly easy, and gives greater fuel economy.

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PLANE OUT. Qantas DC4 "Hongkonger" and its crew just before the aircraft flew out on December 31 for Sydney—the Qantas plane out before the French-Australian traffic agreement ended. The pilot, Captain J. Christensen, is on the left and Qantas ground engineer Jean Brock is on the right. The aircraft later flew low over Noumea in final salute.
Photo: F. Dunn.

What's Behind The Airlines Breakdown

With the breakdown in the French-Australian traffic rights agreement in December still in the news, and the suggestion growing that the French were to go a step further in banning TEAL flights into French Polynesia, the Melbourne journal of airways and aviation news, *Aircraft*, in January published an appraisal of the situation which was, to those who know in high places, right to the ball. It was almost, some might say, as if *Aircraft* was stating the official Australian Government policy on the situation.

The breakdown, said *Aircraft*, turned back the clock to much earlier days of horse trading in international air transport rights negotiation. And it went on:

"If it now makes curious reading to a world accustomed to more sophisticated aviation diplomacy there is cause to consider the implications. They suggest very bluntly that this is, perhaps, a sample of things to come—a power-politics expression of the birth of European Air Union.

"There was a time in the sphere of international dealings when Australia was known to play the game of traffic rights in a jealously restrictive manner; stubbornly defending these shores against all in-

vaders of the national airline's preserve. There is a tendency still, therefore, to look closely at our own attitudes and to seek there the cause of such a breakdown. In more recent years, however, the approach has been more far-sighted and much more smooth, and a succession of highly successful negotiations—most notably that with the United States—has demonstrated a good international reaction.

"A close examination of the background to the French-Australian talks certainly does not convince the fair-minded observer that Australia in this instance can be rightly accused of greed. On the other hand the refusal of the French to postpone the talks for a few months, and allow the existing informal arrangement to continue for that period, is strong evidence that France was, at least, impetuous. The immediate loss was that of France, not Australia, for TAI now has to plan for a much less advantageous route. Similarly, the cutting of the airline linking Noumea, French New Caledonia, with Australia will hurt the nationals of that French possession much more than it will affect Australia.

"The French are known, also, to have made a blunt threat that New Zealand is also in line for a similar guillotine in regard to TEAL's present rights to operate to Tahiti—solely because Australia is a half-partner with New Zealand in TEAL. And this despite the fact that TEAL's flying-boats were Tahiti's sole air link with the world in the days before TAI came into the picture.

"An even more curious aspect of the whole question is the fact that France has precipitated this rift so soon after winning substantial rights in the United States—rights that, for the first time, give TAI and Air France a first-class chance of de-

Loans Board Now In GEIC

Following the ordinance which was enacted early last year, an Agricultural and Industrial Loans Board has now been established in the Gilbert and Ellice Islands Colony.

Its main function will be to provide financial assistance, especially to co-operatives, for capital improvements in connection with the copra industry.

However, it will also loan funds towards the promotion and development of crafts and industry it considers worth encouraging.

Developing a soundly economic South Pacific route, linking their Oceanic possessions into a round-the-world airline pattern. They have a jet airport under construction at Papeete, and planned late next year to introduce DC-8s to this service, via Australia, Noumea, Tahiti to Los Angeles.

"For some years now TAI has serviced Noumea via Darwin and Brisbane for a weekly DC-6B service. In return Australia's Qantas has had rights at Noumea, serving it once a fortnight from Sydney.

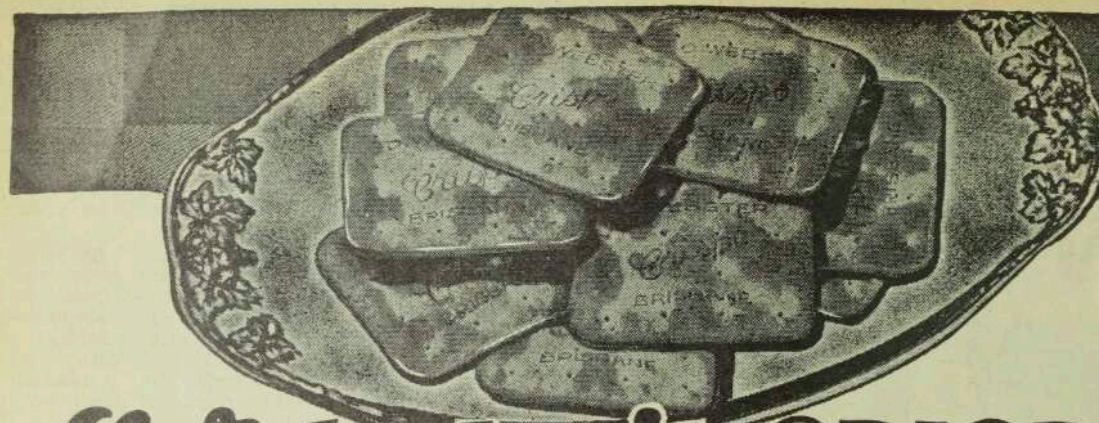
"In seeking a new formal agreement France asked Australia for traffic rights at Sydney and beyond as an alternative to Brisbane. They wanted two services a week, initially by DC-7C and later by DC-8. One of these services would fly via Noumea and Tahiti to Los Angeles, there to link with Air France in a round-the-world route. The other would terminate at Tahiti, where, of course, there would be other connecting links to North America and

SEVEN YEARS IN THE COOKS

Back in New Zealand with the Health Department at Wellington is Mr. Morell Mackenzie, who has been dental officer at Rarotonga in the Cooks since 1953. Here at his departure he is with his wife and family.

Photo: D. C. Berry.





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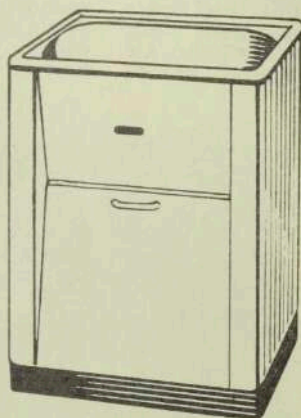
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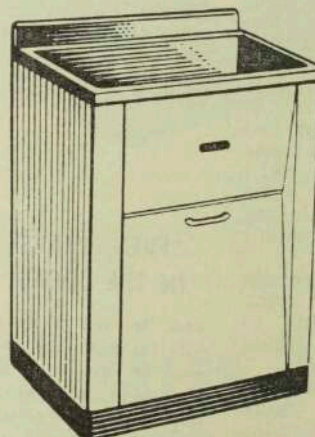
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Pat Henry Leaves New Guinea

Mr. L. M. (Pat) Henry, one of the strongest leaders and workers in the ranks of the Returned Servicemen's League in Papua-New Guinea, retired from office in the league early in February.

With his wife and his two young children he will leave in April to live in Sydney after 12 years of residence in the Territory and 11 years of outstanding service to the RSL. Mr. Henry is at present the Rabaul Liaison Officer of Qantas, and his new appointment will see the company's head office in Sydney.

Some idea of his work with the RSL can be seen from the following offices which he has held at various times in the past 11 years: President, Madang Sub-branch; Vice-president, Lae Sub-branch; State Vice-president, representing New Guinea Mainland; State Vice-president, representing New Guinea Islands; Secretary, Rabaul Sub-branch; President, Rabaul Sub-branch.

Mr. Henry has travelled thousands of miles on RSL business, attending conferences and delegations. He has conducted Anzac Day services and officially represented the RSL on many public occasions.

He was one of the originators of the scheme which built a cenotaph in Central Avenue, Rabaul, and was largely responsible for raising the money to build the cenotaph.

He retired early in February as President of Rabaul Sub-branch amid tributes from members and officers of the RSL. Officers said that Mr. Henry's work on the league's behalf could not be measured, and he would be a great loss to the Territory State Branch when he left the Territory.

er South America. Australian Department of Civil Aviation economists estimated the value of Australian rights on these services at about £1,000,000 a year to TAI and Air France.

Australia was prepared to grant these requests provided Qantas was given reciprocal rights at Tahiti and Paris for which a trans-Atlantic link is available to Qantas under the Australia-USA agreement. France offered rights at Tahiti, or Paris (with Marseilles suggested as an alternative) but not both. From these points of view neither was prepared to budge and the deadlock developed. There followed the suggestion of Australia that negotiations should be resumed next year, the refusal of this by France and the announcement that the existing temporary arrangement—and the services under it—should cease from January 1, 1960.

The French delegation was led by the Director of Air Transport for the Ministry of Transport and Public Works, M. Pierre Moussa. The Director-General DCA, Mr. G. Anderson, led the Australian delegation.

"It is understood the French view was that Australia over-valued its rights and wanted too much for too little. For their part Paris and Tahiti were equally generous as individual offers for what they sought. They had the strong view that Tahiti could develop as a major tourist centre of the Pacific, and that they could be re-routed via Djakarta. In better than Australia could do without Tahiti. It was suggested that TAI's route to Noumea and onwards could be re-routed via Djakarta, Indonesia, and Biak, Netherlands New Guinea—for which Dutch rights are expected to be given. Darwin might

be used for a refuelling stop only.

"The Australian view was that the rights sought at Paris (which in the jet age is too close to London to be utilised economically) and Tahiti were not a matter of immediate consequence, for there was no plan for Qantas to use them for several years at least. The airfield at Papeete would not be ready for a year and there was doubt whether, even then, it would be suitable for QEA's Boeing 707/138s. On the other hand the Australian view was that the rights sought at Sydney conveyed an immediate and substantial benefit to the French airline."

Some Action On Fiji Bananas

In mid-January the Fiji Department of Agriculture issued a statement foreshadowing the imposition of banana quotas on suppliers, so that all will have a fair share of the export market.

New Zealand is likely to take about 240,000 cases from Fiji this year, and as production is likely to exceed substantially that amount a quota system seems called for. Should suppliers, having been allocated a quota, fail to meet it without good reason, they will have to expect a reduction in favour of other suppliers who regularly meet their promised quantities.

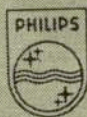
The quotas will eventually be vested in the proposed Banana Marketing Board, but until that is set up the Department of Agriculture will set quotas according to the supplier's estimate of his capability, the quantities he has produced for shipment in the past, and on field inspection of his areas.

Quotas will also be set according to the quality of the fruit consistently supplied for shipment. Quality will be given particular emphasis, the statement says, in view of the criticism of the Fiji product in New Zealand as compared with the product for some other producing territories, and in view of New Zealand's right to choose freely the sources of her banana imports. (See p. 65 this issue.)

A week later it was also announced—somewhat belatedly many will consider—that the Government's Standing Finance Com-

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Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
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, Serai.

See also advertisement on page 32.

mittee had set up a sub-committee to make a detailed examination of a proposal for an experimental dried banana project. The proposal was put forward by Mr. H. B. Gibson, senior European elected MLC.

The sub-committee will consist of the acting-Financial Secretary, Mr. H. P. Ritchie (chairman); Mr. J. A. Moore; Ratu Edward Cakobau; Mr. S. Narain; and the Commerce and Industries Officer, Mr. R. W. Parkinson.

This sub-committee will no doubt investigate the highly optimistic reports of market possibilities for this product made by Mr. B. Proweller, a business man, who made an exploratory visit to the United States late last year.

PIM's Auckland correspondent reported from there in late January:

A suggestion made in the Fiji Legislative Council in January that the Fiji Government was not doing enough towards urging New Zealand to accept larger shipments of Fiji bananas did not raise much enthusiasm from Mr. C. Ross Walker, general manager of the importing organisation, Fruit Distributors Ltd., which handles all such fruit coming into New Zealand.

Fiji had failed to grasp the opportunity which New Zealand had offered it for larger consignments in recent years, Mr. Walker said. Where Fiji had failed to grasp this opportunity, Western Samoa had made great efforts to meet the need.

With a progressive outlook and provision of a modern ship terminal, he said, Western Samoa can ensure the availability of bananas all the year round in adequate quantity and at an adequate price. Western Samoa had sent New Zealand over 800,000 cases each of the past two years. Samoa could only supply 149,000 cases in 1958 and 65,500 cases last year. Tonga had stepped up her output and would be supplying nearly 30,000 cases in January.

Apart from the irregularity of supply from Fiji—and Mr. Walker did not say that this was all the fault of the Fijians, climate also involved, the New Zealand demand for bananas, especially in January and February when stone fruit is available, does not have a limit. At this time of the year the quantities required are shared between the producing territories.

Mr. Walker did not say so, but it may fairly be assumed that New Zealand would give some preference to trade with Western Samoa where she has closer ties and responsibilities for development. Samoa can deliver the goods, as has demonstrated that she can.

Realising that should spur into much greater research into the possibility of processed bananas and other markets.

Japanese Timber Interest in the South Pacific?

There seems some indication that Japanese buyers may stir up the timber market in the South Pacific.

The Japanese Government is rehabilitating the Japanese forests as part of a long range plan, and as a result Japan has to increase imports of logs to keep up with local demands, in addition to keeping pace with its exports of veneers and plywoods.

The Japanese have been buying logs from as far away as Ghana.

Now, Japanese interest in exporting logs from Manokwari, Netherlands New Guinea, is increasing rapidly. In short succession, several groups of Japanese businessmen representing prospective buyers have visited the district and entered into negotiations with local contractors throwing in offers of loaning heavy equipment to get large-scale logging operations started. Similar operations for Ryukyu Lumber Company (from Okinawa) have been started in the Hollandia district.

Recently the Japanese president and vice-president of the Netherlands Guinea Bussan Company (also from Okinawa) were at Manokwari, and said they intended to open up a branch office in the town. They bought a building there.

Japanese buyers have shown themselves interested in acquiring mixed shipments of all kinds

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Samoans Will Be Pressure Cooked

Western Samoa, on the verge of independence, badly needs trained public servants. As part of a scheme to bring present employees to peak efficiency they're being given a "pressure cooker" course in New Zealand. Fourteen senior public servants in January arrived in NZ to receive concentrated refresher courses and practical experiences in Government offices scattered throughout the Dominion, over the next six months. They will be followed by other groups and a few will remain for a year.

ber except kwila, and some poor grades of light brown wood. The drying rules are not too strict but allow for some oversize and extra time.

Within a 12-mile radius of Manokwari port, a quantity of more than a million cubic feet of the required timber is readily available out of an estimated total of 80 million cubic feet.

However, according to some reports, it is doubtful whether the Netherlands New Guinea Government will consider granting concessions in the Manokwari area to local contractors or other small-scale operators to provide logs for port.

The Government might prefer to leave the market to a suitable large firm, applying for a concession of the whole area.

