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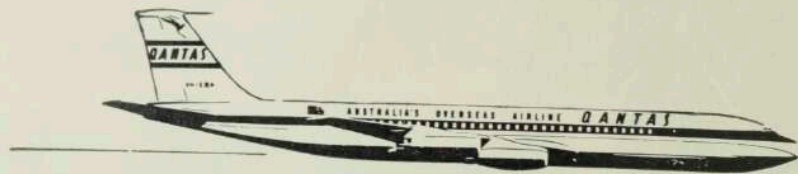
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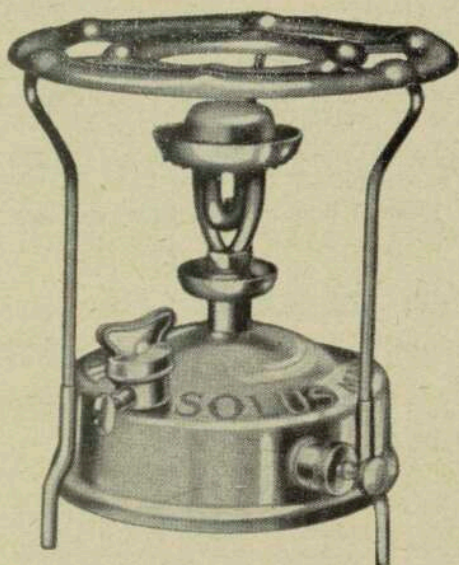
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PACIFIC ISLANDS MONTHLY—MARCH, 1960

Coleman *Solus* STOVES

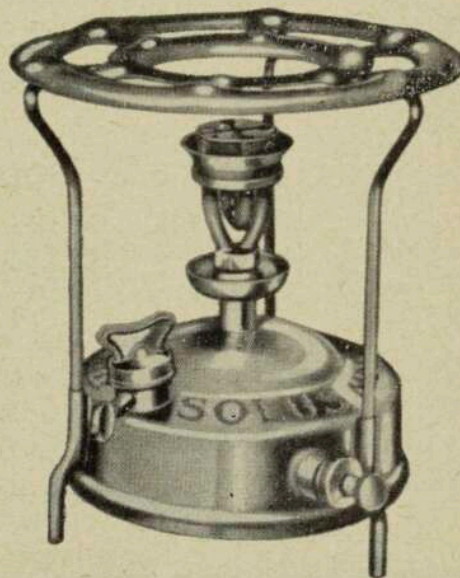
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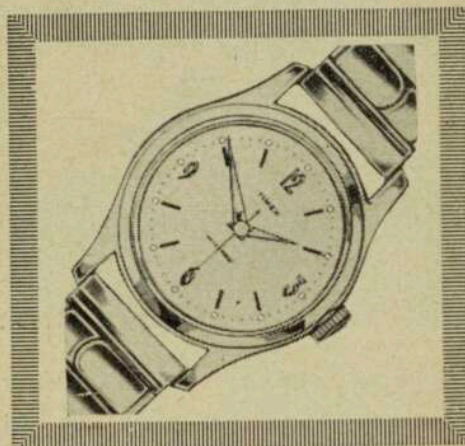
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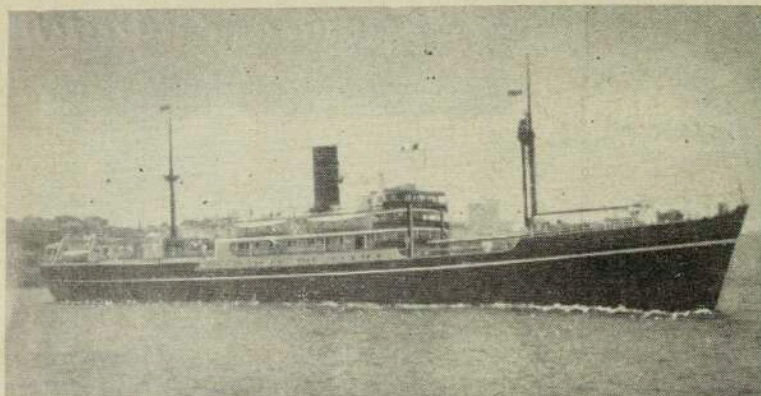
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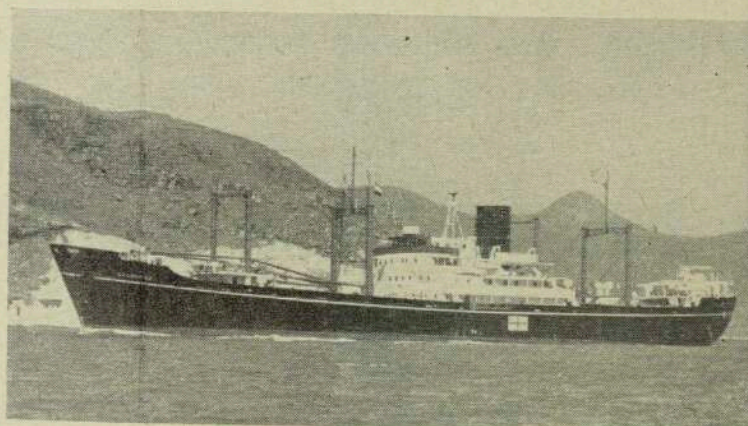
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Cables: "Steamships".

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.

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APIA: Morris Hedstrom Ltd.

NUKUALOFA: Morris Hedstrom Ltd.

TAHITI: Etablissements Donald.

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PEOPLE

Salote Tupou had her 60th birthday on March 13. A huge feast was held on the 12th. Official celebrations began on the 11th, with formal calls upon her ministers and the British representatives and addresses of loyalty and affection from nobles, chiefs and the public. The Queen attended a ball at the Nukualofa Club in the evening.



UP! They may or may not know that that's where they're going, but—

Theo Bergsma, Netherlands Consul of the South Pacific Commission and former Dutch Consul in Sydney, recently visited San Francisco, USA, en route to New Zealand for assignment to new diplomatic duties. Mrs. Bergsma and their two children accompanied him. He will be replaced on the spot probably by Mr. A. Laboyrie, who will be the new Consul in New Zealand.



UP! The gentlemen concerned are from the Guinea Highlands and had never before seen the sea or the big towns until flown into New Zealand on a grand tour. Here they are what it feels like to ride aloft on a plane. Photos: Pat Robertson.

Governor Sir Kenneth Gurne visited Wellington in late February for official talks. There was a minor storm in Fiji when reports of an interview the Governor had given to the *New Zealand Herald* were published.

For a
long cool
drink on
a long
hot day



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

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

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land Herald in Auckland on February 25 were published, partly one quotation: "We have to solution to racial problems acceptable to everyone. Strictly largely between the two racial groups, Fijians and Indians. The Fijian people did not resent the Indians, but they apprehensive of them". On March the Governor cabled from Wellington to the Colonial Secretary, Suva that the report was incorrect.



Miss Letty Fagaloa of Western Samoa, nursing at the Sydney Crown Street Women's Hospital, pays a visit to the Polynesian Association of Sydney, where this photograph was taken. —Tele

More than 150 persons attended a traditional *aiga* (feast) reception held in San Francisco, on February 7 to celebrate the marriage of Saipule Le'au, former of Fagatoga, Tutuila, and Rosalie S. Shimasaki, former Faga'alu, American Samoa. The party was attended by a section of the local Samoan community.



Other recent visitors to the Polynesian Association were Mr. Don Adams, Mrs. F. Menghetti (formerly Dora Buffett) and Mr. Buffett, all from Norfolk Island. —Tele

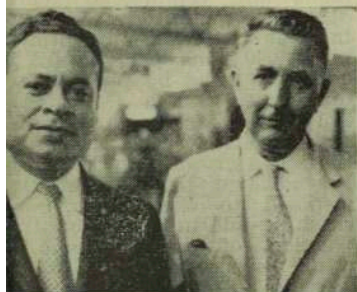
Mr. Norman Spence, accountant of Lae, after living in New Guinea for 40 years, was unwilling to settle himself in Brisbane in

for a six months stay in island, for health reasons. He been told to retire and live nently in Australia but his ory friends are freely betting this 67-year-old veteran and Spence will return to P-NG by end of the year. He first went # in 1920 with the Australian and Military Expeditionary and stayed on.



ing a Pacific Area Travel Association Con- in Christchurch, NZ, in February were ma Daly, Director of the big Islands Barrau, and Mr. Jean Brock, managing r of French Pacific Tours, Noumea. Also photograph, taken at Noumea before their re, is Miss Marguerite Talbot, of Sydney, nown for her courtesy as secretary in antas agency in Noumea. She left on vacation.—Fred Dunn.

. Alfred Poroi, Mayor of ete, who attended the Pacific Travel Association conference Christchurch, paid a visit to ey in March. In Auckland, Mr. i said Papeete's new jet airport ld be ready for use before the e of the year, and good progress eing made on a new hotel, ay between the city and the ort, situated on reclaimed land he foreshore, which was being ed for Mr. Spencer Weaver, of olulu.



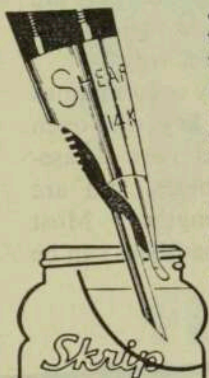
nor Peter Coleman of American Samoa accompanied by Budget Officer Edward on, also attended the PATA conference in New Zealand in February.