There has recently been a rumour that a large American corporation, not previously engaged in logging, but with business interests in Japan, has been seeking an option from the Government.

Three professors of the Agricultural University of the Netherlands, Wageningen, are currently visiting NNG investigating timber possibilities. Professor G. Hellinga, Professor J. F. Kools and Professor H. Becking will remain for two months studying the problems of forest exploitation and related matters.

Important New Cocoa discovery in P-NG

A New Guinea agronomist had discovered a new method of processing cocoa which is expected to give a great boost to the Territory's cocoa industry and prove very valuable to other cocoa growing countries. AAP-Reuter reported from Port Moresby in January.

The Acting Director of Agriculture in the Territory, Mr. W. Conroy, said that the agronomist, Mr. L. A. Bridgland, working at Kerevat Gov-

ernment Research Station, near Rabaul, discovered a revolutionary method of hastening the drying of wet cocoa beans.

"In short, Mr. Bridgland's process means a much greater volume of cocoa beans can be handled in much the same area of drying space as previously employed at cocoa fermenteries."

"Cocoa beans are first fermented then dried. Mr. Bridgland, during five years' research recently completed, found that if a great amount of heat was used on wet beans early in the drying process the beans can be put away still partially damp in boxes or bins for up to a week without rotting," Mr. Conroy said.

"The beans can then be taken out

again and the drying process completed.

"This is over-simplifying the process, of course, but in general less time and less space are needed to dry beans, and losses from bad weather can almost completely be cut out by the new process."

Mr. Conroy said that cocoa was the "boom crop" of Papua-New Guinea and market prospects were excellent.

"We are now investigating prospects of adapting present Territory machinery or building new machinery to use the Bridgland's process.

"We believe it will enable Territory fermenteries to greatly reduce the cost of drying and greatly im-

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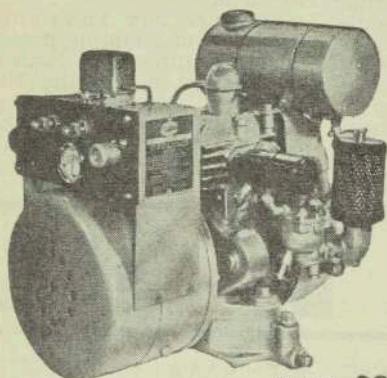
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efficiency," he said. Mr. Bridgland discussed the research at world cocoa conference at Accra, Ghana, last year, and the work aroused great interest. "I don't say every cocoa growing country will immediately change to a new process, but many are very interested and it will help other countries in their own lines of research," Mr. Conroy said. Mr. Bridgland left the Government service late last year and is now working in private enterprise in the Rabaul area.

There'll Be More Fiji Housing Soon

Following the recent opening of the Fiji Government low income housing project at Raiwaqa, Suva, a tender has now been let for a further group of 22 single-unit houses in concrete block construction at Raiwaqa, and the Housing Authority has called tenders for the first stage of a similar project at Lautoka, in this case 19 duplex houses to be erected in Dravuni Street. The Raiwaqa second stage project has been let to Millers Limited at a contract price of £19,993/1/2. Nine tenders were received, including one from Australia.

Just Another Boat Got Away

Intent on hooking a juicy perch, amateur fisherman Don Matheson is a bit annoyed when he felt his line snag somewhere in the dark depths of Rabaul Harbour. It was 11 o'clock at night and his little dinghy was rocking gently more than half a mile offshore. He tugged and weaved the line but it wouldn't free. A few yards away his two companions, Bill Bates and Harry Curtis, sat in a larger dinghy. Bates wasn't sure at first, but he thought Matheson's dinghy started to move. A few seconds later he



FAREWELL. Chief Judge R. V. Kay (centre) who has recently retired from the Cooks, poses for a farewell photograph with Chief Officer of Police J. O'Halloran and Police Officer J. Best (right), and some members of the Cook Islands Police Force at Rarotonga. Photo: D. C. Berry.

was sure of it. "There's something pulling you through the water," he called.

But by that time, Matheson himself was only too aware of what was going on. There was a big fish down below, and it was taking him for a ride. The second boat came up beside him, and the three men lashed the two boats together. Then the fun started.

Let Bill Bates continue the story: "Lashed together, and with the fishing line taut over the bow of the smaller boat, we moved off at a smart 2½ knots. We didn't think it would last long, but two hours later we were still going strong. By that time we had gone round and round in a big circle in the harbour, covering about four miles altogether.

"It was getting pretty late by then, and we decided to try to land the big fish. We made a few attempts and then the line snapped.

"When we hauled it up there was

only one hook left on it, with a tired 10 lb perch dangling on the hook."

The three men believed that the fish which pulled them round the harbour was probably a groper, and that it could weigh up to 400 lb. They think that Matheson probably hooked a small fish, and that the groper rushed in, swallowing the small fish, the hook and several feet of fishing line.

Huge Increase in Ship Travel Predicted

The Orient and Pacific Lines Agency Inc.—the American office of this big British shipping combine—predicts that the Line's Pacific passenger traffic this year will be at least double that of last, and there will be a further very substantial increase in traffic when the 45,000-ton *Canberra* and the

THINKING OF HARDBOARD? USE



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40,000-ton *Oriana* are commissioned in 1961. These two ships alone will cost the Line £30,000,000.

Last year there were 13 O & P Pacific sailings; this year there will be 18—representing 7,000 berths. Next year with the new liners in service there will be 11,300 berths—and the Line is convinced that, far from this being the All Air Age, the Pacific passenger trade is as yet only in its infancy, especially in the moderately priced tourist class sphere.

And if further proof of faith in the sea passenger trade is wanted, a contract was signed in November between the American-European Travel Project Incorporated of New York and the Verholme United Shipyards of the Netherlands for

the building of four mammoth 120,000-ton passenger liners each capable of carrying 8,000 passengers plus a crew of 2,000 on the Amsterdam-Lisbon-New York service.

All meals will be on the "serve-yourself" buffet scheme and there will be many other innovations to reduce operational costs and fares. These ships will sail under the Dutch flag.

Meanwhile in Britain there is talk of building high-speed passenger vessels of the "floating-on-air" variety which will skitter across the oceans some distance above the surface at perhaps 100 miles per hour. Such ships would pose a very real threat to the airlines by reducing the present advantage of speed.

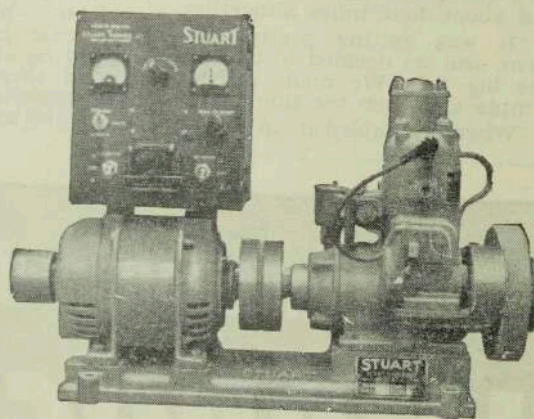
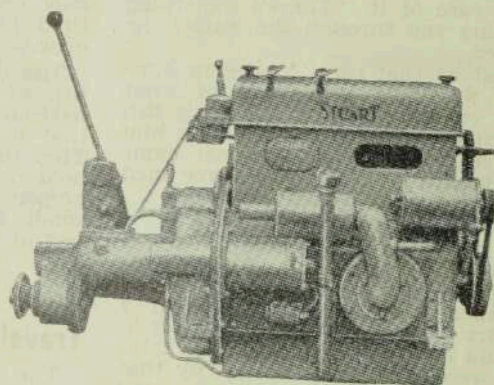
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Suva Youth Clubs Are On The Way

The United Kingdom, through Colonial Welfare and Development Fund, has given £5,000 towards establishment of two youth clubs in Suva.

The project was organised by the Suva Rotary, which has collected £12,000. The Fiji Government has given a further £5,000.

The first building, already nearing completion, is located in Marks Road in the city area. The other will be built in Samabula suburb. Each will consist of a gymnasium, kitchen, cafeteria, office, "quiet room", library, a store and accommodation for an instructor, and the cost of the two buildings is estimated at £19,000. The balance of the money will be used towards running costs.

Each centre will be capable of handling a membership of about 2,000.

New Tongan Vessel Leaves Japan

The Tuna long-liner *Teiko*, a 1,200-ton wooden vessel built for the Tonga Government, successfully sailed her trials in January and is expected to reach Nukualofa in February. Prince Tungi said when he passed through Suva in January, after visiting Japan and other countries of Asia.

The vessel is commanded by Captain Isamu Naoi, a Japanese fisherman who has been in Tonga Government employment as a fisheries adviser since 1957. *Teiko* will be crewed by Tongans when fishery operations commence.

The first South Pacific vessel to engage in Japanese long-line methods of deep-water tuna fishing with an Islands crew, her operations will be watched with the keenest interest.

Representing an investment of between £30,000 and £40,000, she is equipped with 300 baskets of long line (each 48 fathoms) which, when all laid out, will extend over about 14 miles. (See p. 31).

A Cement Works—But Absolutely No Dust

The Suva Rural Local Authority and the Town Planning Board have agreed "in principle" to the establishment of a cement works on the Wallekutu Quarry Road within the Qoya Forestry Reserve, subject to certain conditions.

The approved sight is alternative to one near Lami. The application for that site was strongly opposed by many nearby residents.

The conditions now laid down are that dust does not, in the opinion of the Local Authority, create a nuisance to people with



Recent Islands weddings was the marriage of Sister Mary Amos to Captain Geoffrey Piggin of Qantas, which took place in the Anglican Church, Lae. —O. Brabant.



Sydney wedding of Islands interest—Miss Marie Roberts, of Sydney, to P-N-G Education Officer Jim Metcalfe, of Angoram. The service was at St. Ambrose Church, Concord West.



Miss P. Creed and Mr. James Marlow, who were married at the Ela United Church, Port Moresby, recently. —Papuan Prints.

five miles of the works; that dust control equipment is installed to the satisfaction of the Authority; that machinery noise, including that from transport vehicles, does not create a nuisance within a mile of the works; that no damage is caused to crops or vegetation by dust or fumes; that there is no obstruction of traffic on the main road nearby; and that further conditions may be imposed after the Authority has seen the company's detailed plans.

Suva City Property Changes Hands

The Colonial Mutual Life Assurance Society purchased in January one of the most valuable business sites in Fiji, the Central Buildings in the heart of Suva. The price has not been disclosed.

The purchasers will demolish the existing building and erect a modern air conditioned office block.

Chatham Is. Cleared For Flying-Boats

The Te Whanga lagoon in the Chatham Islands has again been cleared for use by RNZAF flying-boats and the occasional passenger service to and from the main island, Chatham, of this group east of New Zealand, has been resumed.

The air service was suspended in November when a flying-boat was wrecked on an uncharted reef or rock in the lagoon. In January two Civil Aviation Department DC3's flew to the island to land on the privately-owned air strip—which is inconveniently located far from the main settlement of Waitangi—and landed a team of surveyors to re-beacon the landing area of the big lagoon. Following completion of this work a Sunderland made two flights to the island at the beginning of February, principally to transport school children back to their schools in New Zealand.

Jame Plantation Reported Sold

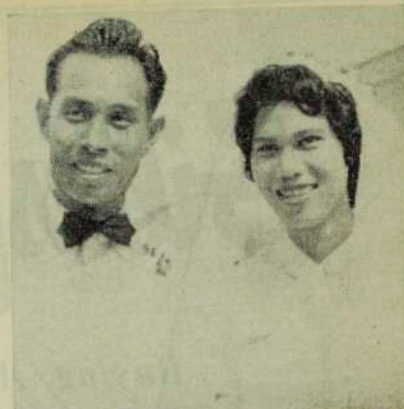
The well known Jame plantation, on Jame Island, off the west coast of Buka, has been reported sold.

A Rabaul report in January said the plantation had been sold to Rabaul interests by owner Fred Archer, who bought the plantation in 1927 and did a first rate job in building it up.

Mr. Archer had been active in the Planters' Association and in the organisation of the Bougainville Company, which was formed to provide much needed shipping services to Bougainville.

Nuimate plantation, Tonga, has also been sold.

Nuimate has been occupied by the Brahne family for two generations,



Popular young Chinese couple Joyce Ning and Thomas Seeto were married at St. Mary's Catholic Church, Lae. A very big reception followed.

—O. Brabant.



A quiet wedding at the Lutheran Church, Lae, recently—Peg Arbuthnot, of Rabaul, to Mr. A. Blackman, of New Guinea Goldfields, Wau. Both are well known Territory residents.

Photo: Pat Robertson.



Members of two well-known Port Moresby families, Miss Annette Stoneham, and Mr. W. L. Richter, were married at St. John's Church, Port Moresby.

—Papuan Prints.

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was sold by Mr. and Mrs. Otto Kane, two popular Nukualofa personalities, who in December went into retirement in New Zealand. The lease still has about 20 years to expiry and it has been bought by the Mormon mission for £40,000. The mission will assist with food production expenses for the mission's Manua College. The lease of the Manua land expires within five years, and one Tongan report said since it is doubtful if the Government will extend the lease in view of its policy of not granting leases to non-Tongans, the purchase of the Brahne properly will ensure the mission's education programme will continue.

Move to Liquidate Hamac Group in P-NG

An application to the Supreme Court of Papua-New Guinea to liquidate Hamac Holdings Ltd., of P-NG, would be made in February. Harvey Trinder (NSW) Ltd., said Harry Watson, executive officer of the latter company, on February 9. This is the latest move in the tangled financial affairs of Hamac Holdings and its network of subsidiary trading, planting and hotel companies in the Territory. Early in 1959, when it became evident that the Hamac companies

were in financial difficulties, creditors sought information from Harvey Trinder (NSW) Ltd. in the belief that this old-established and well known firm of insurance-brokers was connected with Hamac and was backing it. But they learned that not only was Harvey Trinder (NSW) Ltd. not associated with the Hamac group but also that Hamac owed Harvey Trinders something like £324,000, in addition to which secured creditors were owed £100,000 and unsecured creditors £110,000.

In mid-1959, Harvey Trinder (NSW) Ltd., to protect its interests, made a series of offers to the other unsecured creditors; finally, in January last, it issued a notice of demand on Hamac to settle the Harvey Trinder debts in 21 days. The demands were not met; thereupon the company set in motion the legal procedure for the liquidation application.

Vessels Lost In BSIP, Samoa

Loss of two inter-island vessels, one in BSI and the other in American Samoa, recently, was a severe handicap to the communities they served.