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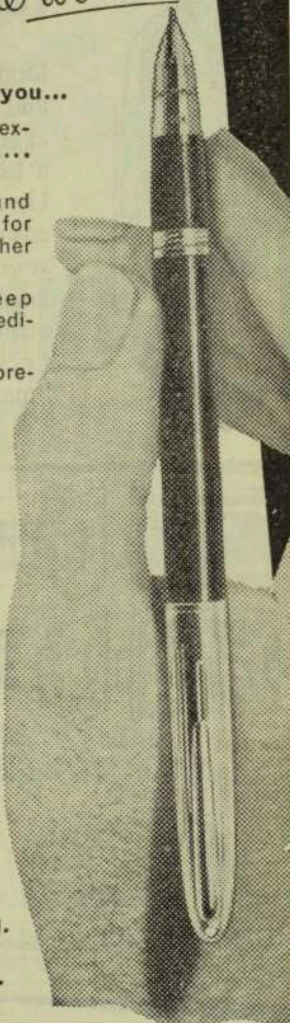
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Sturdy, reliable mechanism. Available with or without snib. Nos. 100, 201 and 206 illustrated.

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

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

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Largest manufacturers of cylinder locks in the Southern Hemisphere.

Mr. Nat Logan-Smith, past director of the US Pacific Is. Territory government, retired after a 31-years' career with the US Federal Government. He is the oldest employee of the Territory under the Department of the Interior, having transferred from the Navy Department in 1951. An honours graduate of the University of Hawaii, Mr. Smith is a former Naval and Guard officer.



Photographed in Sydney—Mesdames Viale and Simone Elder, both from New Zealand on a visit. —Tel

NZ's Deputy Prime Minister C. F. Skinner, accompanied by his wife, private secretary (Mr. Nelson) and NZ's member of the British Phosphate Commission R. B. Tennent, paid a brief visit to Ocean and Nauru phosphate islands in March. The party boarded the Commission's vessel *Tiaki* at Brisbane, and is expected to arrive in Auckland aboard her on Monday. Mr. Skinner was making a personal survey of the remaining phosphate resources of these islands upon which NZ farmers greatly depend for fertiliser.

Mr. S. Inazu, representative of leading Japanese industrial company of Mitsui and Co. Ltd., visited Western Samoa during February and had discussions with Government and commercial representatives. He was interested in purchasing Samoan copra—his firm buys 1,000 tons per month, which could be lifted by phosphate diverted from Makatea (Polynesia). Mr. Inazu was also interested in cocoabeans, for there is a growing market in Japan. He indicated that his firm might be disposed to establishing a crushing-mill in Samoa, but that construction of a permanent road would be necessary, as all oil would have to be piped into tankers.

A monument to the late distinguished ethnologist, Elsdon

unveiled at Tawa, near Wellington, NZ, by the New Zealand Minister on February 27. The monument, a granite pillar with a plaque, bears the inscription: "Nearby at Grasslees Farm, Elsdon Best, Maori ethnologist, was born on April 30, 1856. His ashes lie here." Elsdon Best wrote papers on many facets of Polynesian life, covering a vast field of research and study, placing him at the forefront of authoritative sources on Polynesian affairs.

Mr. Francis Mihalic, SVD, BA, of the Holy Cross Catholic Mission, New Guinea, has returned to his home in the USA for a brief holiday before taking up a post in Italy. He first went to PNG in 1947, where he was engaged primarily in teacher training and literacy work. His Grammar and Dictionary of Neopapuan (Pidgin English), published in 1957, is a valuable contribution to New Guinea literature.



Farewell party in the girls' mess at Burns Port Moresby, for popular Miss V. Ponson. The photo, left to right, from the back are Lee Baggey, Miss Ponson, Mrs. C. Hilder, J. Francis, Miss S. Willan, Miss R. Jones. —Papuan Prints.

Mr. Eddie Lund, probably the best known musician in the South Pacific, paid a short visit to Sydney and Fiji in February to complete engagements for one of the big record firms to bring out a long-playing disc of his numbers under the title of "Rendezvous in Tahiti". Travellers would have scarcely recognised the colourfully Islands-dressed pianist and drummer they saw as the uncomfortable-looking man in the tight brown suit, business shirt and tie, walking along Sydney's hot pavements. An American, he went to Tahiti 24 years ago to stay to make music. Last year, on a business visit to NZ, he met difficulties on his way back to



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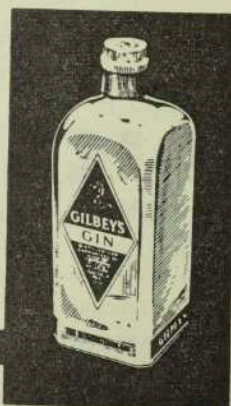
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Tahiti and had to stay over while the matter of his landing residence permit in Tahiti was being straightened out.

Having just retired as I Accountant-General in Fiji, after years in the Government Service Mr. W. P. Ragg is booked to Suva shortly for Europe to the Rome Olympic Games. He has always taken a close interest in sport—he is president of the Amateur Athletic Association and managed Fiji's team of sportsmen who competed at last Melb Olympics and at the Empire Games in Wales.

Mr. and Mrs. Ron Crocombe arrived in Samoa recently from Cook Islands. On an Australian National University scholarship will carry out a land tenure study. Formerly he was with the Cook Public Works Dept., from 1958. Mrs. Crocombe (she was Marjorie Hosking before her marriage last year) was one of the scholarship pupils sent from Cook Islands to NZ, after the war she has been teaching at CI since ever since she returned home.



Recent Rabaul, New Guinea, wedding—Mr. Lee to Miss Rose Mah. The best man was Jeffrey Chung and the bridesmaid was Lar. The ceremony was at the Rabaul Methodist Church. Photo: L.

Mr. Junji Nishime, Director of Economics of the local administration in Ryukyu group, North Pacific, arrived in Australia from Okinawa late February to hold trade talks with senior officers of the Department of Primary Industries and Trade. Australia-Ryukyu trade is not large at present, but is capable of expansion—the first sales of Australian rice were made there recently. In March, the Sydney agent for the China Navigation Co. announced its vessels will call on Okinawa once a month on non-bound voyages, commencing March.

Dr. Richard W. D. Maxwell, retired late last year from the

Director of Health in Samoa, has settled down in Sydney, 25 years medical work in Pacific. He was born in Fiji.

Chester B. Leedom, of Washington, USA, accompanied by Mrs. Leedom and infant son, arrived at Pago recently to assume office as Assistant Attorney-General. He is the acting Attorney-General. Mr. P. Baird, proceeds on vacation July.



Mrs. Rex Hoopert after their marriage at the LMS Church, Port Moresby, in February. Hoopert is with BP's, and the bride was Miss B. Dodds. Photo: Papuan Prints.

J. Golson, lecturer in prehistory at Auckland University, returned to NZ early in March after months of archaeological excavation work on Isle of Pines, New Guinea. He reported that his team had unearthed a few decorated pots and had investigated some mounds which appeared to be man-made but about which the local people now know nothing of their origin. No important finds had been



Mrs. L. T. Hack and family returned to New Zealand recently following vacation. Mr. Hack has been Radio Superintendent at this station for a number of years, earlier serving at Tonga. As a radio "Ham" his voice is known all over the world.

Mr. D. W. R. Heatley, Resident Commissioner of Niue Island, took leave recently, and a special RNZAF transport flight was made from Fiji to pick him up. He was flown to New Zealand and spent part of February at the Colonial War Memorial Hospital.

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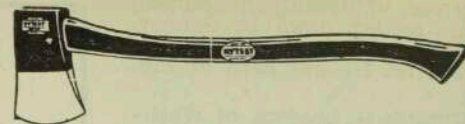
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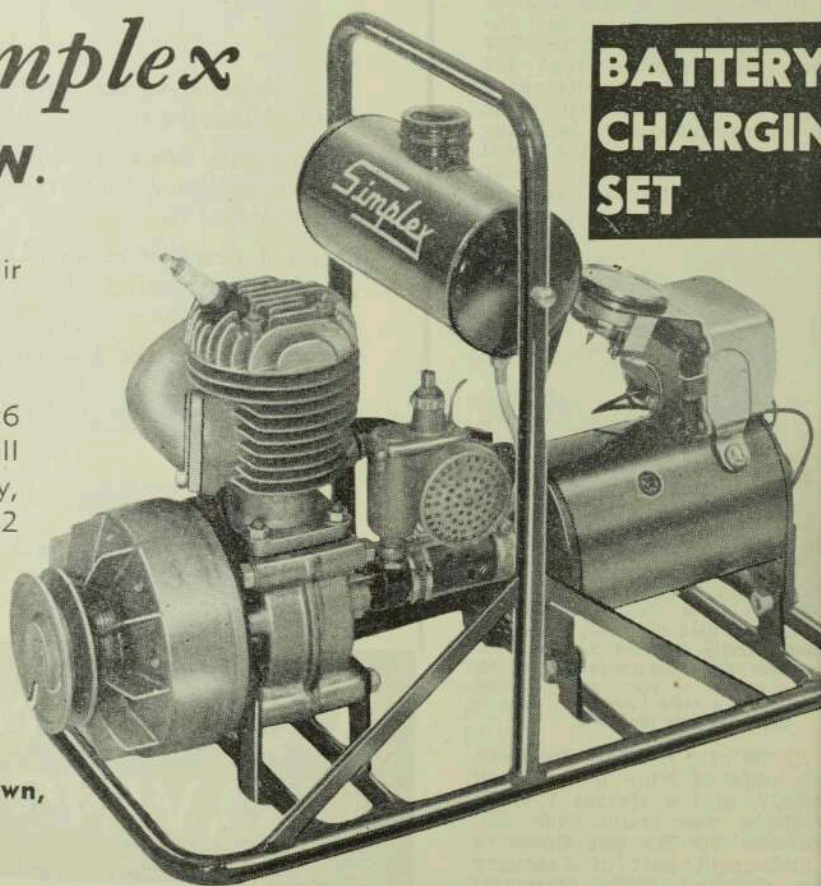
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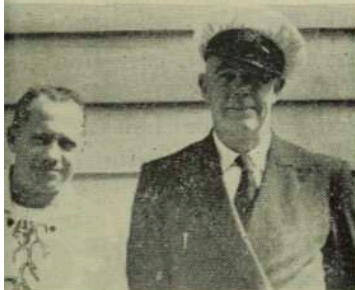
Phones: LA 3597, LA 5973.
Cables: "Simplexeng", Sydney.

er Secretary of State for the
ies, Mr. Lennox Boyd, agreed
dney in early March, at the
of his two months holiday tour
e South Pacific, that he hadn't
been interested in finding out
happened to his Uncle Ben,
in the Solomons in 1851. He
the newspaper stories that had
ved him around the world were
ed, presumably, because of
thing he had happened to say
journalist friend. "I suppose
d pretty good opportunities to
all the checks I wanted when
d the Colonies post," said the
ful Mr. Lennox Boyd, with
n. Nevertheless, he and Lady
cia visited Wanderer Bay dur-
their tour, received a warm wel-
from the local natives, and
ssed the old murder. "A very
village," was their comment.

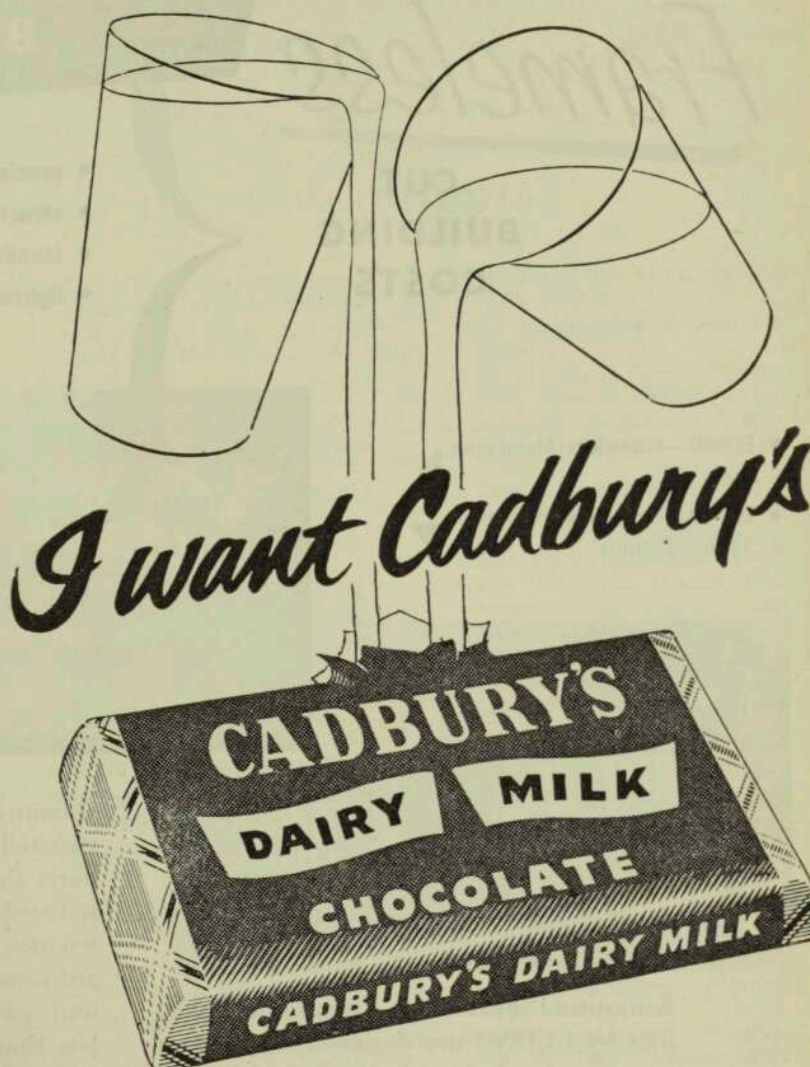


er recent Port Moresby wedding—Miss D.
ns to Mr. B. Lovejoy, at the Taurama
I. Photo: Papuan Prints.

r. F. M. Bateson, Rarotonga's
e-time astronomer of world re-
has received the Jackson
it Medal from the Royal Astro-
ical Society, London, as a re-
of his work on variable stars
a long period. This is the first
sion the medal has gone to a
Zealander. Mr. A. L. Jones, of
aru, NZ, who has been making
rvations in association with Mr.
eson, also received the award.



Pierre Roux (right), well-known Papeete
and pastrycook, met a former Tahiti resi-
Mr. Carl Swenson—now an employee with
harbour ferry company—when he visited
two sons in Auckland in January-February.
bruary Mr. Swenson and his daughter Svea
ne New Zealand subjects. Originally
ish, Mr. Swenson has been a French citizen
for many years.



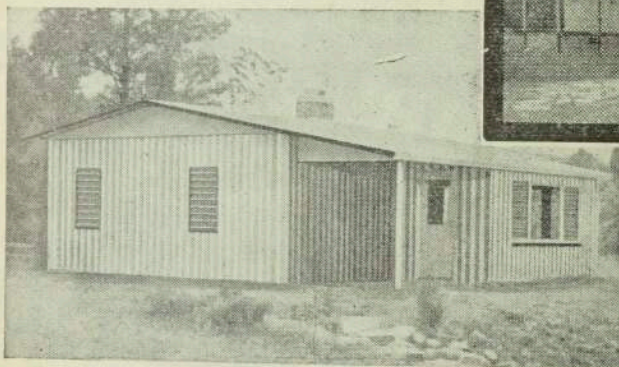
. . . because there is a glass and a half
of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate

MD25/2FC/9

ECONO *Frameless*

**CUT
BUILDING
COSTS**

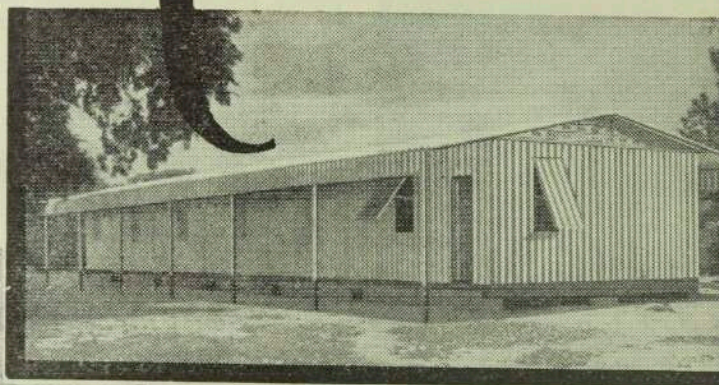
- ECONO—Frameless Aluminium Store
- ECONO—Frameless Aluminium 5-room Cottage



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Contents:

PEOPLE: Personal Para- graphs of Islands' Interest	5	TERRITORIES TALK-TALK With <i>Tolala</i>	37
First Shots Fired In The South Pacific Aviation War	17	Were Limpet Mines Used In Rabaul?	37
Britain "Won't End Colonial Rule"	17	This American Went Where The Walnut Grows .. .	43
Indonesia Issues Threats As Dutch New Guinea Talks Begin	18	Australian Sappers In The New Hebrides: Clean-up Month	45
Long Fiji Riot Inquiry Ends: Report Awaited	19	A Correspondent Surveys The New Britain Drink Problem	53
Nadi Opens Its Newer Air- port	19	A Visit To The Wonders Of The Great Astrolabe Reef	61
New Guinea Tolai Group Again Refuses To Pay Taxes	20	Some Untapped Islands Re- sources	67
Guadalcanal Won't Track Man Moons Now	20	American Samoa's Future ..	67
Mr. G. R. Powles Appointed To Post In India	21	<i>Sydneysiders'</i> WALKABOUT	69
Acting Prime Minister For West Samoa	21	The New Guinea Highlands Have A Foreward Look ..	75
Will Samoa Join The British Commonwealth?	21	MAGAZINE SECTION:	
Fiji Plans To Restrict Hotel Hours	22	Tropicalities, 81; Crossquizz, 82; Islands Painter With A Paris Reputation, 83; Brett Hilder's <i>Profile</i> , 84; There's A Better Way To Bait A Hook, 84; Do You Remember? 85; Anything For A Free Ride, 86; Mystic Mortlock Islanders, 87; Book Reviews	88
Future of New Zealand Terri- tories Department "Under Discussion"	22	The Month's News Of Ships And Yachts	101
New Hebrides Take-over Rumour Denied In Noumea	23	PACIFIC REPORT: Round- up Of Pacific News And Pictures (index p. 17) ..	117
La Perouse Relics Presented To Vila Cultural Centre ..	23	OBITUARIES: Mr. Eric Riechelmann; Mr. Rasual Buksh; Bishop Walter Badeley; Mr. Frederick Green; Mrs. Sheba Austen; Mr. Angus Maddock; Mr. Llewellyn Tracey; Pastor Tupe; Mr. Ernest Stanfield	151
COMMENTARY: A Look At Pacific And World Affairs	25	Sports Review	153
The Editors' Mailbag	26	Shipping and Airways Time- tables	155
These Are The Men Who Made The Burns Report	29	Commerce and Produce ..	162
New Caledonia's Drought Dries Up The Yate Dam	31		
There Are Some Bright Spots In The Pearly Gloom	33		
An Islands Correspondent Takes A Look At New Zea- land Life	35		

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From "Cold" To "Hot"—Suddenly!