MV *Baruku* (60-ft length, 15-ft beam), on her way from Honiara to Gizo to pick up native stevedoring labour after loading copra on the

Bank Line's *Westbank*, struck a fierce storm on January 24 and went on the reef surrounding Kai Kau. She became a battered wreck.

Originally owned by the BSIP Government, she was taken over three years ago by the semi-Government Ports Authority as a general purpose ship. Within two years, BSI has lost three other Government vessels—*Melanesian*, *Batua*, and *Margery*. It is reported that *Baruku* was insured with Lloyd's for £A10,000.

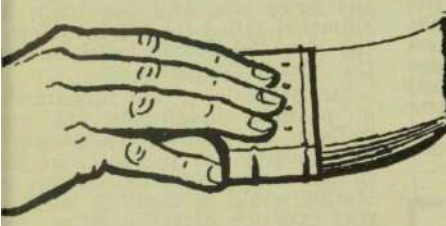
Sleek *Manua Tele*, an ex-US minesweeper, owned by the people of Manua Islands, Eastern Samoa, on one of her regular communications trips between Pago Pago and Manua, struck trouble early in December and sent out distress signals.

The Apia motor launch *Sulimoni* and a Japanese fishing vessel from Pago went to her aid and took off passengers and crew. *Manua Tele* later sank in deep water.

Western Samoa Has Record Year

Western Samoa had a year of record earnings, despite a fall in banana and cocoa exports, thanks to a considerable boost in copra production.

Copra exports soared from 11,000 tons in 1958 to 17,000 tons, and with prices at a record high, and banana



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and cocoa exports by no means unsatisfactory, the territory has had an excellent year.

Banana shipments fell by almost 100,000 cases to 884,000 cases, which figure is comparable with earlier years. Banana earnings in 1958 were £442,040 and last year were £392,975, but on top of this figure for 1959 the growers received a production bonus amounting to £39,616. The standard of fruit was markedly improved and closer co-operation between growers and the Department of Agriculture's inspection service was a feature of the year.

Figures for copra and cocoa earnings were not given in the government despatch from Apia.

Fiji Copra Tax Up, Cane Tax Unchanged

The Fiji tax on copra to provide funds for the Coconut Pests and Diseases Board was increased from 17/6 to 21/- per ton of copra at the January session of the Legislative Council.

Despite strong opposition by Indian members and opposition in principle by some other members, export tax on sugar cane remains at the 1959 level. It amounts to approximately 9d per ton of cane delivered to the mill or a total contribution of about £74,000.

Both taxes were a subject of considerable debate, more especially the cane tax. Government view on the latter tax was that while some cane farmers might be feeling the pinch the pay-out for cane this year would amount to £7.2 million, which was £1.3 million more than had ever been paid out before, therefore the

industry was well able to pay the tax.

It was also pointed out that the great majority of Indian cane farmers are no income-tax payers but that they have the benefit of all the services provided by income tax payers. This was one way of ensuring that this relatively prosperous section of the community paid their fair share of government revenue.

A motion that the Secretary of State for the Colonies be asked to give favourable consideration to a reduction in the farmers' contributions to the Sugar Stabilisation Fund—it amounts to about 2/1 per ton of cane—had a more favourable reception.

The Government view on this was, however, that in this relatively prosperous year for the majority of farmers, and in view of the uncertain outlook for the world sugar market and the comparative smallness of the fund, now was not the time to halt such contributions.

Nevertheless it was agreed that representations would be made for a reduction in the contribution.

More Anti-Viet Demonstrations in Noumea

Another deputation from Viet Nam was expected to arrive in Noumea in February for further discussions on the repatriation of the local Viet population. Meanwhile, there have been anti-Viet demonstrations in Noumea with huge letters in white paint being splashed in the streets with slogans along the lines of "Viets go home". There was a procession of about 60 cars and trucks on January 15.

3,500 People in Honiara

The British Solomon Islands Protectorate has taken a sample census, which it is hoped will help give a reliable indication of the BSIP population. A correspondent says the task of a complete census would be "beyond the resources of the Protectorate".

But a census taken at Honiara, the capital, was detailed and accurate and showed a total population of 3,525. This comprises, Melanesians, 2,617; Europeans, 363; Chinese, 265; Polynesians, 170; part European, 43; Gilbertese, 14; and others, 1.

Nickel Proposal For New Caledonia

Mr. Rene Mayer, a director of Societe Nickel, addressed a session of the New Caledonia Territory Assembly in late January, arriving from America. He gave members a detailed account of the Nickel Company's position in the nickel market. He said the situation looked well with ferro nickel but matte nickel (which is more refined) was not selling well because the price was still too high. The situation called for a joint effort by the New Caledonian legislature and the Nickel Company.

Mr. Mayer said that in return for a possible investment of some millions of pounds, Australian, mechanising the present coke furnaces, the New Caledonian Assembly would be asked to lower port taxes on nickel by 50 per cent for 10 years.

The Nickel Company would guarantee to export a set quantity of nickel over this period, thus ensuring the New Caledonian budget of a fixed sum.

If the company exported less than it promised it would make up the sum to the New Caledonian Government.

There was no immediate debate on the proposal.

Foreign Exchange Office To Go?

A Noumea report says that one of New Caledonia's most detested organisations—the Foreign Exchange Office—may shortly be abolished. The office was created at the beginning of the war, and handled import licensing, among other things. These licences will continue under the Minister of Finance, says the report.

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ia to Have Street Numbering

At the time that Suva was developed a city several years ago, many of its streets did not possess names. In the intervening years most, if not all, have been named and a system is now to be made on a numbering system for residences and business houses.

The system to be adopted will follow the plan used by Honolulu. Numbering residences and buildings will not decide the sequence of numbers, but the streets will be numbered at regular intervals—every 10 ft in city business areas, every 40 ft in residential areas—the intervals adopted by Honolulu.

Each house will take its number from the numbered point nearest to its entrance, and the same will apply to business houses. Thus not all numbers may be in use, but provision will be there for any future subdivision of properties or for residences to be erected in the future.

As in other cities, the numbering will be in the direction away from the nearest post office or away from the main streets with odd numbers on the left.

A standard type of 3-in. high number plate will be adopted, but it is not yet decided whether these will be imported and sold to the public by the council or by private dealers. Property owners will, however, be required to use a standard type adopted.

Numbering will start in the main business area and will gradually be extended out into the suburbs.

A few streets will be renamed, or divided into two as a matter of convenience, under the plans now being prepared.

The numbering will finally do away with a situation which has become an increasing source of annoyance in recent years as the city's population and buildings have readily expanded.

They Celebrated Their Citizenship

Some Wallis Islanders living in Noumea, on New Year's Eve celebrated their new French citizenship with a free-for-all with New Caledonian natives in Noumea's Coconut Square.

After the police broke up what threatened to become a near riot, 11 of the participants were carted off to hospital. Coconut Square has become a constant brawling ground at week-ends.

Bunting's, Lae, Changes From Trading to Agencies

The old-established store of Bunting's, in Lae shopping centre, N.G., closed down as a trading establishment on February 12, and will reopen on March 1 as the agency for Australia West Pacific Line, in conjunction with the present AWPL representative, Mr. R. Tebb.

Australia West Pacific Line runs the motorships *Aros*, *Citos*, *Delos* and *Milos* between Australia and the Far East, with southbound calls at N.G. ports, BSI, and New Hebrides. The services are expected to expand with the addition of two new vessels to the Line in 1961.

Bunting's will also handle other agencies at Lae (including Papuan Air Transport Ltd.) and conduct a customs and forwarding business,

Mr. R. F. Bunting said in February. Other branches of Bunting's, at Goroka (N.G.) and Samarai and Popondetta will still remain essentially merchandising and trading stores.

Suva Riot Inquiry

(Continued from page 13)

before smoke bombs had been thrown by police. He said he had believed that unless there was a general strike there was not likely to be civil commotion, and said he felt, in retrospect, that had the public safety regulations been issued earlier it would have appeased matters.

He said the order to throw smoke gas was not given because stones were thrown. It had been an un-

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PIM. 333-3

ful assembly and everybody had been told by the police on the spot that there would be no public meeting. Superintendent D. M. McGusty said that an attempt had been made in the Rodwell Road area to "jolly the crowd along" but they had showed defiance. Some of the crowd were ugly and aggressive and he was told from headquarters that the crowd had to be dispersed. Tear gas was not used until the crowd had been told repeatedly to disperse. The crowd threw stones immediately after the smoke had been thrown. McGusty would not himself have been there to observe whether stones were thrown before this.

When the name of Mr. B. D. Kashman, Indian MLC and union leader, was called at the Inquiry on February 10, he did not appear. He supplied the *Fiji Times* with a copy of a letter, addressed to the Secretary of the Commission, which said he would refuse to attend.

NG Airlines

(Continued from page 19)

Top aircraft on the route between Sydney and Port Moresby. Port Moresby already sees one of these aircraft each week on the new Sydney to Hongkong flight which calls at Port Moresby.

French Position

The Tahitian *ronoeoed* news-sheet *Debats* in January quoted the President of the French Airline, TAI, Mr. Paul Bernard, as saying that he favoured renewal of official aviation talks between Australia and France "within a few months".

The talks broke down in December and as a result aviation agreements between Australia and France were terminated on December 31 (*PIM*, January, and p. 129 this issue).

Mr. Bernard was quoted as saying that following the breakdown, it was possible that TEAL's traffic rights in French Polynesia could be withdrawn (Qantas has an interest in TEAL).

A Noumea report says that TAI will soon drop the Noumea-Auckland service as a retaliation measure, which would thus have the effect of forcing TEAL out of Papeete. As from February the Auckland service is being run with a DC4 instead of a DC6, but the DC4's will not connect with the incoming Paris aircraft and NZ bound passengers will have to cool their heels in Noumea for about a week.

Pan American Airways announced in Sydney in February that beginning from March 7 its trans-Pacific jet services would be increased from one a week to two a week. An additional Stratocruiser would also operate between Auckland and Nadi.

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with . . .*



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GIN

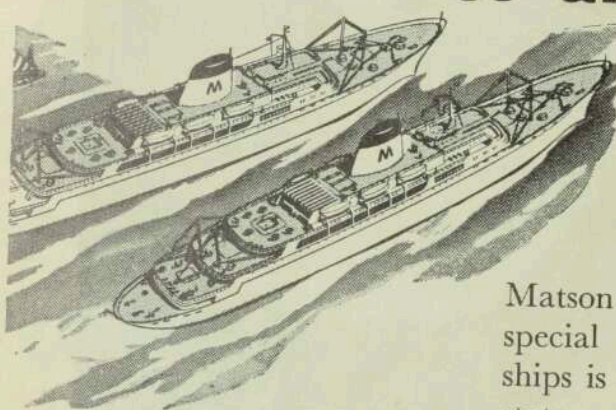


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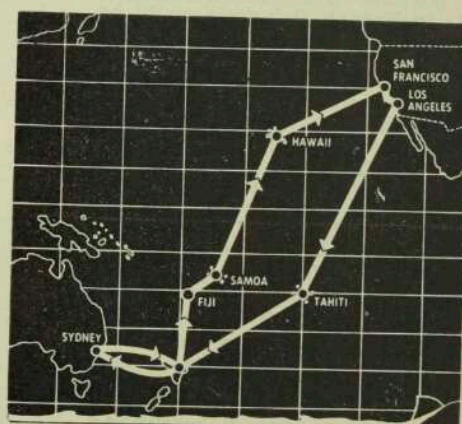
	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA	Mar. 9	Mar. 12	Mar. 15	Mar. 16
MONTEREY	Mar. 25	Mar. 29	Apr. 1	Apr. 2
MARIPOSA	Apr. 23	Apr. 27	Apr. 30	May 1
MONTEREY	May 11	May 14	May 17	May 18
MARIPOSA	June 8	June 11	June 14	June 15
MONTEREY	June 24	June 28	July 1	July 2

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Y151

DEATHS OF ISLANDS PEOPLE

MR. WILLIAM EDWARD HANCOCK

Former senior manager of the Union Steam Ship Co. of NZ Ltd., William Edward Hancock, died in a Sydney private hospital on January 19, aged 62. He was particularly well known in Fiji, where he was USS Co. manager from 1932 to 1938.

"Bilby" Hancock spent practically his life with the Union Co., commencing as junior in Sydney in 1907, and he retired only last September, after a stroke. He served in Newcastle, Fiji and Melbourne before taking up his Sydney post. In Suva, he was a sailing enthusiast and became a founder and member of the Suva Yacht Club. He will be remembered there also as a popular concert tenor.

MR. THOMAS CHAMBERS

Mr. Thomas Chambers, Snr., died in Suva in January, aged 83. He was born at Nadroga, Fiji, son of pioneer banana planter Frederick Chambers. Mr. Chambers was for many years an employee of the Colonial Sugar Trading Company and he helped lay the CSR tramline between Lautoka and Lautoka. He was predeceased by his wife but is survived by three sons and two daughters.

MR. SYDNEY HARRY EDWARDS

Mr. Sydney Harry Edwards, son of an old Levuka family, Fiji, died in Auckland in January. A son of the late S. O. Edwards, one-time manager of Levuka, he served at various times with Morris Hedstrom Limited, Robbie Kaad & Co., and Messrs Philp & Co. before settling in NZ about 1924 where he went into business with Captain Charles Thbert, also formerly of Fiji.

CAPTAIN J. FLYNN

Captain John Flynn, for 34 years with the Union Steam Ship Co., 23 years as shipmaster, died in Auckland in January, aged 88. He was born in Central Otago, NZ, and went to sea at the age of 16. A good deal of his time with the Union Company was in trans-Pacific ships. He died in 1933.

MR. ERICH RETZLAFF

An old respected German settler in Western Samoa, Mr. Erich Retzlaff, died recently at Apia, aged 78, after a long illness. He went to Samoa for the then German Administration, in 1906, and his work in installing the first telephone service at the Post Office earned him the local nickname of "Telephoni". Mr. Retzlaff started a cocoa plantation at Tanumapua, after leaving the Post Office, and later he acquired the larger Puia'a

plantation, near Apia, where he lived out his lifetime. He married, in 1913, Miss Elizabeth Purcell, of Aleipata, and they had two sons—Paul (killed during World War II, near Leningrad), and Hermann (managing director of H. and J. Retzlaff, Apia merchants and importers).

MR. ROBERT VERNON ROBERTSON

"Whitegrass Robbie" was a name known with affection by hundreds of New Guinea and Solomons people—it belonged to Robert Vernon Robertson, who died in Sydney Hospital on January 21, aged 73.

A Victorian, well educated, he served as an Army Lieutenant in World War I. He inherited a hotel from his family but grew restless and went to Sydney, where between the wars he was always to be found among the New Guinea crowd down on leave—planters, miners, Government officials, all of whom became his friends. Finally, in the 1930's

he went to the Territory himself.

Robertson (he invariably accented the "bert") was a brilliant man of many parts, generous and companionable. He was in Morobe District until 1938, mostly with Dick Glasson and Ray Parer. Goldfields oldtimers still recall the day he and Parer crash-landed in a single-engined aircraft practically outside Wau Hotel.

Returning to Sydney, he set up his headquarters at "The Cross" and became guide, philosopher and friend to P-NG folk on leave—his sharp-featured appearance, topped by snowy-white hair (whence derived his nickname), was hailed with delight wherever the "Befores" gathered.

If a Territorian, stranger to Sydney, needed anything at all, "Whitegrass" could get it, or "fix" it, for him. A Papuan planter once wrote of him: "Robbie has the 'open sesame' for any hard-to-get bookings air, land or sea travel, for theatres, for any shows or what-have-you. He can plunge into the abysmal depths of the Taxation Department and emerge with a clearance in a fraction of the time required of the uninitiated. He

Mr. Noel Barry Dies In Rabaul

Noel Carson Barry, the man who translated German administrative documents into English when Australian civil control came to New Guinea after the Great War, died in hospital at Rabaul on January 31.

He was 70 years of age, and had been ill for the last three years of his life. He had been in hospital for 13 months at the time of his death.

"We have lost a quiet man and a great man whose work for the Territory cannot be measured," was the deep but simple-worded message of the scores of tributes to his memory.

Noel Barry was not a man who was widely known in the usually-implied meaning of the phrase. But this fact alone was some measure of his worth—he was never the dogmatic campaigner, never the outspoken advocate, never the centre of colourful controversy.

His strength was in the depth of his thought, his education, his perception and his honesty as a citizen. These were the characteristics which marked him as a friend and a member of the community.

His story is one of deep interest. He was born in England in 1889, the son of a silk merchant, and his boyhood home was the Dickens-immortalised Bleak House. His early education was in England, and later he studied in Germany and France. He showed particular aptitude for the German language and became fluent in writing and speaking German.

The event which changed the course of his life was when his father retired from commercial life, studied for the Church, and was ordained an Anglican minister. In time he became the first Rector of the Anglican Church at Rabaul, arriving in 1924.

In 1927 he sent for his son, and Noel Barry arrived to find himself faced with a big task. The New Guinea Administration, anxious to preserve continuity and consistency, required the translation of masses of German legal documents, land titles and other official papers.

Noel Barry was the man who took over the job, and he did it well. In the course of his work he gained a close knowledge of the district and its people, and he also learnt to speak the native Tolai language.

To the natives he became a man to be respected and trusted. His honesty and straightforwardness in dealings with them earned him a high regard.

Subsequently he went into his own business operating a series of stores trading in native communities, and eventually consolidated the business into one big store at Rabaul. He was appointed a member of Rabaul Town Advisory Council.

He retired three years ago after selling the business, and visited England. His health was causing concern and he was a sick man when he came back to Rabaul 18 months ago.

He entered hospital at Rabaul in December, 1958, and remained there until his death in January this year. His only surviving relative is his step-mother, Mrs. Dora Barry, of Melbourne.

Mr. Barry served in the Great War and in the Second World War, rising from the rank of private to captain.

His funeral at Rabaul on February 2 included services conducted by the Anglican Church, the Returned Servicemen's League and the Masonic Lodge.

He was responsible for translating into English Richard Parkinson's monumental *Thirty Years in the South Seas*, published in German during the 1920's. The English translation has never been published.—R.A.S.

can fossick out a dozen bottles of local beer from an apparent total aridity. He knows everyone, and everyone knows him".

It was typical of RVR, after his death from a long and painful illness, that it was found his body was willed to Sydney University and his eyes to the eye bank.

MRS. FRANCES BECKE

Mrs. Frances Becke, widow of Australian author Louis Becke, a South Seas trader and seaman (at one time supercargo of Bully Hayes' brig *Leonora*) before he wrote a number of successful Islands books and stories, died in UK recently, aged 88. She is survived by two daughters, Alrema and Niya (who was on the staff of *PIM* in the 1930's).

MR. HECTOR RANKIN WALES

Another "old hand" of New Guinea, Mr. Hector Rankin Wales, died in Lae hospital, after a protracted illness, on January 7. He was 67.

Born in Victoria, he went to Papua after the first World War, and traded with luggers along the

Papuan coast, between Moresby and Daru, in association with Tom Powell. Then he went to Queensland and engaged in a series of jobs (among which was circus rough rider). In 1927, he returned to New Guinea during the gold rush days and successfully worked the Queen of Sheba claim at Edie Creek. He was mining until the outbreak of the second World War.

A member of the NG Volunteer Rifles, he later joined ANGAU, serving in a small ships unit. He was master of *AK95*, now still plying in the Territory as *Abel Tasman*. After the war, he bought Bulu plantation near Lae and remained there until he entered hospital a short time ago.

Mr. Wales is survived by Mrs. Lily Wales and two step-daughters, Phyllis Spencer and Angela Carrick. His brother, Mr. Baden Wales, is with the P-NG Dept. of Agriculture, Stock and Fisheries.

MR. ALLAN YOUNG

Mr. Allan Young, originally of Ryde, Sydney, and an employee of the CSR Company from the time he went to Fiji as a boy until re-

tirement in 1953, died at Suva on January 1, aged 66.

In recent years he was Lectric Ltd. and Islands EL Suva. First he spent 11 years in Rarawai sugar mill, then in transferred to Nausori mill, he was eventually chief engineer from 1942 to retirement.

In 1915, he married Miss Chas Turner, of Labasa, and is survived by his wife, eight sons, and four daughters, most of whom are in Australia or New Zealand. One Mr. Graham Young, is a resident of Bulolo, NG.

LADY MILDRED MURRAY

Lady Mildred Murray, widow of the late Sir Hubert Murray, 1st Governor of Papua until his death in 1940, died in Northampton, England, in January, aged 84. She was Sir Hubert's second wife and Miss Mildred Blanche Bloomfield of King's County, Ireland, married him in 1930, when she was 54. But she did not like Moresby, and lived there with her family for only a few brief periods.

MR. AUGUST BATZE

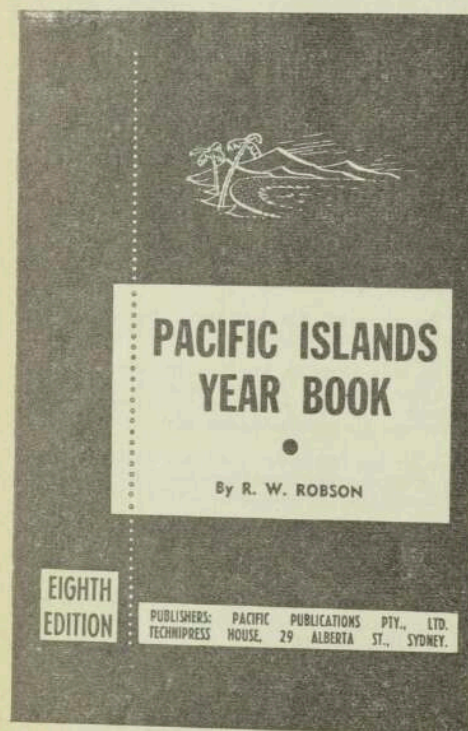
Member of a large New Guinea family, Mr. August Batze, of Industries Ltd., Lae, died in a hospital on February 4, aged 50. He was 50 and had been in the Territory since he went from North Queensland with his parents at the age of three. His brothers are residents of Madang (Madang).

MR. GEORGE SAUNDERS

A Port Moresby builder, with a long residence in Papua, George Saunders, died in a hospital, aged 66, on February 4. Originally, he was with the Department of the Interior before the war, returned to Papua in 1945 to John Stubbs & Sons. Later he branched out on his own as a contractor, building Steamships Trading Co.'s new premises and stores in Moresby. He left a wife, Mrs. Connie Saunders and a daughter, Mrs. John Nolan, both in the Territory.

MR. CECIL HENDRICK

After an illness lasting over months, Mr. Cecil Hendrick, Regional Stores Officer in the Administration, died in Lae hospital, at the end of January, aged 50. Following plantation experience in the 1930's in New Britain, he joined the Public Works Department in Madang and, later, Salamaua, one of the first NG men to whom he served in the 2nd AIF, rising to the rank of captain. After the war he returned to the Territory and was in charge of Army disposals at Lae, later on joining the Stores Department.



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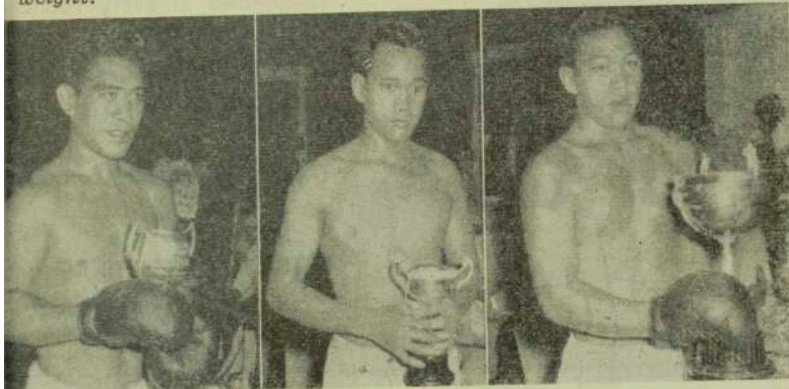
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Champion Cook Islands Boxers

Here are Rarotonga's champion boxers for 1959 as they stepped right up to claim their trophies. They are, from left to right, top to bottom: Willie Arona, Flyweight; Tuatea Tipunu, Featherweight; Kana Ina, Bantamweight; Tauri Shepherd, Light-heavy and Heavyweight; Arthur Emil, Middleweight; Turuangi Tupuna, Lightweight; Maara Teoe, Welterweight.



Sports Review

Mosese Might Get NZ Chance

BOXING manager, C. A. (Jerry) Adams is not the one to let grass grow under his feet—he continuing his battle with officialdom to get overseas fights for his charge, Fiji and South Seas heavyweight champion, Mosese Rasikete.

Mosese landed in trouble with the Fiji law in March last year when he scored a sensational one-round knock-out win over Tongan, Tione Lave, at his home town of Suva. (PIM Oct., 1959).

An application for Mosese to enter New Zealand for fights was turned down soon after. Adams has since had long correspondence with officials as high as the Colonial Secretary, on what he says was the justice of the NZ decision. And now he looks like going back with Mosese.

He believes he will have Mosese in New Zealand in February for a fight with Sonny Pehi, with one

or two more to follow. Should Mosese do well in Maoriland, Adams plans to take him father afield, perhaps as far as England.

Should that happen Mosese and Lave would have a chance to decide who is the better man. The score at the moment stands at 2-all, each fight ending by the short route.

He's Bula By Another Name

From Norman Baxter, in Suva

FIJIAN cricketer, Ilikena Bula, not only goes in for long scoring, but his full surname, if used, would give endless trouble to radio announcers, scoreboard operators, etc.

Born on the island of Lakeba in the beautiful Lau Group 39 years ago, he rejoices in the name of Ilikena Lasarusua Bulamainavale-nivivakabulaimainavoalakebalau, which means approximately, "returned alive from the Navaoa Hospital at Lakeba Island in the Lau Group".

It was not the young infant who

returned alive—as far as is known he has always enjoyed good health—it was his grandfather, who was seriously ill in the same hospital where Ilikena L was born. The grandfather was so delighted that he made a quick recovery.

He was able to go home and christen his grandchild with the long name.

The number of strained larynxes avoided through bringing the surname within manageable proportions is legion. He appears on scoreboards as plain Bula, and that is how he is known to everybody.

Bula itself has a variety of meanings, mainly concerned with "good". It can be used in a greeting, such as "Good Day", "How Are You", etc. As the Maori says "Kia Ora" when drinking a toast so does the Fijian say, "Bula".

Bula has made many long scores in his long association with cricket. In January last year he set a Fiji record when he made 246 runs in 173 minutes.

Wouldn't Do At Lords

THE cricketing prowess of a young Niue Island pupil at Wellington (NZ) Technical College High School, Vanola Lafataleo, has won her the praise of the college board and a new bat. In a recent match against Wellington East Girls' College, Vanola scored 104 not out and then went on to get a hat trick.

"I think this must be unique in the history of the college," the director, Mr. A. D. Priestly, told the college board. The board decided Vanola should receive a letter of congratulation from them—as well as the cricket bat.

New Zealand is almost certain to make a soccer tour of Tahiti towards the end of the year, probably in September. The Tahiti association has offered to pay all fares and expenses and has accepted NZ conditions.

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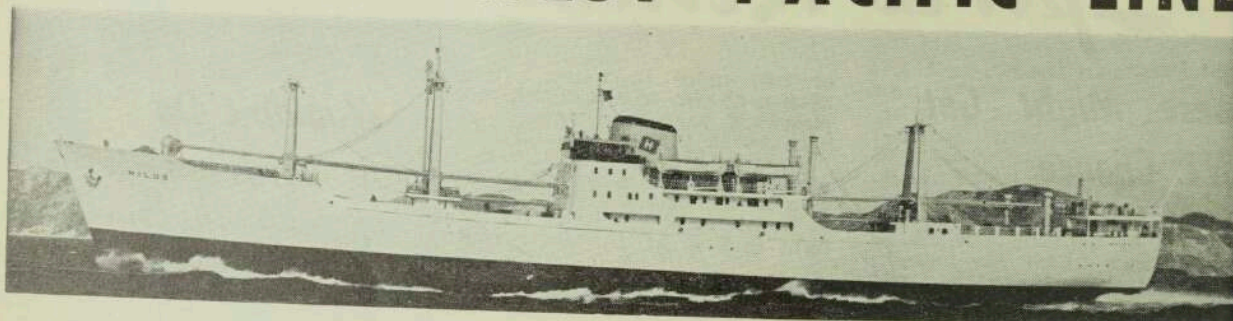
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Further particulars may be obtained from:

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Branch Office at Melbourne: 51 William St. Phone: MA 3031.
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ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. Lae (New Guinea)—R. W. Tebb. Rabaul (New Britain)—Town Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Wm. Breckwoldt & Co.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

SHIPPING TIME-TABLES

Sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Kavieng, Madang, Lae, Port Moresby. Next Sydney sailing Mar. 22.