First Shots Fired In The Pacific Aviation War

The aviation cold war in the South Pacific hotted up suddenly in February when France and Australia, following a stand-lock of two months, agreed on new air routes.

The agreement cleared the decks for a battle for supremacy among the airlines, with the French company, TAI, being given the start to help it win a big share of the growing Pacific traffic. The experts predicted (*PIM*, p. 41), 1960 is likely to be the South Pacific's most vital year in the realm of air transport. The agreements between France and Australia had ceased on December 31, after the two countries locked on new South Pacific

The Picture

Under the new agreement negotiated in Paris in February, TAI will get what it wanted—the rights to fly.

Here is the new general position:

AUSTRALIA:

TAI will have the choice of a flying service Sydney to Paris, the Middle East; or Sydney to Melbourne and London, via the Middle East.

TAI will have a weekly service Sydney to Noumea, with rights to fly through New Caledonia and the New Hebrides and on to Honiara, but no rights between New Caledonia and the New Hebrides.

TAI will have a weekly service Sydney to Papeete via Fiji (the rights will be connected in some way with TEAL operations but little information was available at time of going to press).

NEW ZEALAND:

TAI will have a weekly service Sydney to Paris on a round-world route, through New Caledonia and Papeete, and on through Los Angeles.

TAI will have a weekly service Sydney to Noumea (TAI already has the traffic rights from Noumea into the New Hebrides).

TAI will have a weekly service Sydney to Papeete via the Cooks, the New Hebrides, Fiji and Noumea. (How this fits with TEAL is not known).

Start Soon

Following the agreement, it was announced that TAI will first use its new service on March 14, with a weekly flight from Noumea to Sydney, using DC4's. The aircraft will depart Noumea on Mondays and arrive in Sydney early Tuesday. The TAI round-the-world service to Paris, via Sydney and Tahiti, will commence on May 5 or 7, using

DC7c's initially, these to be replaced with DC8 jets later in the year. Air France will take over at Los Angeles for the Atlantic crossing.

Qantas will begin its Noumea service on March 18, but it will be fortnightly to begin with, using Super Constellations in place of the DC4's that did the old service. First-class accommodation using sleeper chairs will be in addition to tourist class. Departure from Sydney will be on a Friday morning, returning to Sydney at 8.45 p.m. the same day.

A Noumea report says Qantas will probably replace the Constellations with Electras later.

The report says satisfaction was wide-spread at the new announcements and bookings already are heavy. Hotel-keepers and taxi drivers are especially keen.

It is presumed Qantas will want to commence a weekly service to compete with the TAI services.

The New Hebrides rights available to Qantas at last give a possibility of a direct service between the New Hebrides and the BSIP, where there are close administrative ties. It will also mean the possibility of a quick route through to the Western Pacific, including New

PACIFIC REPORT

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

P - NG Multi-racial Problem—117; New Pacific Cable—117; Earthquake Build-up in Rabaul; Tafuna Land Settlement; Rewa's Interest in Processed Bananas—119; Trusteeship Man Looks at New Guinea—121.

West Samoa's Population—123; Chatham Islands in More Trouble—123; New Guinea, The Cooks Go Shark Fishing—125; Big Time for American Samoa; Prince Tungi Looks Ahead; Port Moresby Wants a Hospital Board—127.

Norfolk Island's Hotel Venture—129; Japs in Big Coal Deal with NZ—129; A Good Year for the Cooks—131; Yachtsman Given up for Lost, but Arrives; Cook Islands' Schooner in Trouble; Fiji Indian Schools Criticised—133.

New Citrus Industry for Rarotonga—135; Lower Air Fares Possible—136; New Guinea Loans Bill—137; New Guinea Debates "Insecurity"—139.

West Samoan Crimes Increase—141; More Power for Port Moresby; More A-Bomb Rumours—143; Trinder - Hamac Litigation; New Guinea Housing; Reply to Mr. Chipper; Bonus for NG Copra—145.

Guinea, from America via Fiji, although there are no immediate plans.

Fiji Airways Role

Until recently there was a possibility that Fiji Airways might have been used as the carrier on this New Hebrides-Honiara route, but with the new agreement, routing will presumably have to be thought through again. (Over)

THEY WON'T END COLONIAL RULE

The Colonial Office has denied reports that Britain intends to end Colonial rule soon. It made an official statement on the matter in February, in which it said that no pattern had yet emerged regarding the future of the smaller Colonial territories.

THE problem of what should be the future of the smaller territories was one which successive Governments had been concerning themselves with for some time, but solutions might have to be thought out Territory by Territory, the statement added.

The statement referred particularly to a report in the American magazine *Newsweek* (mentioned in *PIM*, January, p. 31), quoting the Secretary of State for the Colonies, Mr. Iain Macleod, as saying it was planned to end Colonial rule in four years. It said the report was wrong.

In Sydney, in March, at the end of a two months' holiday tour in

the Pacific, the former Secretary of State for the Colonies, Mr. A. Lennox Boyd, said he was pleased to see the Colonial Office come out with a prompt statement on the matter. It was nonsense to say there could be an end to colonies in four years, he said. Naturally, commitments would grow less, but that sort of thing couldn't be done suddenly.

Mr. Lennox Boyd discounted the rumour of a possible New Hebrides take over, mentioned in Noumea (see p. 23): "What everyone should remember is that these days you can't just start handing territories over to anybody. The people in them have to have a say!"

Burns Report Mid-March

A Suva message in early March said that the Burns Commission report on Fiji, which was due to be released in London at the end of February, had been delayed at the printers but would probably be released in Suva about March 14, as this issue of "PIM" was being printed.

Qantas no doubt will be disturbed at not having been given the right to take traffic between New Caledonia and the New Hebrides.

Here are other recent South Pacific airline developments as the war heats up:

New Hebrides Airways Limited, owned by Tanna planter Bob Hall and Sydney freelance flyer Paul Burton, is pushing for a New Hebrides internal service, using Avro 19's at present in South Africa. But meanwhile, they have made an arrangement to charter a Rapide from Transpac and to pioneer the inter-island services on a six months' trial period. Mr. Paul has already built many of his own airstrips on private land but in Vila in February he said that "French politics are sinking us, and they don't want us to get off the ground".

Transocean's Future

Transocean Air Lines, which suspended all its flight operations in January, save those in the US Pacific Trusteeship, has been having economic troubles, and has withdrawn from presenting its case for trans-Pacific routes before the American Civil Aeronautics Board, which is investigating a whole jumble of South Pacific route applications. The firm's lawyer told the board that the company was "actively seeking new financing".

Transocean's most popular service was the one it pioneered between Hawaii and American Samoa, at a cheap fare, and which met with competition from Pan American. Cancellation of TOA's flights was immediately followed by a fare increase by Pan American.

South Pacific's Service

South Pacific Air Lines, organised in 1953, has announced it will definitely start its Honolulu-Bora Bora service on April 2, *PIM's* San Francisco correspondent Ralph Craib reported in February.

The firm has acquired a Super Constellation, after abandoning its plan to lease a Stratocruiser from

(Continued on page 149)

Indonesian Sabre Rattling At N. Guinea Talks Open

As Australian and New Guinea officials sat down in Hollandia in early March to begin their review of progress the Netherlands New Guinea-Papua-New Guinea administrative liaison, Indonesia turned on its usual display of sabre rattling power politics.

Indonesian National Security Minister and Army Chief of Staff, General Abdul Nasution, said West New Guinea would be won from Holland "militarily, politically and economically". He said the West New Guineans should be encouraged to rebel against the Dutch.

The General was addressing the Indonesian Parliament, following an address by the visiting Russian Premier, Mr. Khrushchev, during which Mr. K. restated Russia's support for Indonesia's claim for NNG. But the bulk of Mr. K's address was designed to fortify anti-Colonial sentiments in Indonesia.

Russian Aid

The Russian leader also signed an agreement giving Indonesia \$250-million (£111-million) credit—the largest single item of aid ever received by Indonesia. In hard cash the figure meant Indonesia now had more aid from the Soviet than from America, although the situation would be different if the cost of all American aid was toted up.

Not long afterwards, the Parliament was dissolved. Soekarno said he had no need for one "for the time being".

Also before the Hollandia conference began, the State Secretary for NNG, Mr. Theo Bot, made a tour through the Territories and visited Australia and America on the way home.

Mr. Bot said in Canberra he believed NNG was too small to be an independent unit. The natives would be allowed to determine their own future, but two courses had been suggested. One was a Melanesian Federation, the other a link with Holland similar to Commonwealth links with Britain.

Later, Mr. Bot said the same things in America. NNG wants American support—certainly from a military standpoint—as much as it wants support from Australia.