Malekula sails from Sydney for Port Moresby, Lae, Madang, Wewak, Rabaul, Sydney. Next Sydney sailings: Feb. 23, April 11.

Malaita sails from Sydney for Port Moresby, Samarai, Rabaul, Lae, Lorengau, Madang, Lae, Samarai, Port Moresby. Next Sydney sailing: Mar. 17.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lom, Rabaul. Last Sydney sailing: Feb. 17. Next Sydney sailings: Mar. 30, May 11 (approx.).

Sails from Burns, Philp and Co., Ltd., 4 Bridge Street, Sydney.

Pakhoi: Leaves Sydney for Port Moresby, Samarai. Last Sydney sailing: Feb. 16. Next Sydney sailing: Mar. 17.

Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Kavieng, Madang, Lae, Pt. Moresby. Sydney sailings: Mar. 7, mid-April.

Shansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Wewak, Rabaul. Next Sydney sailing: Feb. 26, mid-April.

Sinkiang: Leaves Sydney for Port Moresby, Samarai, Lae, Kavieng, Honiara (BSIP), Rabaul, Wewak, Lae (G&E), Rabaul, Lae. Next Sydney sailing: Feb. 23.

Sails from New Guinea Australia Line and Yull Pty., Ltd., agents, 6 Bridge Street, Sydney.

Elizabeth Boye: Leaves Sydney for Port Moresby, Lae, Rabaul. Sydney sailing: Mar. 2.

Sails from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Street, Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (which call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Last Sydney sailing: Feb. 16. Next Sydney sailings: Sinabang Mar. 9, Sibigo Mar. 29, Sigli May 14.

Sails from Royal InterOcean Lines, 255 Bridge Street, Sydney.

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV's (70 tons) from Hollandia, NNG, on 5th of each month, to Wewak, Madang, Lae, in P-NG; and MV Karossa (2,000 tons) from Merauke (south coast of NNG) out every six weeks to Port Moresby (NG), Sorong (NNG), Timoridilly (Port Moresby), and Singapore, with passengers and 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: Port Moresby arr. Apr. 28; dep. Mar. 1.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

Far East-Sth. West. & Central Pacific

The China Navigation Co., Ltd., vessels Chefoo and Chekiang maintain a six-

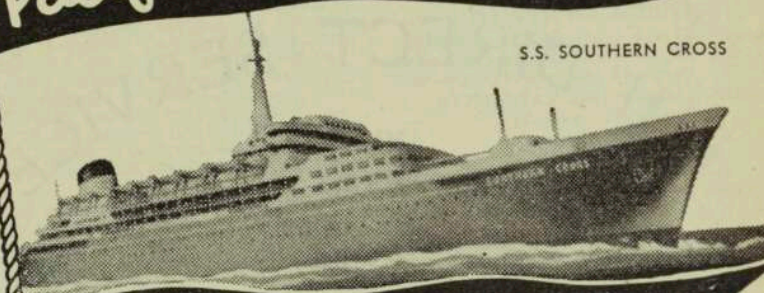
weekly service from Japan to Hongkong thence southwards through Papua-New Guinea ports, BSI, New Hebrides, New Caledonia and Fiji, with an extension to Tonga if cargo is available; return to Japan direct.

Chekiang: From Japan, via Hongkong, Kavieng Feb. 28, Rabaul Feb. 29, Madang Mar. 3, Lae Mar. 6, Port Moresby Mar. 12, Honiara Mar. 15, Santo Mar. 19, Noumea Mar. 22, Suva/Lautoka Mar. 26, thence return to Japan direct, arriving April 22 (approx.). Sails from Japan southbound again April 30.

Chefoo: Dep. Japan Mar. 24, via Hongkong, Rabaul Apr. 10, Madang Apr. 13, Lae Apr. 16, Pt. Moresby Apr. 22, Honiara Apr. 25, Santo Apr. 28, Suva/Lautoka May 1, thence return to Japan, arriving May 27.

Details from China Navigation Co., Ltd. (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

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Delos: Dep. Japan Feb. 27, via Hongkong, North Borneo ports, Rabaul Mar. 20, Lae Mar. 24, Brisbane Mar. 28, Sydney Mar. 31. Dep. Sydney Apr. 28, via Manila and Hongkong for Japan, arr. May 21.

Aros: Dep. Japan Mar. 12, via Hongkong, Nth. Borneo ports, Madang Mar. 31, Lae Apr. 3, Rabaul Apr. 6, Honiara Apr. 9, Brisbane Apr. 13, Sydney Apr. 18. Dep. Sydney May 5 for Japan, arr. June 25.

Citos: Dep. Japan Mar. 29, via Hongkong, Manila, North Borneo ports, Lae Apr. 21-23, Brisbane Apr. 27, Sydney May 1. Dep. Sydney May 26 for Japan, arr. June 18.

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1960

		HIMALAYA	ORSOVA	ORONSAY	ORSO
SYDNEY	depart	Mar. 15			
AUCKLAND	arr/dep	Mar. 18	Apr. 23	May 27	June
SUVA	arr/dep	Mar. 21	Apr. 26	May 30	June
HONOLULU	arr/dep	Mar. 26	Apr. 29	June 2	June
VANCOUVER	arr/dep	Mar. 31-Apr. 1	May 4	June 7	June
SAN FRANCISCO	arr/dep	Apr. 3-4	May 9-10	June 12-13	June
LOS ANGELES	arr/dep	Apr. 5	May 12-13	June 15-16	June
HONOLULU	arr/dep	Apr. 10	May 14	June 17	June
SUVA	arr/dep	thence Japan,	May 19	June 22	thence
AUCKLAND	arr/dep	Far East and	May 26	thence Japan	UK v
SYDNEY	arrive	U.K. direct.	May 29	and Far East	Panan
			June 1	July 18	Canal

Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

Milos: Dep. Sydney Mar. 15 for Japan, arr. Apr. 6. Dep. Japan southwards Apr. 12, via Hongkong, Manila, North Borneo ports, Madang Apr. 25, Lae Apr. 27, Rabaul Apr. 30, Honiara May 3, Vanikoro May 6, Santo May 9, Vila May 11, Brisbane May

14, Sydney May 19. Dep. Sydney for Japan, arr. July 23.

Details from Wilh. Wilhelmsen & Co. Pty., Ltd., 30 Pitt St., Sydney, or its agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP, Honiara; D. J. Gubbay, Santo; Wm. Breckwoldt and Co., Vila).

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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.

Sydney-New Hebrides-Bougainville, Etc.

MV Tulagi, 10 passengers, makes a trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, Lae, Sydney about once every six weeks. Sydney sailing: 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 Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the messageries, Tahitien and Caledonien and chartered vessel, Melanesien. Last Sydney sailing: Caledonien Feb. 17. Next Sydney sailings: Tahitien Apr. 1, Melanesien Apr. 14, Caledonien June 29.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea, the New Hebrides (Vila and Santo). Sydney sailings: Feb. 26, Mar. 25, Apr. 24.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vaitupu, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: Feb. 23, Mar. 22, Apr. 19.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva and return to Auckland. Next sailings from Auckland: Mar. 10, Apr. 7 (omitting Nukualofa call), May 5.

Details from all offices of Union Steamship Co. of N.Z.

Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two via

then two east-bound, calling at and Papeete every trip. Dep. Hampton Mar. 1, via Panama Canal to Suva (Mar. 25-26), Suva (Mar. 31), Kingston (Apr. 4-6), Sydney (Apr. 9-11), returning via ports to UK (arr. May 16). Voyage dep. Southampton May 26, Suva July 12, Papeete July 16-17.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular monthly service between Auckland and the Cook Islands. She is withdrawn for survey early Feb. and resumes second week in March. Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Sirius and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some depend on cargoes offering.

Thorshall: Dep. San Francisco Feb. 11-15, Pago Pago Mar. 19-21, Apia 22-23, Nukualofa Mar. 26-28, Suva 29-30, Noumea Apr. 1-4, Vila Apr. 5-9, Santo Apr. 6-7, Townsville Apr. 11-13, (opt.), Pago Pago Apr. 21-23, Los Angeles May 6-7, San Francisco May 8.

Sirius: Dep. Vancouver Mar. 14, Westminster Mar. 15-18, San Francisco 22-25, Los Angeles Mar. 26-29, Papeete 9-12, Pago Pago Apr. 16-19, Apia Apr. 21, Suva Apr. 24-25, Noumea Apr. 27-30, Lae May 3-5 (tentative), Pago Pago 14-16, Los Angeles May 29-31, San Francisco June 1.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-go service from Los Angeles with the Sierra, Sierra and Sonoma. (Alameda on charter to an associate company for indefinite period.) Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney and Australian ports depending on cargoes.

Next Brisbane sailings for USA: Sonoma b. 26, Ventura Mar. 26 (approx.), Sierra c. 30.

American Pioneer Line has eight ships Pioneer Gem, Isle, Glen, Reef, Cove, Star, de, Gulf) on Australia - Panama - US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with a 10,000 ton, 98-passenger vessel Lakemba on the above route. Accommodation entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailings: Feb. 23 (approx.), then mid-July.

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 sailings: Feb. 26, Mar. 25 (approx.).

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: Waihemo Feb. 11. Next Sydney sailing: Waihemo mid-June.

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 transshipment 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: 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.

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.

Mariposa: Dep. San Francisco Mar. 30, Los Angeles Mar. 31, Papeete Apr. 8-10, Auckland Apr. 16, Sydney Apr. 19-23, Auckland Apr. 26-27, Suva Apr. 30, Pago Pago May 1, Honolulu May 6-7, San Francisco May 12.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from the Far East (Singapore) to NZ, with three vessels calling periodically at Suva and/or Lautoka. They are Van Cloon, Van Nort, and Van Neck. Next calls at Fiji: Van Nort Mar. 17, Van Neck Apr. 25, Van Cloon June 25.

Sydney-Tahiti-Europe

The Italian Sittmar 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 Aoni, 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 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 between Australia and Nth. America; De Luxe and Economy between San Francisco and UK.)

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.).

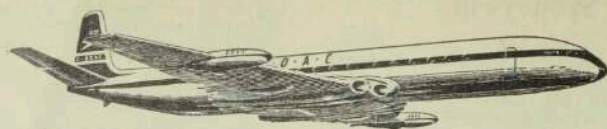
BOAC service ex-London Mon. connects at San Francisco Tues. with southbound Qantas service.

BY PAN AMERICAN AIRWAYS

(With Intercontinental Jet Clippers*)

Thurs.: Dep. Sydney 5 p.m. via Nadi (Fiji) arr. 10.40 p.m., dep. 11.55 p.m., and Honolulu (Hawaii); arr. Los Angeles Thurs. 4.25 p.m. Connections at Honolulu for San Francisco, Portland and Seattle.

Tues.: Dep. Los Angeles 8.15 p.m. for



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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!

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A33AU

Sydney via Honolulu and Nadi 5.10 a.m., Thurs., dep. 6.30 a.m. 7 arr. Sydney 8.50 a.m. Thurs.

Note: Commencing Mar. 7, add Boeing service will operate from 8 to Los Angeles every Monday, at times and same stops.

International Dateline is crossed between Nadi and Honolulu.

* Pan American B-377 (Stratocruiser) is used on a connecting service Auckland, Nadi, Tafuna (American Samoa), Honolulu (see table 20).

BY CANADIAN PACIFIC AIRLINE
(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 Sydney.

(Note: Crosses International Dateline route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways
NORTHBOUND
(Super-Constellations)

First Class

Tues. & Sat.	
Dep. Sydney, 9.30 p.m.	Arr. Brisbane, 11.45
Wed. & Sun.	
Dep. Brisbane, 12.45 a.m.	Arr. Pt. Moresby, 6
Dep. Pt. Moresby*, 7 a.m.	Arr. Lae, 8.20

First and Tourist Class

Mon.	
Dep. Sydney, 9.30 p.m.	Arr. Brisbane, 11.45
Tues.	
Dep. Brisbane, 12.45 a.m.	Arr. Pt. Moresby, 6
Dep. Pt. Moresby*, 7 a.m.	Arr. Lae, 8.20

First and Tourist Class

Fri.	
Dep. Sydney, 10.30 p.m.	Arr. Brisbane, 12.45
Sat.	
Dep. Brisbane, 1.45 a.m.	Arr. Pt. Moresby, 7
Dep. Pt. Moresby*, 8 a.m.	Arr. Lae, 9.20

First and Tourist Class

Thurs.	
Dep. Sydney, 8 p.m.	Arr. Brisbane, 10.15
Fri.	
Dep. Brisbane, 11.15 p.m.	Arr. Townsville, 2.15 a
Fri.	
Dep. Townsville, 3.15 a.m.	Arr. Pt. Moresby, 6 a
Dep. Pt. Moresby*, 7 a.m.	Arr. Lae, 8.20 a

(Jet Prop. Lockheed Electra)

First and Tourist Class

Fri.	
Dep. Sydney, 11.59 p.m.	Arr. Pt. Moresby, 5 a
Sat.	
Dep. Pt. Moresby, 5.45 a.m.	Arr. (for Manila and Hongkong).

SOUTHBOUND**First and Tourist Class**

Fri.	
Dep.	Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.	Arr.
Dep.	Arr.
Moresby, 11.30 a.m. T'ville, 2.10 p.m.	Arr.
Dep.	Arr.
ville, 3.10 p.m. Brisbane, 6 p.m.	Arr.
Dep.	Arr.
ane, 7 p.m. Sydney, 9 p.m.	

First Class**Wed. & Sun.**

Dep.	Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.	Arr.
Dep.	Arr.
Moresby, 11.30 a.m. Brisbane, 4.45 p.m.	Arr.
Dep.	Arr.
ane, 5.45 p.m. Sydney, 7.45 p.m.	

First and Tourist Class**Tues.**

Dep.	Arr.
9.10 a.m. Pt. Moresby, 10.30 a.m.	Arr.
Dep.	Arr.
Moresby, 11.30 a.m. Brisbane, 4.45 p.m.	Arr.
Dep.	Arr.
ane, 5.45 p.m. Sydney, 7.45 p.m.	

First and Tourist Class**Sat.**

Dep.	Arr.
10.10 a.m. Pt. Moresby, 11.30 a.m.	Arr.
Dep.	Arr.
Moresby, 12.30 p.m. Brisbane, 5.45 p.m.	Arr.
Dep.	Arr.
ane, 6.45 p.m. Sydney, 8.45 p.m.	

(Jet-Prop. Lockheed Electra)**First and Tourist Class**

Sun.	
Dep.	Arr.
Hongkong Pt. Moresby, 8.45 a.m.	Arr.
Dep.	Arr.
Moresby, 9.30 a.m. Sydney, 2.30 p.m.	

Between Lae and Port Moresby passengers are carried in DC4 aircraft.

PORT MORESBY-CAIRNS-TOWNSVILLE-PT. MORESBY

Douglas DC4. Dep. Port Moresby Sun.	
9 p.m., arr. Cairns 3.05 p.m., dep.	
Cairns 3.50 p.m., arr. Townsville 5 p.m.,	
Townsville Mon. 9.15 a.m., arr. Cairns	
9 a.m., dep. Cairns 11.15 a.m., arr.	
Moresby 2.05 p.m.	

P-NG Internal Services**Operated by Qantas****PORT MORESBY-KIKORI-BAIMURU (DH Otter)**

Yule Island, Kerema, Baimuru, Kikori: Alt. Tues., returning same day via Baimuru, Kerema, Yule Is. (Feb. 23, Mar. 8, 22, Apr. 5, 19, etc.).

PORT MORESBY-KIKORI (DH Otter)

Yule Is., Baimuru: Alt. Tues. returning same day (Mar. 1, 15, 29, Apr. 12, 26, etc.).

Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (Feb. 25, Mar. 10, 24, Apr. 7, 21, etc.), ret. via Baimuru, Kikori, Kerema the following day (Feb. 26, Mar. 11, 25, Apr. 8, 22, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs. returning same day via Balimo (Feb. 25, Mar. 10, 24, Apr. 7, 21, etc.).

Kerema, Baimuru: Alt. Wed. (Mar. 2, 16, 30, Apr. 14, 28, etc.), returning alt. Fri. (Mar. 4, 18, Apr. 1, 15, 29, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Mar. 9, 23, Apr. 6, 20, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Mar. 5, 19, Apr. 2, 16, 30, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.).

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Kaintantu, Wapenamunda, Wabag. 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, Alyura, Kalapit, Rintebe, Kaintantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed., Sat.: Dep. Wau 9.25 a.m., via Bulolo, arr. Lae 10.25 a.m.

Wed., Sat.: Dep. Lae 8.30 a.m., arr. Wau 9.10 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 10.30 a.m., via Mt. Hagen and Minj, arr. Goroka 1 p.m., dep. Goroka 1.20 p.m., arr. Madang 1.55 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. Lae 10.30 a.m., Finsch-

hafen 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 before Rabaul, on request, on Wed.

RABAUL-BUIN-RABAUL (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanal, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakanal, 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.

LAKE-HOLLANDIA (Neth. New Guinea) Qantas, with DC3 aircraft

Dep. Lae 11 a.m. alt. Wed. (Mar. 2, 16, 30, Apr. 13, 27, etc.), calls at Madang and

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Wewak, and arr. Hollandia 3.30 p.m.
Dep. Hollandia 10 a.m. alt. Thurs. (Mar. 3, 17, 31, Apr. 14, 28, 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. Thurs. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, 9 a.m., arr. Lae 1 p.m.

Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1 p.m.; dep. Hollandia 2 p.m., arr. Biak 4.10 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, Kaimana, Manokwari, Noemfoer, Kebar and Ransiki; Beaver to Kokonao; Twin Pioneer to Seroei, Genjem and Wamena; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuar, Ajamaroe, Napen, Wisselmeren and Wasior.

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

Transports Aériens Intercontinentaux
with DC7C aircraft

Dep. Paris every Fri. for Athens, Karachi, Bangkok, Saigon, Djakarta, Darwin (refuel only), Noumea, arr. Mon. dep. Wed.

6A. Auckland-Noumea

TAI, with DC4 aircraft

Dep. Auckland Sat. 10 a.m., arr. Noumea 3 p.m.
Dep. Noumea Fri. 9 a.m., arr. Auckland 3.40 p.m.

7. Noumea-Fiji-Papeete

TAI, with DC6B aircraft

Dep. Noumea every Mon. for Nadi (Fiji) and Bora Bora (Fr. Polynesia); transfer to flying-boat for flight to Papeete (Tahiti), arr. Mon.

Dep. Papeete every Mon. on return flight (same route), arr. Noumea Wed.
(Note: Crosses International Dateline between Nadi and Bora Bora.)

8. 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).

9. 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).

10. New Caledonia-New Hebrides

TAI with DC4 Aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 1 p.m., arr. Vila 2.15 p.m., dep. Vila 2.50 p.m., arr. Tontouta 4.45 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC4 Aircraft

Sun.: Dep. Noumea 6.30 a.m., arr. Nadi 11.35 a.m., dep. 12.55 p.m., arr. Wallis Is. 3.45 p.m. Dep. Wallis 9 a.m. Mon., arr. Nadi 11.50 a.m., dep. 1.10 p.m., arr. Noumea 4.15 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)

Alt. Sat. (Feb. 27, Mar. 12, 26, Apr. 9, 23, etc.): Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. Feb. 14, 28, Mar. 13, 27, etc.). Dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

Tasman Empire Airways, daily with
Jet-Prop. Lockheed Electras

Daily: Dep. Auckland 9.30 a.m., arr. Sydney 11.30 a.m.

Mon. and Wed.: Dep. Auckland 7.30 p.m., arr. Sydney 9.30 p.m.

Daily: Dep. Sydney 12.30 p.m., arr. Auckland 6 p.m.

Tues. and Thurs.: Dep. Sydney 11 a.m., arr. Auckland 4.30 p.m.

14. Christchurch-Sydney

TEAL, with Jet-Prop. Lockheed Electras

Sun., Tues., Thurs., Fri.: Dep. Christchurch 8 p.m., arr. Sydney 10 p.m.

Tues., Wed., Fri., Sun.: Dep. Sydney 1 p.m., arr. Christchurch 6.30 p.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Electras

Wed.: Dep. Christchurch 8 p.m., arr. Melbourne 10.35 p.m.

Thurs.: Dep. Melbourne 12.30 p.m., arr. Christchurch 6.30 p.m.

16. Auckland-Melbourne

TEAL, with Jet-Prop. Lockheed Electras

Mon.: Dep. Auckland 8.30 a.m., arr. Melbourne 11.40 a.m.

Mon.: Dep. Melbourne 1 p.m., arr. Auckland 7.25 p.m.

17. Melbourne-NZ-Fiji

TEAL, with Super Constellation chartered
from Qantas

Wed.: Dep. Melbourne 7 a.m., arr. Auckland 3 p.m., dep. Auckland 4.15 p.m., arr. Nadi 9.30 p.m. Return, same route, following day.

(Connects at Nadi with Qantas Boeing 707 jet service from Sydney to USA.)

18. New Zealand-Fiji

TEAL, with Jet-Prop. Lockheed Electras
and QEA Super Constellations

Tues., Sat.: Dep. Auckland 6.30 p.m., arr. Nadi 10.15 p.m.

Wed.: Dep. Auckland 4.15 p.m., arr. 9.30 p.m.

Wed., Sun.: Dep. Nadi 11 a.m., arr. land 2.55 p.m.

Thurs.: Dep. Nadi 11 a.m., arr. land 4.15 p.m.

Wednesday flights ex - Auckland, Thursday flights ex-Nadi are operated Qantas under charter to TEAL.

19. Fiji-Western Samoa

TEAL, with Solent Flyingboats

Dep. Suva alt. Thurs., 9 a.m., crosses line, 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 Mar. 3, 17, 31, Apr. 1, May 12, 26, etc.; dep. Apia Mar. Apr. 4, 18, May 2, 16, 30, etc.)

20. NZ-Fiji-Am. Samoa-Hawaii

Pan American Airways, with
B377 (Stratocruiser) aircraft

Dep. Auckland 4.45 p.m., Thurs., arr. 10.15 p.m.; dep. Nadi Fri. 11.30, crosses International Dateline, arr. Tafuna (American Samoa) 3.45 p.m.; dep. Tafuna 5 p.m., arr. Honolulu 6 a.m. Fri.

Dep. Honolulu 10 p.m. Mon., arr. T. 7.40 a.m. Tues.; dep. Tafuna 8.40, crosses International Dateline, arr. Wed. 11.25 a.m.; dep. Nadi 6 p.m., Thurs., arr. Auckland 11.35 a.m.

Note: Commencing Mar. 7, an additional Stratocruiser will operate from Auckland each Monday at same times and stops.

21. Fiji-Tahiti

TEAL, with Solent Flyingboats

Dep. Suva 9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (Samoa) 1.55 p.m. Wed.; dep. Satapuala 2 a.m. Thurs., arr. Aitutaki (Cook Islands) 7.30 a.m.; dep. Aitutaki 9.30 a.m., arr. Papeete (Tahiti) 2 p.m.

(Dep. Suva Mar. 3, 17, 31, Apr. 14, 28, 12, 26, etc.)

Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 1 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. (Dep. Papeete Mar. 6, 20, Apr. 3, 17, 1, 15, 29, etc.)

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Dolphin 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., Sat.

Suva-Matei-Suva: One flight—Sat.

Suva - Savusavu - Labasa - Savusavu: One flight—Tues.

Suva - Matei - Labasa - Matei - Savusavu: One flight—Fri.

Details from Fiji Airways Ltd., Victoria Parade, Suva.

23. N. Caledonia-Loyalty Islands Internal Service

TRANSPAC, with Herons and Rapides
Noumea-Mare: Tues. (dep. Noumea 4 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 4 p.m., arr. Mare 4 p.m.)

mea 8 a.m., dep Mare 10 a.m.).
a-Ouvea: Wed., Thurs. and Sat.
a. Noumea 8 a.m., dep. Ouvea 10.30
(.).

a-Lifou: Tues., Wed., Sat., (dep.
mea 8 a.m., dep. Lifou 10 a.m.).
rs. (dep. Noumea 11 a.m., dep. Lifou
a.m.).

a-Koumle (Isle of Pines): Mon.,
(dep. Noumea 10.30 a.m., dep.
a.m., noon).

a-Koumac: Mon., Sat. (dep. Noumea
a.m., dep. Koumac 4 p.m.); Wed.
p. Noumea 2 p.m., dep. Koumac 5
a.m.). Note: On this flight a call will
made at Plaine des Galacs if re-
red.

French Polynesia Inter- Island Service

eseau Aerien Interinsulaire with
flying-boats

weekly service to the Leeward
Dup.

Papeete Mon., 7 a.m., via Raiatea,
Bora Bora 8.45 a.m.

Bora Bora Tues, 8 a.m., via Raiatea,
Papeete 10 a.m.

Papeete Wed. and Sat 7.30 a.m., via
latea, arr. Bora Bora 9.20 a.m.

Bora Bora Wed. and Sat., 9.40 a.m.,
Raiatea, arr. Papeete 11.30 a.m.

king agents in Tahiti: Messageries
times, Quai Bir Hakeim, Papeete.

25. Hawaii-American Samoa

Trans Ocean Airways

Every second Wednesday, a Boeing
Stratocruiser operated by Trans Ocean
Airways, of Honolulu, Hawaii, makes a
return flight from Honolulu to Pago Pago.
(American Samoa).

26. Samoan Inter-Island Service

Samoa Airlines Limited, with
DC3 Viewmaster

Return flights twice daily, except Thurs.,
from Tafuna (American Samoa) to Faleolo
(Western Samoa).

Dep. Tafuna 9.30 a.m., 2.30 p.m.; arr.
Faleolo 10.15 a.m., 3.15 p.m.

Dep Faleolo 10.45 a.m., 3.45 p.m.; arr.
Tafuna 11.30 a.m., 4.30 p.m.

Fare £84/4/- single, £87 return. Agent
at Apia: Peter Plowman.

27. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored
amphibious flying-boats, TOA operates a
service throughout the Trust Territory of
Micronesia on behalf of the US Govern-
ment. Details from Trans Ocean Airways
Agana, Guam.

Two New Ships for Aust. West Pacific Line

A SHIPPING success story will
enter a new chapter in 1961
when the Australia West Pacific
Line will place two more modern
cargo liners into service.

In 1948, Swedish ship-owner Otto
Hillerstrom took a bold step by
diverting his two newest ships, MV's
Aros and Citos, from their proposed
Nth. Atlantic service into the Pacific.

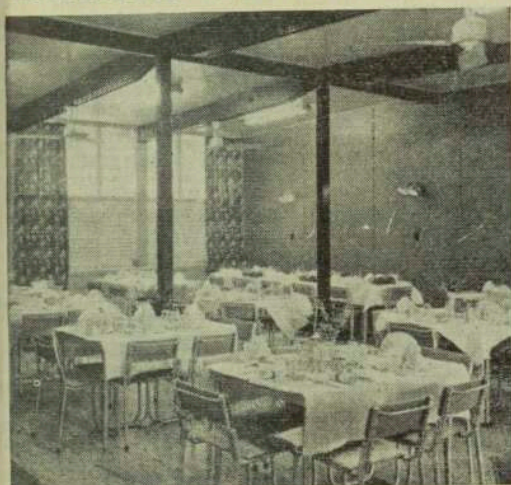
Joined by Delos (built in Den-
mark) and Milos (Japan), they run
from Sydney to Japan direct, carry-
ing wool and refrigerated cargo;
and return via Hongkong, Manila,
NG, BSI, and N. Hebrides.

In Rabaul this month, Mr. Folke
Hillerstrom, AWPL's managing
director, and son of the founder,
gave details of the two new ships.

One is being built in Denmark
for delivery in August. The other,
in Japan, will be ready Jan., 1961.
No names have been chosen yet.

Each will be 7,500 tons d.w.,
slightly bigger than the existing
ships. Machinery and superstructure
will be placed further aft, giving
them a completely different profile
to other AWPL ships.

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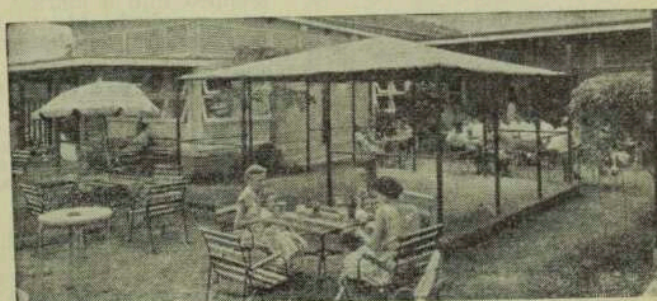
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Pacific Commerce and Produce

P-NG Wants More Overseas Trade Representation

From a NG Correspondent

An Australian Government trade delegation which visited Papua-New Guinea in January returned with at least one concrete recommendation from the Territory's businessmen — that the Territory vitally needs overseas trade representation.