In San Francisco he said the

Japanese NNG Capital

A Netherlands New Guinea native, Nicolaas Jouwe has announced in Amsterdam that he and other natives have established a timber company in NNG with the aid of Japanese capital and that it was "not impossible" that the NNG Government might participate in the Papuan company.

Federation could include P-NG possibly the BSIP.

Back in Amsterdam, Mr. wouldn't say how successful were requests to Australia and AN for more support, particularly military support.

The Hollandia conference, which had just begun as *PIM* went to press, was officially opened by Governor of NNG, Governor Platteel. Leader of the Netherlands delegation was Mr. A. Boendermaker, Director of Internal Affairs and leader of the Australian delegation was P-NG Assistant Administrator, Dr. John Gunther.

Full list of delegates is:

PAPUA AND NEW GUINEA

Dr. J. T. Gunther (Assistant Administrator).
Mr. G. T. Roscoe, Director of Education.
Mr. F. C. Henderson, Director of Culture, Stock and Fisheries.
Mr. W. R. Dishon, Executive Officer Development, Department of Internal Affairs.
Mr. R. R. Cole, District Commissioner Sepik District.
Mr. K. S. Sheekey, Executive Officer International Relations, Department of the Administrator.

Advisers

Mr. D. McCarthy, Assistant Secretary Department of Territories, Canberra.
Mr. R. N. Hamilton, Head of the East Asian Section, Department of Internal Affairs, Canberra.
Mr. P. J. Mollison, Australian Liaison Officer, Hollandia.

NETHERLANDS NEW GUINEA

Mr. A. Boendermaker, Director of Internal Affairs, and Vice-Chairman of Council of Heads of Departments.
Baron G. W. Van Der Pijl, Director Finance, Acting Director of Economic Affairs.
Mr. G. Hoekstra, Director of Public Health Affairs.
Mr. C. H. R. Lijesen, Director of Cultural Affairs.
Mr. H. Veldkamp, District Commissioner Geelvink Bay District.
Mr. R. Den Haan, Senior Officer, Department of Internal Affairs.

Advisers

Mr. H. C. Smith, Attache, New Guinea Affairs, Royal Netherlands Embassy, Canberra.
Mr. R. P. H. Ritter, Head of Section, Asia and Pacific, Ministry of Foreign Affairs, The Hague.
Mr. C. A. B. Pley, Netherlands Liaison Officer, Port Moresby.

Assistants

Mr. M. W. Kaisiepo, Information Officer.
Mr. W. Inury, Inspector of Schools.

1,400 Pages of Evidence

Long Riot Inquiry Ends: Report Awaited

After hearing evidence from 105 witnesses and admitting exhibits, Fiji's Chief Justice, Mr. Justice Lowe, concluded March 4 the public sittings of the Commission of Inquiry into the December disturbances at Suva.

Now is sifting and examining the huge mass of evidence (some 1,400 pages of typescript) during the five weeks hearing the compiling his official report. The Commissioner was assisted by Mr. P. T. Rice, with Mr. F. G. as Commission secretary. Counsel for the police was Mr. J. N. and the Acting Attorney-General, Mr. Justin Lewis, represented the Government.

The sidelight was the refusal of D. Lakshman, MLC, to appear as witness, as summoned on February 10.

Lakshman was charged in Suva Magistrate's Court on February 26 having failed without reasonable cause, to appear before the commission.

He was fined £10 and given seven days in which to pay.

In court, Lakshman told the magistrate (Mr. B. M. Hughes) that he did not intend to pay the fine. The magistrate replied that if he did not pay at the end of seven days a warrant would be issued for the seizure of his movable goods to the value of £10.

Main Points

Main points of interest that came in evidence before the Commission during February (see also February) were:

Mr. John Burke, Fiji manager of Vacuum Oil Co., giving evidence of developments leading up to the oil strike, said the company received a log of wages claims from the union on October 10 and referred them to head office, Melbourne.

Mr. Eric Palmer, agency manager for Shell Co., said they had first received notification from the union on August 11.

Both men said James Anthony, secretary of the Workers' Union, had been informed that the matter would await the return from leave of Mr. Burke and Mr. Pearson, Shell Co.'s nominee in the negotiations. On this evidence the Commissioner commented, "It does not seem reasonable to say, 'You have

put your claims, but you have to wait until one of our men returns from three months' holiday'".

• Superintendent of Police A. D. Pyster revealed that just before the police fired smoke grenades, on the first day, a letter was handed to James Anthony and he was told that there was to be no meeting, as permission was not granted. Anthony, excited and annoyed, was handed a microphone by Superintendent D. M. McGusty; Anthony told the crowd, "No meeting—permission not granted". Deputy Superintendent L. W. Allen-Mersh stated that McGusty shortly afterwards gave the order to disperse the crowd with tear smoke. Eighteen smoke grenades were thrown when the crowd did not move after he ordered them to go to their homes peacefully and quietly.

Union View

• The oil workers' strike could have gone on for some time had he not personally taken over con-

(Continued on page 149)



Nadi Opens Its Newer Airport

Bred from the necessities of war, developed by the expansions of peace, and transformed to meet the demands of the jet age, the new Nadi International Airport and terminal was officially opened by the Governor of Fiji, Sir Kenneth Maddocks, on February 17.

The photograph above shows the approach to the terminal, and below, the NZ Minister of Works, Mr. H. Watt presents a model of the airport to Sir Kenneth, before some of the big crowd of distinguished visitors who attended from many parts of the Pacific. The new £310,000 terminal building is Fiji's own contribution to the £4½-million airport modernisation project, which gives it more and better runways. The South Pacific Air Transport Council, which includes Australia, NZ, the UK, Canada and Fiji, paid for the runways.

The modernisation project began in September, 1958. The improvements make Nadi one of the most modern airports in the world.



TOLAIS WON'T PAY

From a Rabaul Correspondent

A group of 250 natives in Tinginagalip Village in the Gazelle Peninsula area of New Britain is refusing to pay tax money, and will probably face court action.

TINGINAGALIP is next door to the trouble spot of Navuneram where a policy of non-co-operation flared into open activity in August, 1958, culminating in the deaths of two natives under rifle fire from an Administration patrol.

Although the final trouble and the unfortunate clash with the patrol occurred at Navuneram, it is generally accepted that the major share of the unrest originated in Tinginagalip. In fact one of the men killed had spent more of his time in Tinginagalip than in Navuneram, and a big number of the onlookers during the clash were Tinginagalip villagers.

The Commission of Inquiry into the Navuneram incident brought light to bear on the fact that some Tinginagalip villagers appeared dissatisfied with their membership of Vunadidir Local Government Council.

Natives living in local government areas actually have two taxes to pay—a £2 poll tax to the Administration, and a council tax which varies from council to council, but averages about £4.

No Council Tax

In practice one can be claimed as a deduction against the other, so that the native in a council area never pays more than the equivalent of his full council tax.

Some Tinginagalip natives have been willing to come forward and pay their Administration poll tax, but have been told first to put it toward their council tax. The council tax covering Tinginagalip is £4, which means each native could first pay £4 to his council and then forget the Administration poll tax.

Apparently on a matter of principle, however, the Tinginagalip natives are prepared to pay the poll tax but not the council tax.

This attitude, combined with comments on council dissatisfaction which were made at the Navuneram inquiry, tends to suggest that a serious situation is developing in relationship between Vunadidir Local Government Council and Tinginagalip Village.

People interested in native welfare (some inside the Administra-

tion as well as many outside) are now beginning to ask two major questions.

They are wondering, in the first instance, why the hint thrown out in the Navuneram inquiry was not followed up in an attempt to get to the bottom of the relationship between Vunadidir Council and Tinginagalip Village.

In the second instance they are asking why can't a direct question be put straight to the Tinginagalips: "Do you want to stay in the council or don't you?"

Why Stay?

It is considered that if the Tinginagalips want to break away from the council, there should be no reason why their village should not be dropped altogether from the council area.

A Rabaul man who knows the subject well and has spoken with the natives about the council puts it this way:

"The Administration has spent a lot of time and thought in setting up native councils, and is still spending much time in helping the councils in their work towards native development.

"It is quite understandable that the Administration might feel some loss of face if one section of a native council area suddenly decided it was no longer interested in the system and wanted to get out.

"But there is no need for the Administration to feel that way.

Free Choice

"In the first place, the natives were given a free choice of whether or not they wanted to join a council. There has been some suggestion that the Tinginagalip answer was not unanimous or that the affair was misconstrued on both sides, but that is beside the point of the immediate argument.

"The fact remains that five years have now passed, which is a good testing time, and there would be no shame in letting one small group again exercise a choice and get out if it wants to.

"The success of the council scheme in many other parts of the Gazelle Peninsula is sufficient proof that the scheme as a whole has been a good one and is working well."

In early March one of the village natives announced the village was prepared to raise money to legally appeal, on the ground that the village should be freed of its association with Vunadidir Council.

US Changes Its Plan

Guadalcanal Won't Track Man Moon

From Ralph Craib, in San Francisco

America has cancelled plans to build a satellite tracking station on Guadalcanal in the British Solomons, but will go ahead with its other stations.

THE stations will keep track of Project Mercury, the first manned satellite.

America expects will be the effort to put a manned satellite in orbit around the earth (PIM p. 61). The \$30 million (up 5 million from an earlier estimate) wide system of stations was completed in 1961. Contractors have just been signed by the Western Electric Company.

Guadalcanal was eliminated as a site for further engineering according to the Press office of the US National Aeronautics and Space Administration, Mr. Haney.

Mr. L. A. McCarthy, of Westinghouse, said the difficulty was that the Guadalcanal site could not be reached during the first passes of the earth of the man-in-space. These passes would be the critical of the project.

"Retain Interest"

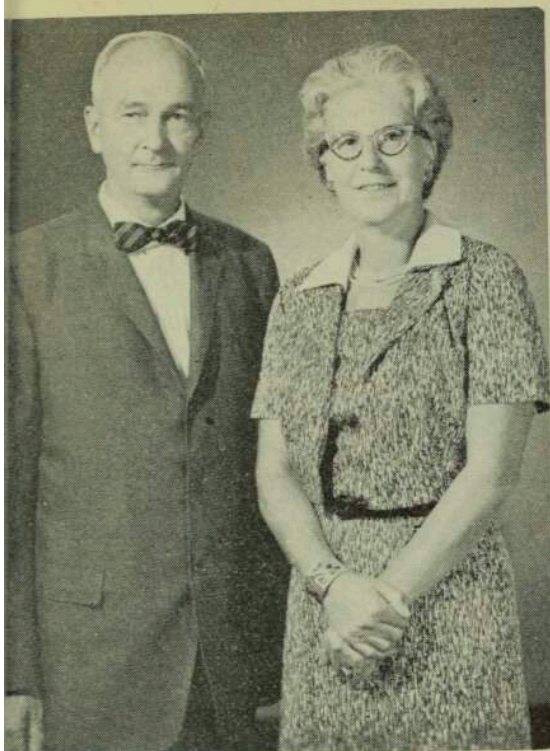
"Guadalcanal would have been a valuable on the third pass but the installations in Australia and Hawaii will give us sufficient coverage then," said Mr. McCarthy. "I hope, however, that people in the British Solomons will still retain interest in the project."

The Pacific sites, now Guadalcanal is out, will still include two in Australia—at Woomera and Murrumbidgee, near Perth—on Christmas Island, on Kauai in the Hawaiian chain, and at Pt. Mugu in Southern California.

Land has already been acquired at Canton, which is a British Condominium, and notable at the moment only as an aircraft fuelling stop between Fiji and Honolulu.

Construction of the missile station there will begin in May, and the men are expected to be on the site until March next year, and the boffins will take over. Quartering for the newcomers at Canton will be provided through normal channels that provide

(Continued on page 149)



Recent photograph of Mr. and Mrs. G. R. Powles. They will soon be leaving Samoa for India.

G. R. Powles Appointed To Post In India

In the realm of best kept secrets was the surprise announcement in Apia in February that Mr. G. R. Powles, New Zealand High Commissioner in West Samoa since 1949, has been appointed New Zealand's first High Commissioner to India.

WITH his wife, Mr. Powles expects to leave West Samoa aboard the *Tofua* about April 2. He will take up his new post in India about June. New Zealand has had a High Commissioner's office in New Delhi since 1958, but to date it has been staffed by an Acting High Commissioner—Mr. R. Challis.

In early March a successor to Mr. Powles in West Samoa had not been named, although Mr. J. B. Wright will be Deputy High Commissioner. The duties of the Samoan High Commissioner have become less onerous since last October when Samoa began Cabinet Government ahead of schedule, as a step towards independence.

The Working Committee on Self Government has been making good progress on mapping out a constitution for the new Samoa and hopes to produce a draft shortly. The draft will be made available to the public, to make suggestions before a final draft goes to the Constitutional Convention later this year.

NZ Prime Minister Nash, in a tribute to Mr. Powles' work in Western Samoa, said that during his long and distinguished term there, the Territory had moved through successive stages of constitutional development until now it was virtually self-governing. That its progress in political, economic and social matters had been so steady and untroubled was due in great measure to Mr. Powles. He was one of the principal architects of Samoa's independence.

Many Tributes

In Apia, Prime Minister Mataafa said that Mr. Powles had become so much a part of the country that it was difficult to visualise Samoa without him. He had no doubt history would show that without Mr. Powles' efforts West Samoa's goal would be very much further from attainment.

In a radio address following the announcement, Mr. Powles said the course to full independence, less than two years away, was now well charted. The economy was sound. New Zealand stood by to help. West Samoa was now running smoothly under the full control of its own government. Nevertheless, he would find it very hard to leave a country

(Continued on page 35)



Acting Prime Minister Tuatagaloa Teo.

First Acting Prime Minister of West Samoa is the Hon. Tuatagaloa Teo, Minister of Education, who took over W. Samoa's top job in February after Prime Minister Fiamē Mataafa was flown to Auckland in a special RNZAF flying-boat for hospital treatment for an old leg injury. Mr. Mataafa was a stretcher case, and expected to be absent several weeks. West Samoa began Cabinet Government last October after Mataafa had been appointed Samoa's first Prime Minister.

Will Samoa Join The British Commonwealth?

West Samoa should be told soon whether or not the country was to become part of the British Commonwealth, West Samoa's weekly newspaper the "Samoa Bulletin" said in February.

In an editorial, the *Bulletin* said time was fast approaching when these people with a choice would be required to take up Samoan citizenship or not, and it was surprising that nothing had so far been said about the matter of joining the British Commonwealth.

It would be a move that would have considerable effect upon all citizens and be certain to affect people's decisions on the adoption of Samoan citizenship.

The *Bulletin* said the invitation to join the Commonwealth upon independence was given Samoa last year by the Governor General of New Zealand, Lord Cobham. It asked, "Why has so little been done to bring this move under public notice?"

The *Bulletin* suggested that consideration of this aspect of citizenship be given "in the very near future".



Fiji Plans To Restrict Hotel Hours

A plan to reduce Fiji's liquor hours is causing some controversy in the Colony.

AMENDMENTS to the Liquor Ordinance gazetted on February 5, and to come up at the next session of the Legislative Council, will provide for "breathing spaces", during which the hotels will not be allowed to sell liquor.

The present hours are from 10 a.m. to 10 p.m., but under the new proposals these will be divided into three periods—from 11 a.m. to 2 p.m.; from 4 p.m. to 6 p.m., and from 8 p.m. to 10 p.m.

Interim Measure

According to an official Government statement facilities for continuous drinking for 12 hours "appears to be neither necessary nor desirable". The announcement notes the amount of drunkenness in Fiji, especially at week-ends, and suggests that the alteration to the liquor laws will be an interim measure, before a major review of all points later in the year.

However, some people in Fiji are suggesting that once the drinking hours are divided up as proposed, it will be hard to get them altered again.

A Suva correspondent says a great many drinkers will welcome the 6 p.m. closure as a sound excuse for withdrawing from a "school" which they never wanted to get into anyway. Others—and their wives and

REJOICING. Birth of a new Prince to Queen Elizabeth on February 19 brought rejoicing and congratulations from all over the British Commonwealth—and the Territories of the South Pacific were not excepted. In Suva (above) the news was accompanied by a fanfare of trumpets and a Royal salute as the Queen's Standard was raised on the Government Buildings.

Photo: Rob Wright.

families—will welcome it as calling a halt to a financial extravagance which they can ill afford. Fiji's crime prevention agencies will probably welcome it most of all, he says.

"Panic" Legislation

The correspondent says that while certain shiftworkers would have grounds for complaint over the 6 p.m.-8 p.m. closing time, there would not be so many people involved. But he says there are others who look on the new proposals as panic legislation, and almost an admission that the police are incompetent to deal with drunkenness.

These people say the breaks will have the effect of increasing drunkenness around the evening closing time. Drinkers will go hard at it to fill themselves up before 6 o'clock.

The mid-afternoon closing time is not likely to affect local drinkers but it will affect tourists, who will be cut off from liquor sources during the hours when most overseas ships are in port. The Colony is endeavouring to attract tourists by giving concessions to people building hotels, but at the same time apparently it is prepared to cut them off from a drink when they are likely to want one. Many critics point out, too, that there is a very good chance that the sly grog merchants will get an open go under the new liquor hours. Restricted hotel hours would mean more business for the illicit trader.

"According To Report

Discussions On Future Of NZ Territories' Dept

From a NZ Correspondent

The possibility of New Zealand Island Territories Department disbanded within the next few years has been under discussion in Wellington, according to New Zealand newspapers.

WITH self-government Western Samoa in sight a part of the department's will soon cease to exist. Only Cooks, Niue, the Tokelau Islands, and the Chathams, with a total population of about 25,000 remain.

Most of the administrative functions of these Groups can be handled by the Islands and the suggestion now appears to be that the separate departments of these Islands administered would come under the guidance of their counterparts in New Zealand. Thus public works, for example, would be under the overall supervision of the New Zealand Department of Public Works. The same would apply to education, health, etc.

Presumably the senior officers of the Island Territories Department will be absorbed into other departments or given posts in the Islands.

There are at present many seconded officers in the Islands who are not attached to Island Territories Department but belong to other departments, so no revolutionary change would be involved. A good deal of red tape might be saved by removing Territories Department, which mainly acts as a liaison link between local administrations and the New Zealand Government department.

Work Increased

The Cook Islands Department, established in 1902, was the original territorial department, but it was only a branch of the Department of Justice. When New Zealand took over the mandate of Western Samoa in 1919 separate External Affairs and Island Territories departments were formed.

To the care of this latter department was added in 1925 the Tokelau Islands—administered on behalf of the United Kingdom (as part of the GEIC) until 1949, when New Zealand took over these atolls entirely. In 1950 the Chathams were placed under Territories contr

Rumour Starts Something!