THIS point was strongly made on a number of occasions by representatives of commercial organisations and primary producers who met the delegation throughout the tour.

At the same time the leader of the delegation, Mr. A. J. Campbell, First Assistant Secretary of the Australian Department of Trade, was quick to point out that Australian Trade Commissioners in overseas countries already have powers to act on behalf of Papua-New Guinea.

Said Mr. Campbell: "The main point of argument, then, seems to be that the greatest possible use should be made of these commissioners on New Guinea's behalf. That seemed to be what many of the businessmen we met required".



FOR FIJI. James A. Langbein, has been posted to Fiji where he has joined the New Zealand Ministry of Works team controlling the Nadi International Airport reconstruction contract. He has replaced Mr. E. N. L. Collier, who has joined the staff of Gammon (Malaya), Limited, a controlling organisation with activities scattered throughout the South Pacific.

Two other officers accompanied Mr. Campbell. They were Mr. F. Weekes, also from the Department of Trade; and Mr. E. J. Wood, the Assistant Secretary of the Department of Territories.

Mr. Campbell made it clear in all his interviews that his mission was not to give advice, or to give answers, or to carry any specific submissions to the Commonwealth.

He said that the delegation had come to the Territory to obtain background information on trade matters which would assist the mutual operation of the Department of Trade and the Department of Territories.

Nevertheless he ran into a pretty solid barrage of advice and requests from businessmen and producers. He was told that:

- Capital was sometimes hard to attract from outside because the present economic and administrative trends in the Territory (particularly the Trust Territory of New Guinea) were breeding economic insecurity.

- The Territory was sometimes forgotten when Australian trade officers negotiated overseas bilateral agreements.

- Income tax was affecting the operation of commercial enterprise because salaried staff were restless.

- Although native labour appeared cheap on paper, its full implications meant an item of great expense.

Mr. Campbell said that his discussions in the Territory on possible protective tariffs to help develop local secondary industry had brought forth mixed opinions.

Some businessmen had favoured such a system, but others had felt that the consumption market was so small that the system was not justified and would only add to the immediate cost of living. The latter opinion had been supported by a statement to the effect: "If a local manufacturer can't compete on our local market without protection, then he has nothing to offer. Either he is not running the business correctly or he has foolishly stepped into a market which could be supplied more simply and economically by imports".

Value of P-NG's Exports Rises by 31 per cent.

Record total trade figures for the year to June 30, 1959, are disclosed in the 1958-59 trade report for Papua and New Guinea, just issued. Details are:

	1959	1958
Exports . . .	£16,297,337	£12,404,100
Imports . . .	£20,068,498	£20,238,770
Total . . .	£36,365,835	£32,642,870



FOR THE COOKS. Mr. Bruce Henderson, New Zealand Ministry of Works, who has seconded to the Cook Islands Public Department as engineer for the Cook Islands based on Rarotonga. Much of his work in the Ministry has been concerned with investigating possible hydro-electric schemes. In his post Mr. Henderson will carry local engineering responsibility for a wide variety of and among his early problems will be needed improvements to water supplies, in connection with roading, bridges and harbour facilities. The development of the aerodrome at Rarotonga to a standard capable of accommodating new Electra aircraft to be operated by the Cook Islands and the provision of new hospital buildings.

Because of higher copra and coconut prices and increased shipments in cocoa and coffee, export returns were up by just over 31 per cent.

Overall, imports did not vary greatly though some individual items did. For instance, £200,000 more foodstuffs, mainly rice and cereal preparations were brought into the Territory, while machinery and transport equipment fell by £383,000.

Australia supplied goods worth £13,406,000, her nearest competitor USA £1,400,000 and UK £1,338,000; she took well over half the export trade worth £8,789,000 against UK's £4,940,000 (mostly copra and by-products) and Canada's £1,111,000 (coconut oil).

APC's Bwata Well Is All Gas, No Oil

Bwata well, in Papua, will be plugged and the drilling outfit moved elsewhere and the drilling outfit moved elsewhere reported Australasian Petroleum Co., Ltd., on February 5. Gas had flowed at the rate of 20 million cu. ft. a day, all evidence showed there was no underlying oil accumulation there.

Effort now will be concentrated on a new site at Iehi. From a base camp on the Kikori River, helicopter landings were being cleared, early in February along the access route to Iehi.

Union SS Co.'s Profit Dropped Sharply

Net profit of Union Steam Ship Co. of New Zealand, Ltd., dropped from over £1,000,000 in 1958 to £377,170 in 1959, reported directors in January. This mainly result of the NZ import controls, which at one time resulted in 16 ships being laid up.

Dividend on ordinary capital, all by P. and O. Steam Navigation Co., maintained at 8 per cent. The public held preference shares get 5½ per cent.

The company is preparing plans for replacement and additions to the fleet, with vessels of changed design.

Lakekamu Valley Goldfield New Lease of Life

The 30 years between 1909 and the outbreak of World War II, 40,000 oz of gold were taken from Lakekamu Valley goldfield, Papua. Now, 20 years later, the field has been re-opened and Bulolo Gold Dredging Co., Ltd., is preparing to carry out deep-testing.

A dog airstrip, built during the war for the use of the field, has been made serviceable and Otter aircraft have flown in to bring equipment for BGD.

Rivers flowing south from the ranges of Lakekamu represent the opposing watershed to the Wau, Bulolo and Edie Creek—that is to say, Bulolo Valley is one of the ranges and the Lakekamu Valley is the southern or opposite side. The policy that is exercising the minds of experts now is could a comparable amount of gold have been washed down the Lakekamu Valley as was washed down into the Wau? Deep drilling should tell the story.

In the 1930's, Tiveri Gold Dredging Co., Ltd., installed a small bucket dredge at Lakekamu—but it dug only to 20 ft.

Trust Co. is More

Profit of Burns, Philp Trust Co., Ltd., rose by £287 to £9,344 for the year ended December 31. Unchanged dividend per cent. absorbs £8,400. Taxation reserve of £1,000 was created, carrying forward £717 (down £56). Earnings were £4,277 higher at £139. The value of estates, trusts and agencies under administration rose by £4.2 million to £19.1 million.

Other Copra Mill in Fiji?

Registered in Suva on January 14, Akhil Industries, Ltd., gave as its objects "to carry on business as manufacturers of soap, and oil manufacturers, oil refineries, etc." Nominal capital is £250,000 in 100,000 shares of £1 each. Mr. Mahadevi Charan Akhil, company director, and Mr. Ram Dayal, company director, both of Lautoka, each hold one share.

It already has two copra crushing plants, Islands Industries, Ltd. (subsidiary of R. Carpenter and Co. (Fiji) Ltd.), and on Soaps-Pacific Biscuit Co. The possibility of a competitor, backed by the oil group (which has large and profitable manganese interests in the Colony), Lautoka, has been the subject of much speculation in Fiji this month.

Enterprise of NG's New Oil Permit Area

To obtain funds for geological and geophysical work in Permit Area No. 29, on the northwest coast of New Guinea, conditionally approved, Enterprise of NG Goldfields, Petroleum Development NL, has offered to rehold the unissued 1/- shares in the company at 9d each. Authorised capital is 10,000,000 1/- shares of which 55,979 had been issued at last balance sheet date (August 31, 1959).

The area, about 3,600 square miles, extends from near Wewak to the DNG border and covers the whole of the sedimentary basin between the coast and the east-west trending ranges of Toricelli and Bewani to the south.

The company's consulting geologist, Mr. K. Sturmfels, DSc., in a recent report, stated: "The area seems to have ample potentialities and the chances of finding oil in commercial quantities are regarded as good".

During the past year, the company has limited its activities in NG to a gold lease near Wau, from which 724 oz gold were won.

Economic Survey of P-NG Coffee Industry

The Australian Bureau of Agricultural Economics will shortly carry out an economic survey of the coffee industry in Papua-New Guinea. It will also review the future world prospects for coffee.

Coffee growing in P-NG, particularly in the Highlands areas, has developed rapidly over the past six years. In 1953 only 47 tons valued at £31,055 were exported; in 1959 it had jumped to 969 tons worth £456,037.

WRC Group Extends Paper Merchandising Interests

W. R. Carpenter Holdings, Ltd., parent of the WRC group of companies, has moved into the Australian paper merchandising business in a big way. Through its interest in Dalton Brothers Holdings, Ltd. (originally a 40 per cent. share-holding), it has acquired two associated paper wholesalers, Hermann Haeg, Ltd., and Paperholders, Ltd. The takeover bid for Haeg alone was £720,000.

Dalton's already control Carmichael and Co. Pty. (machinery and paper supplying business), Andrew Jack, Dyson and Co. (leading Melbourne paper merchants) and British Patent Perforated Paper Co. (makers of tissue rolls, paper towels, etc.). Two other diverse subsidiaries are White Rose Flour Milling Pty. and United Pacific Bakeries Pty.

Southern Pacific Insurance Will Double Its Capital

By a cash issue to shareholders of 800,000 5/- ord. shares at par, on the basis of one for one, Southern Pacific Insurance, which has branches in New Guinea and Fiji, will double its capital (to £400,000) on March 31. W. R. Carpenter Holdings own approximately 50 per cent. of the company's shares.

Papuan Apinaipi Awaits Report by G. A. V. Stanley

Mr. Bruce W. Graham, chairman of Papuan Apinaipi Petroleum, at the annual meeting recently in Sydney said that Papuan activities and possibilities are being compiled into a report by Mr. G. A. V. Stanley, of Port Moresby, who is widely known for his extensive experience in geological work in Papua.

When the report is received a decision will be made about the methods of dealing with the considerable financial and logistic problems of the company's oil-seeking activities in Papua.

Dividend of 3d Per Share For NG Goldfields Ltd.

Directors of New Guinea Goldfields, Ltd., recommended payment of a dividend of 3d per stock unit at the annual meeting in Sydney recently. The distribution absorbed £55,904, equivalent to slightly more than 7 per cent. on the nominal value of the stock units, and approximately 10.3 per cent. on the then market value.

December operating statement showed Golden Ridges Mill: 4,137 tons treated for 1,053 fine oz gold and 1,529 fine oz silver; Alluvials: 50 oz gold. Timber produced was 158,734 su. ft. (Over)

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SANTO.—Burns Philp (N.H.) Ltd.

NEW GUINEA.—Manager for the Territory of Papua and New Guinea, R. D. Kennedy.

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D. J. Granter.

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Offices in Australia or N.Z.

NI Whaling to Seek £50,000 for Expansion

Norfolk Island and Byron Bay Whaling Co., Ltd., will shortly issue £50,000 registered convertible unsecured 10 per cent. notes.

Funds will partly finance the estimated £A140,000 to be spent on the Great Barrier Is. (NZ) station, the chairman, Mr. N. G. Bell, told the annual meeting recently.

Increased quotas, from 120 to 150 whales, at Byron Bay and Norfolk Island had been chief factor in larger earnings. Group profit rose £45,187 to £63,063 for the year ended October 31. Dividend, resumed at 10 per cent., required £42,000

The Stock Market

Again, this month, share trading on Sydney Stock Exchange has continued to boom. On February 5, following a week of record sales, the index hit the untouched high of 332.23. In the opening week of January it was 321.

Market observers say the confidence of the investing public reflects the half-yearly reports of the main companies which generally have been reported as "good, with a bright outlook for the second half".

Range of trading has been wide—wool, pastoral, manufacturing, retail, mining and oil; price rises have been the result of steady, persistent buying support. Buying by large institutions, too, has been a contributing factor.

Australian share prices give every appearance of staying at high levels, since the tendency to regard a stock's highest price level as its normal price still per-

sists. One result is that any slight downturn in price tends to make a share look cheap and sets off an immediate buying surge.

London and New York exchanges have been faltering in recent months, after peak periods late last year, and they could well serve as a warning to local investors. With many of today's Sydney stocks, the current market does seem to be over-anticipating future benefits.

SYDNEY SALES PRICES

	Jan. 6, '60	Feb. 4
Burns Philp	103/6	100/-
Burns Philp (SS)	68/6	66/9
C.S.R.	£81/17/6	£81/10/-
Dylup Plantations	30/-	29/6
Hackshalls	55/9	55/3
Kauri Timber	20/6	22/-
Kerema Rubber	9/9	10/-
Koitaki	28/-	30/-
Lolorua	12/-	13/-
Maribol	9/-	10/-
Norfolk Is. Whaling . . .	5/7	7/-
Queensland Insurance . .	98/-	94/3
Rubberlands	7/6	8/-
Sthn. Pac. Insurance . . .	40/-	51/-
Steamships Trading . . .	51/9	56/6
W. R. Carpenter Hold. . .	26/-	28/-
Timor Oil	5/2	4/7

OIL AND MINING SHARES FIJI

	July 9, '58	Jan. 6, '60	Feb. 4
Emperor	b5/9	b6/3	s6/6
Loloma	—	b42/-	b40/-

PAPUA-NEW GUINEA

	Jan. 6, '60	Feb. 4
Bulolo	b35/-	b36/6
N.G.G. Ltd.	b1/9½	s2/6
Oil Search	b2/6	b5/7
Ent. of N.G.	b7d	b5d
Papuan Apin	b9d	b4/11
do. opt.	b6½d	b1/7½
Placer Dev.	b86/6	b96/6
Sandy Creek	b4d	b1d

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COPRA

The British Ministry of Food Contract, which governed Copra in Papua and New Guinea, Fiji, W Samoa, Solomon Islands, and Gilbert Ellice Colony (and, to some extent, Tonga and Cook Islands) expired on December 31, 1957; since when each territory has made its own arrangements for 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) crushing in Rabaul. Prices generally arranged in accordance with ruling rate in Phillip 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 Feb. 8 prices were: HAD, £F78; £F76/12/6; FM2, £F75/7/6.

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 air dried. Prices unaltered since M 1959: Hot-air dried, £S67/13/8 per sun-dried No. 1, £S65/3/8; sun-dried No. 2, £S61/13/8.

TONGA:—Sales are under Govern control. Part of production goes to Eu under arrangement with Unilever trolled by Philippines prices, and on to open market.

SOLOMONS:—All production mar through official Copra Board, at p based on Philippines market. Price clared for February: 1st grade, £A86; grade, £A84/10/-; 3rd grade, £A82 per f.o.b., BSIP ports.

GILBERT AND ELLICE:—Produ marketed in Europe through official C Board, at prices based on Phillip rates, less "stabilisation fund" cha etc.