New Hebrides Takeover Denied

From Fred Dunn, in Noumea

FEBRUARY 18.

Deputy Maurice Lenormand told the session of the Territory Assembly this week of a rumour that was "going the rounds" of Paris. According to the rumour, France was about to cede her rights in the New Hebrides to the other partner in the Condominium, Britain, in return for Britain's ceding to France an African territory of British Cameroonia. Britain would then cede to Australia all sovereignty over the New Hebrides.

The report of the rumour raised something of a storm. Members of the Assembly indicated they would protest violently against the rumour, if it were true. The Governor of New Caledonia, Mr. Pechoux, told France about the position.

The Minister in Charge of Overseas Territories, Mr. Jacques Foccart, replied, asking Mr. Pechoux to inform the populations of both New Hebrides and New Caledonia that there was absolutely no truth in the rumour. He said the question of ceding rights in the New Hebrides had never been discussed and never would be with France.

Mr. Pechoux made a short radio speech in Noumea, denouncing the rumour. He also seized the occasion to attack Mr. Lenormand, saying that rumours such as this caused people to have doubts about the French country at a time when France needed all the loyalty she could get.

"Unfair"

To some people it will seem unfair to accuse Mr. Lenormand of a rumour that has been current in Paris. Nevertheless, according to a letter published in Noumea's daily newspaper and signed by New Caledonia's Senator Henry Lafleur, the source of the rumour was in Australia.

Mr. Lafleur claimed that Australian business interests were trying to get hold of the New Hebrides and had started the rumour to test public reaction.

France, said Mr. Lafleur, bought millions worth of products from the New Hebrides each year; Britain took practically nothing, and Australia took some £55,000 worth.

Australian interests coveted the French share of the trade, said Mr. Lafleur, and were doing their best to get it.

Just why Australia should go to these lengths to buy goods from the New Hebrides has not been explained. It is easier to imagine a plot enabling Australia to sell more goods, but hardly the contrary. New Hebrides products are not unique. Coffee, cocoa and copra can be found in plenty of other places.

The background of all this probably is that for a long time New Caledonia has been suspicious of Australia's intentions towards the New Hebrides and also to New Caledonia itself. Hardly a year goes by without somebody "discovering" some base move by Australia towards the undermining of French influence in the New Hebrides and New Caledonia.

"Enough Troubles"

It does not seem to enter French heads that Australia has enough troubles on her hands with her present territories without acquiring any more. Also, Australia owns large tracts of land in the New Hebrides and Australian interests are well established there yet still Australia does not seem to be engulfing the country—as everybody fears she is.

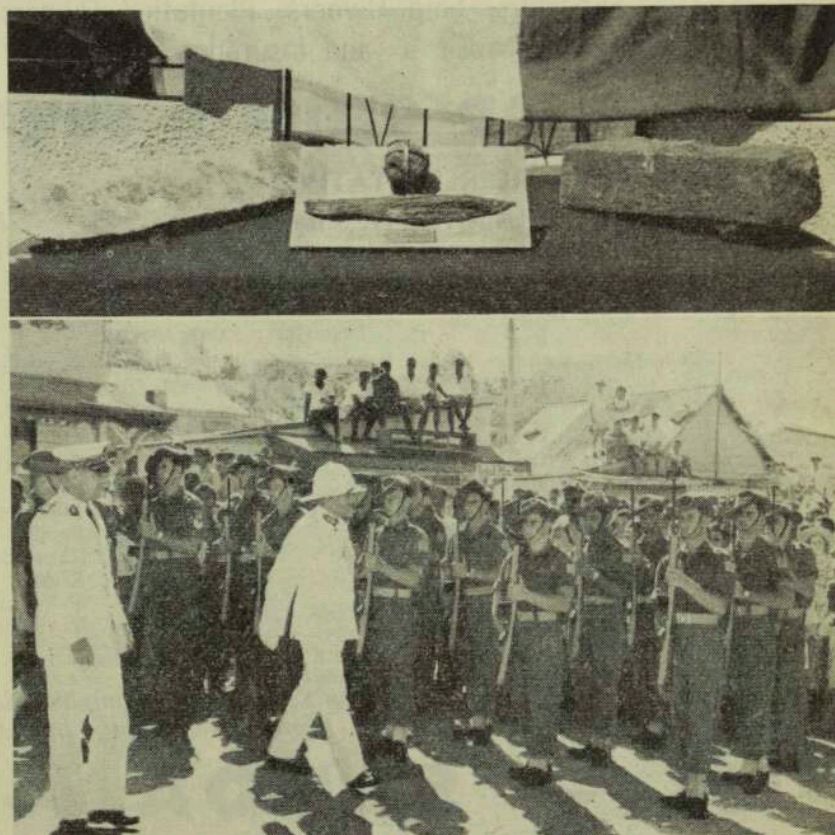
RELICS GO TO VILA

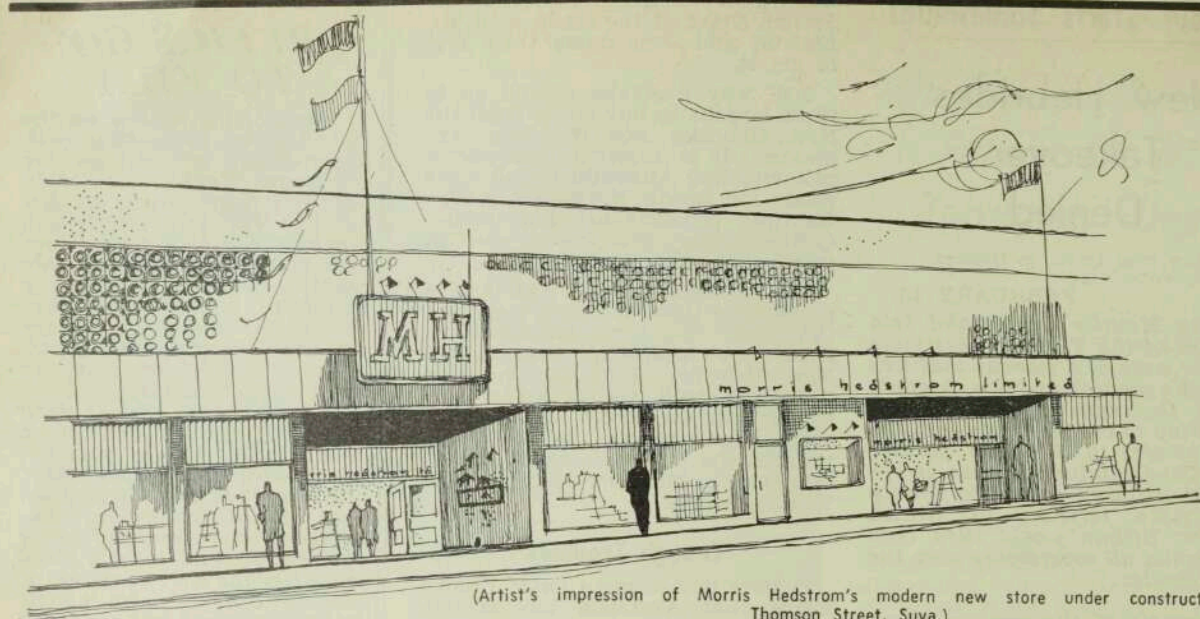
Some of the relics from the wreck of La Perouse's frigate, "Astrolabe", wrecked on the reefs off Vanikoro, in 1788, are now permanently on display in Vila. The relics, which include lead ballast, lead used for melting to be made into shot, a cannon ball and a piece of timber, were presented by the French Navy to the Vila Cultural Centre at a colourful ceremony in Vila on February 5.

The band of the French Marine Infantry put on a band recital for the occasion, and extra colour was added by sappers in slouch hats from the Royal Australian Engineers, who happened to be present in Vila to help clean up after the hurricane (see p. 45). The relics were among many recovered by a combined expedition, which included several Vila men. Other relics will be sent to Sydney.

Below, the relics during the presentation. The Australian sappers present arms for the arrival of French and British Resident Commissioners B. Favreau and J. S. Rennie.

Photos: Reece Discombe.





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FIJI — SAMOA — TONGA

COMMENTARY

Liquor Problem

Worsening

EE territories are in the news because of liquor this month—West Samoa, Fiji and Papua-Guinea.

or has always been a problem in South Pacific. It is now a big problem as the territories and the native people be-
insistent on their right to themselves under the table if wish, just as the white man. That, apparently, is progress. West Samoa, where people are permitted to drink (and where riates have to go through the use of pretending they are ing for medicinal purposes crime statistics for 1959, just ased show that cases of enness increased by 117 per and that there was a big in- in most other criminal es—much of which the police e is due to drinking. most of the drunkenness, he drinking generally, is the of the manufacture of home which has reached alarming rtions.

st Samoa probably does not d to make a serious attack on quor problems until after it dispensed with the important cal and constitutional matters ected with its march to in- dence.

when the time does come, as st, Samoa should bear in mind only drastic revision of the liquor situation will suffice. e current problem in Fiji con- hotel hours. Fijians were first itted to drink beer without re- ion in 1958, and the first year ed that the fears of the nity howlers, who foresaw em, were needless. On the e the Fijians settled down well.

t now there appears to be an ase in drunkenness, and as a t, the Colony proposes to re- hotel trading hours under the pple that with hotels closed for r periods people have less time hich to get drunk.

has been suggested by some this is merely a panic measure. could be right. And the re- ctions might create more tems than they solve.

ere are many people in the h Pacific who still remember ey's notorious "six o'clock swill" few years ago when all the s closed at 6 p.m. and stayed d. The result was most people all-out to take aboard as much r as they thought they could

hold before closing time, with appalling results.