E. SAMOA:—Producers receive 6 cent (\$US134.4 or £A60/5/- approx. per ton). Periodic bonus, if average proc exceed Govt. buying price and expense

NEW HEBRIDES:—Price was approximately £A70/10/- per ton delivered V Santo on Jan. 13.

COOK IS./NIUE/TOKELAU: Subject the provisions of the copra contract between the Cook Islands-Niue-Tokel shippers and Abels, Ltd., of Auckland who operate the only New Zealand co crushing mill, the price for the second half of 1959 was £NZ85/8/9 for F Grade, and £NZ84/3/9 for Stand Grade, per ton, in sacks, f.o.b. Rarotoni Niue/Apia.

OTHER PRODUCE

PA:—Islands prices are based on the or Ghana cocoa which on Feb. 4, £Stg 227/10/- per ton, c.i.f., Sydney.

SAMOA:—Nominal price quoted in early Feb. £S210 f.o.b., Apia, B; £S205, grade 2.

SG:—Feb. 8, quote No. 1 £A260-ex-wharf Sydney; quote No. 2 (top quality).

FE:—P.-N.G.: Feb. 5, good quality 1 lb, 4/- to 4/5½; B grade, 4/3½; C grade, 3/11 to 4/2 c.i.f., Sydney.

Early Feb. price quoted for Tanga-
A grade was £Stg.375; B grade, £260; Undergradings, £Stg.265, all on and c.i.f., Sydney. Uganda Ro-
was offering at approx. £Stg.176 Sydney.

NUTS: P.-N.G., Feb. 8, kernels: and Red Spanish 1/6½ lb; Virginia, 1/7½ (no recent sales).

BER:—P.-N.G. price is based on ore rate, which on Feb. 4 was: RSS, spot, 114½ Straits cents per (25d Aust.).

ILLA BEANS: Victor Karp, Tulk & Sydney, advised Feb. 9 that their agent reported "no stocks available present".

E (Australian):—Price from May 1, P.-N.G.: Dry brown and dressed, 5 bags, 5 tons and over, £61/10/- on, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lbs, 5 tons and over, £68 per ton; under 5 tons, £68/10/- per ton. Pac. Islands: Dry, brown, etc., £70 ton f.o.w., Sydney or Melbourne.

ARL SHELL:—Firm quotations in Feb. dependent M.O.P. shell agents were: £A850, D £A600, E £A300, EE 0 (in store Sydney). Penrhyn 400 (nominal), f.o.b., Rarotonga. hiki: It is anticipated that because of poor price of mother-of-pearl blacklip and the high price of copra, the Cooks Administration will again declare hiki lagoon closed to divers for 1960, third year in succession, to give the beds a further opportunity to re-
state. N.G.: Blacklip M.O.P. sales at per ton were made in Sydney re-
y.

OCHUS:—Little demand — nominal c.i.f. Sydney, Feb. 5, £250.

REEN SNAIL SHELL:—Good demand Japan, has raised price to £A405 A410 per ton. P.-N.G. and B.S.I. shell in short supply.

London and US Quotations

Pa: London, Feb. 4, Philippines, in \$255 per long ton, c.i.f., UK/North
pean ports. Straits/Borneo, FMS, de-
ed weights, c.i.f. UK/Nth. European
s. £Stg.91 per long ton. New York,
4, Philippines, \$240 US per short
c.i.f., Pacific coast port.
1 Australian is equal to about 2.25
Dollars.)

conut Oil: London, Feb. 4, Ceylon, in
£Stg.138 per ton, c.i.f., UK/North
pean ports. Straits crude,
g.133/10/- c.i.f.

ubber: London, c.i.f., Feb. 4 RSS No.
pot 34½d Stg. per lb; Jan., 1960, 32d
Feb., 1960, 33½d Stg.

It is expected that the Tabia-
keti Road on Vanua Levu, Fiji,
commenced in 1954, will be com-
pleted by the end of 1960, and at a
substantially below the original
estimate.

The World Coffee Industry

THE Pan-American Coffee Bureau, in a review, recently published, says the most significant general developments in the world coffee industry during the past couple of years have been:

(1) A continuous rise in production, accompanied by (2) a further decline in prices, (3) a marked decrease in the foreign exchange earnings of coffee-producing countries, particularly those in large degree dependent upon coffee for such earnings, (4) a modification of the Brazilian exchange-rate system which permitted coffee exporters to receive more cruzeiros per unit of foreign currency, thereby placing lower-grade Brazilian coffees on a more competitive basis with those of Africa, and changes in certain other exchange-rate systems, (5) an increase in coffee consumption but by only a small proportion of the increment to production or to carry-overs, (6) a tendency of roasters and importers to minimise their working inventories of green coffee, and, for the first time, inter-governmental discussions in Washington of world coffee problems at which representatives of both coffee-producing and coffee-importing countries, including the United States, particularly, attended.

Out of those discussions came the Latin American Coffee Agreement, a side agreement between the French and Portuguese, and the formal creation of a Coffee Study Group—made up of representatives of European, African, and Latin American Countries and the United States—to prepare studies and recommendations designed to cope with world coffee problems in the years ahead.

Fiji is Extending
its Cocoa Plantings

COCOA production in Fiji has not yet reached the stage of commercial exports, but since planting on a commercial scale began in 1953 the areas have been steadily expanded to about 1,800 acres, with a further 400 acres added last year, according to the latest annual report of the Fiji Department of Agriculture.

The areas so far established consist of 46 blocks of more than 10 acres, mainly Fijian owned, and some 250 acres of estate plantings, mostly in the Southern District and Taveuni.

The early varieties tended to have a flavour rather milder than those most in demand commercially but stronger flavoured varieties are now being established—the West African Amelonado notably.

It is now proposed to extend the plantings to other islands—Koro, Ovalau, Kadavu, and to the Wainunu area of Vanua Levu.

Farmers are given up to 600 seedlings free of charge, and are also given advice on the preparation of the land, care and maintenance of the crop, and eventually on the fermentation, drying, and marketing.

The Government is establishing a cocoa experimental station at Naduruloulou, near Nausori, and another at Navavusavu, on Vanua Levu. Research into fertilisers, processing of the beans, and other aspects of the industry will be handled there.

A demonstration fermentary of a type within the means of the small farmer has been established at Naduruloulou and others will be erected at Wailevu, Cakaudrove and Taveuni.

To "make sure" that a good reputation is established for Fiji cocoa right from the outset, the Department will handle the processing and marketing until export standards have been established and satisfactory marketing arrangements evolved.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs), see below.

	FROM SYDNEY (Aust. currency) TO—			Single Return Table			No.
	£	s.	d.	£	s.	d.	
Moresby	51	5	0	92	5	0	2
Lae	62	15	0	112	19	0	2
Rabaul	72	9	0	130	9	0	2, 3
Noumea (via NZ)	107	6	0	193	4	0	13, 6a
Honiara	94	5	0	169	13	0	2, 5
Norfolk Is.	27	10	0	49	10	0	8
Lord Howe	14	15	0	29	10	0	7
Nadi	85	9	0	153	17	0	1
Suva	92	0	0	166	19	0	1, 7
Auckland	52	10	0	94	10	0	13
Christchurch	52	10	0	94	10	0	14
Honolulu	282	12	0	508	14	0	1
San Francisco	350	9	0	630	17	0	1
Vancouver	350	9	0	630	17	0	1
Apia	118	14	0	214	14	0	1, 17
Papeete	178	2	0	320	12	0	1, 21
Aitutaki	155	12	0	281	2	0	1, 21
Blak	103	15	0	186	15	0	4

FROM AUCKLAND (NZ currency)		TO—	
Apia	62 0 0	111 12 0	18, 19
Aitutaki	93 10 0	168 6 0	18, 21
Nadi	39 7 0	70 17 0	18
Norfolk Is.	19 15 0	35 11 0	12
Papeete	114 10 0	206 2 0	18, 21

FROM SUVA (Fiji currency)			TO—		
Apia	25	0 0	45	0 0	19, 21
Aitutaki	57	15 0	103	19 0	17, 21
Nadi	4	0 0	8	0 0	22
Papeete	82	14 0	148	18 0	17, 21

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways, Ltd.

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. £99/7/8; 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 Feb., 1960, quotes: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 194.25 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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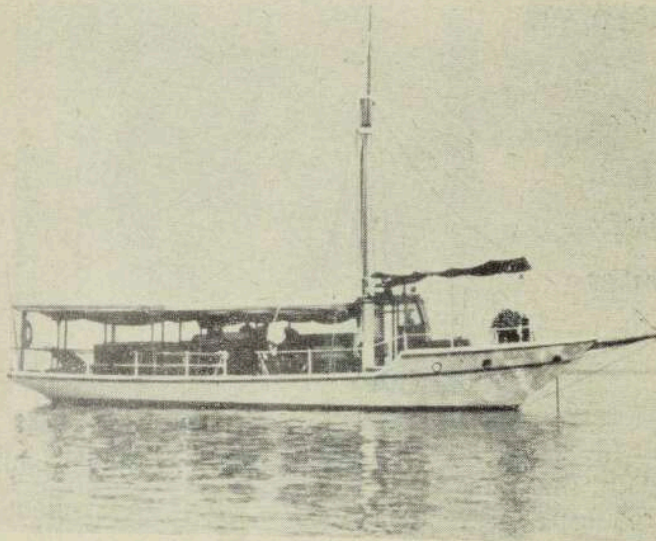
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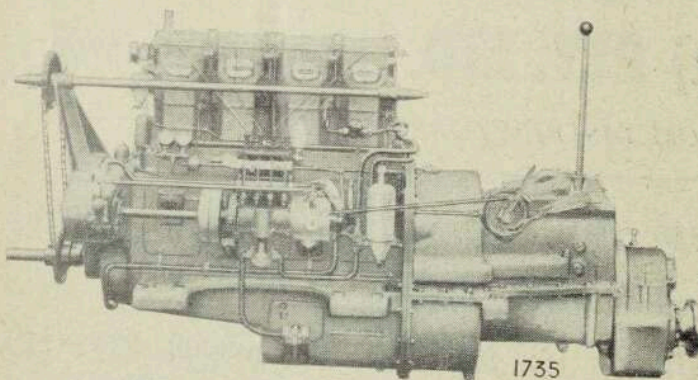
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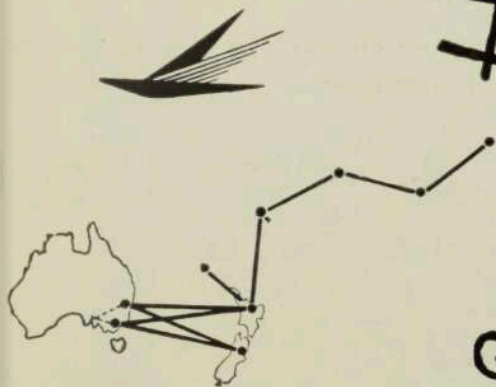
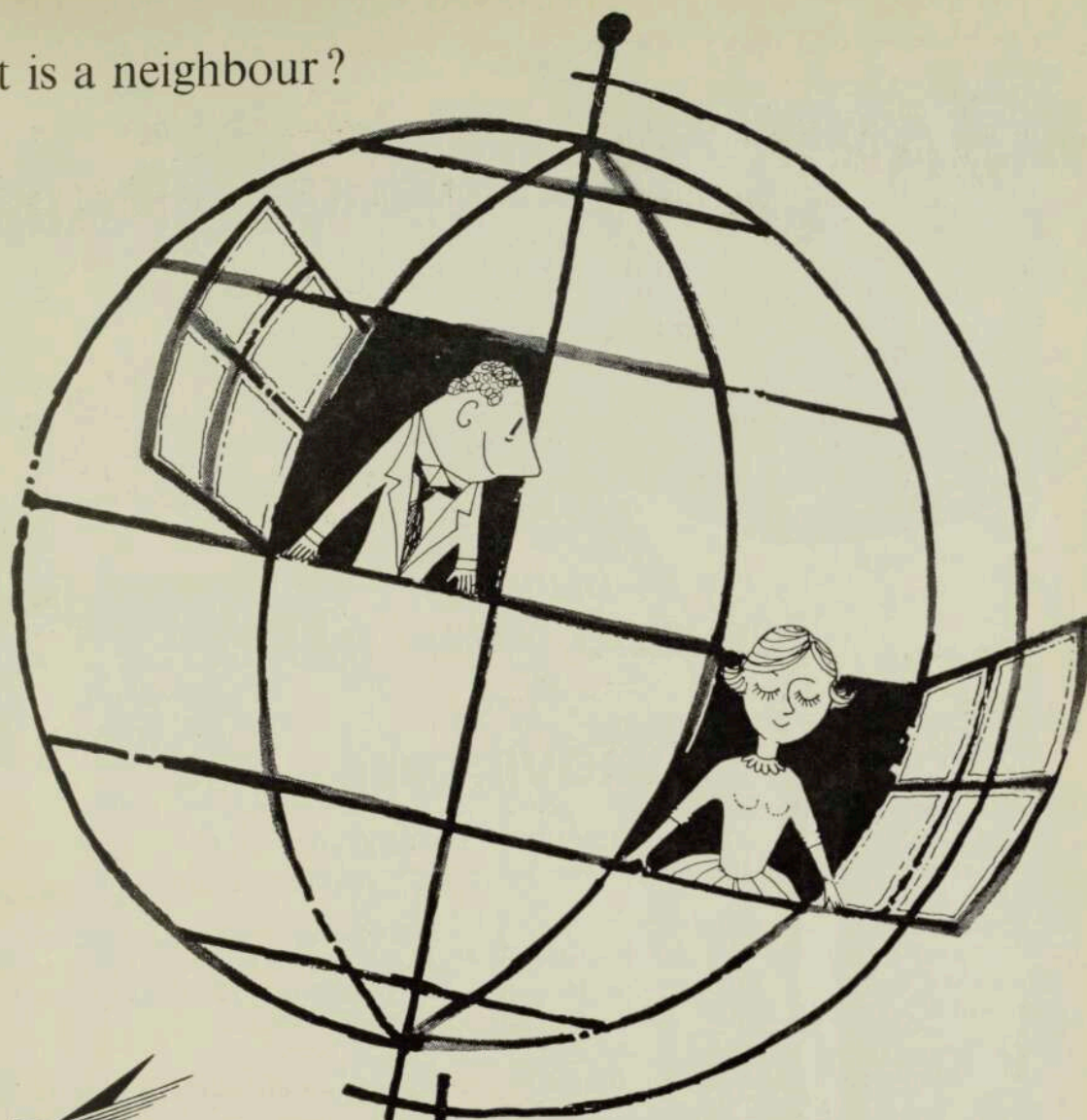
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