It can be said, of course, that Fiji has no intention of closing the hotels for the night at 6 o'clock, but the proposed two-hour break, from 6 p.m. to 8 p.m. could well have the affect of a six o'clock swill on many drinkers not prepared to come back in the evening.

If Fiji wants to experiment then there is nothing to stop it. But it shouldn't hope for too much.

The New Guinea situation is dis- cussed fully in an article by a Rabaul correspondent on p. 53 of this issue. New Guinea natives aren't allowed to drink either—but they are drinking.

There is only one question that needs to be asked and that is—how much longer is Canberra pre- pared to let the situation drift?

There has been much fiddling with it over the years, and there have been many reports submitted on the subject of liquor. One can't help coming to the conclusion that Canberra knows very well what it would like to do but is too scared to move because liquor is such a hot problem.

Why doesn't it unburden itself publicly and let's all hear what it thinks?



Pacific Air Routings

A Political Football

THE chips are now down in the South Pacific for an airline battle of magnitude. Following the surprising results of the new French-Australian agreement, the big French airline TAI has now be- come a sudden power in the Pacific, and is put in a first-class position to take traffic from the Big Two—Qantas and Pan American.

From now on there will be jockey- ing for best places along new and colourful air routes through areas travellers have not so far been able to see without an effort—routes that will pass through Tahiti, the New Hebrides, New Caledonia, the Solomons, Samoa, and even the Cooks and Easter Island.

"Fly to Europe and See the Solomons on the Way!" "Fly To America and See Gorgeous Tahiti!" Such are the slogans that the travelling public will no doubt be seeing in the future.

This is going to be a very good thing for the traveller, and also for numbers of Pacific territories. But the airlines are going to pass through a painful settling down

period until things are sorted into an economic pattern. The new Noumea services are a sample. Last month there was no direct air ser- vice between Sydney and New Caledonia.

This month there are three flights every fortnight, and next month there is likely to be two every week—with bigger and faster aircraft. If the traffic can bear this economic- ally, it will be a surprise.

The airline that has more reason for complaint than any is Qantas. It could be forgiven for believing that it has been sold out cheap by the Australian Government. Qantas probably believed Australia meant what it said when it told the French only last December that it could not give rights through Sydney, be- cause it would mean handing the French a million pounds worth of airline business, with very little immediate return for Qantas. Syd- ney was a trump card.

But now the card has been thrown away. Why? The answer is that civil aviation everywhere these days is not always based on intelligent airline planning, but on politics. Aviation has developed into global political warfare.

Australia wanted rights to Rome from the Italians. The French have been complaining that its commerce with Australia is one sided. Italy and France are members of the European "Air Union" group and no doubt helped each other in forcing concessions.

The result is a bigger headache than Qantas deserves, and a new set of problems for TEAL.



No Time For Listening

In New Guinea

THERE is probably no more maligned native in the whole of New Guinea than the Tolai of the Rabaul area of New Britain. He is blamed for being a "big head", a loudmouth, a political shrewdie. Whenever some jackass talks of the "inevitability" of a native uprising, it is always in the direction of the Tolai that he knowingly nods.

But considering what the Tolai has come through in the last 40 years in his tight little isle—Ger- man government, Australian mil- itary government, civil government under mandate, Japanese military government, ANGAU government, and civil government again under trusteeship—the surprising thing is that he is as tractable as he is, and not the crazy mixed-up kid that many people seem to think he is.

The Tolai has advanced. He is conscious of himself in the scheme of things, and cognisant of such things as the remarkable progress of the Chinese in his midst. The Tolai now owns a truck, and has a

But not always does he do all those things. Not all Tolais are caste in the same mould as the majority; not all of them join councils and pay taxes. But that does not mean that the individualists are less intelligent, or even less reasonable, than the mob.

But not always does he do all those things. Not all Tolais are caste in the same mould as the majority; not all of them join councils and pay taxes. But that does not mean that the individualists are less intelligent, or even less reasonable, than the mob.

Thus it would be foolish, and perhaps dangerous, for anybody to believe that because a small group of Tinginagalip village natives is refusing to pay its taxes again for about the third year in succession, as reported on p. 20, that they are merely big heads who should be smacked down hard. And nor, in the other extreme, should they be ignored as being of no account.

Nobody wants any trouble at Tinginagalip. Nobody wants the name to achieve the notoriety of another Navuneram. But if real trouble should develop there, it could well be it will be the New Guinea Administration and not the Tolais who will have caused it.

The fact is that the difficulties of Titinganagap are not new. They have been aired before in official quarters. The Administration should know enough about the situation to realise that there is a principle at issue somewhere, and that, basically, this group thinks it has had something put over it by the Government somewhere along the line. The Tolais could be wrong, but that's not the point.

The Administration has had a duty to settle the situation satisfactorily, and should have before now. The reason it hasn't is because of a basic weakness in New Guinea administration which is growing more serious as time goes on. In short, the Government is better at winning wars than winning the peace.

It has numbers of patrol officers with the skill, patience and guts to handle intelligently bush kanaka taking a pot-shot at their first white man from the nearest rugged spur. But when it comes to handling intelligently the complicated, pressing, vital problems of the town sophisticates, the "petrol" officer takes over—and not necessarily through choice—and races in and out the villages on a trail of exhaust fumes, with no time at all to spend on the matters that count; directed, too often, by senior men whose idea of getting out among the natives is to officially open a new school room. But the system has *them*, too.

The Administration has no time to listen to the native people any more, and the natives know it, and resent it. Times have changed all right. The tragedy is that the Tolais, and others like them, know it better than the Government.

That Palm Is A Small-time Freak

Jim Shortall, *PIM's* staff correspondent in Suva (at present he is in Auckland), shoots across a note to us right on the heels of that photograph of the forked coconut palm, which we published on page 49 of the February issue. He draws our attention to some earlier *PIM* correspondence on the subject of forked coconut palms, which makes it pretty clear that they may be rare, but they are not unique.

And just to prove it, right on the heels of Jim Shortall's note, comes one from Mr. B. Mennis, of Rabaul, who says there is at least one other coconut fork palm in the Territory—this one about 100 miles southeast of Port Moresby, on the South Coast of Papua. Mr. Mennis noticed it when he was surveying that area for the Administration recently, but "did not obtain a photograph of it, thinking, in my ignorance, that it was not an uncommon occurrence."

Anyhow, it seems that back in 1937, *PIM* published a number of examples of forked palms.

One photo, published in October, 1937, was of a palm branching into three, about 10 feet above ground level, and with a healthy supply of nuts at the head of each branch. It was then growing on BP's Fanning Island plantation and the photo was sent in by the late Ellen Leembruggen.

But the three-trunked palm was thoroughly put to shame when J. D. McComish sent in a photo of a seven-trunked palm, at that time growing in front of the Administration offices at Avarua, Rarotonga.

The Rarotonga palm was different in that all seven trunks commenced at ground level from a single nut. Photographer McComish was told that the nut, a freak with seven sprouts, had been sent in from one of the outer Cook Islands as a gift to the then Resident Commissioner, who had planted it.

McCormish doubted that there could be such a nut and discussed the matter later with the late Dr. Gerrit P. Wilder, botanist attached to the Bishop Museum of Honolulu, who examined the growing palm very closely. Wilder told McCormish that he was prepared to accept the statement that these seven trunks had indeed grown from a single nut. He personally had seen one other coconut with four sprouts and several with two or three sprouts.

Judging from the appearance of the seven pronged palm, a photo of which appeared in February, 1938, *PIM*, we would estimate it to have been planted at least 15 years be-

fore the photo was taken, and possibly a good deal longer. In the Fanning Island palm—maybe in existence, though the Tonga sample may have been rooted in the development school of recent years. That part sample could be unique and such, is a genuine botanical curiosity.

And some years ago, *PIM* published a photo of another curved over to re-enter the ground in the form of an arch, and then decided to resume its vertical growth after apparently taking at this point.

Mr. A. C. Eldred, of Wau, Guinea, won't agree with District Officer Ted Taylor that the Nakanai murderers had death sentences commuted to imprisonment. He says at least of them, if not more, were hanged in Rabaul in 1927.

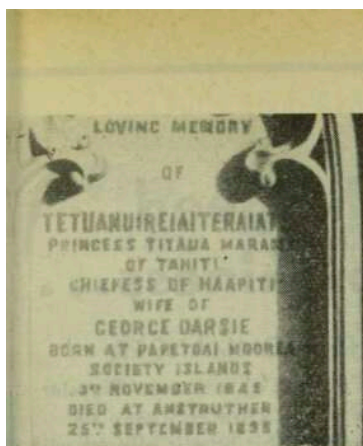
The story Mr. Eldred refers to on page 15 of the February 1927 issue of *Time* and told how the late Errol Flynn in his autobiography, had apparently used the Nakanai murders as the basis for a fictitious story about some hangings in Madang—hangings which Flynn says he himself witnessed.

Mr. Eldred says he was foreman in the Public Works Department at Rabaul at the time of the Nakor murders and it had been his job to build the scaffold for the hangings. He says he had been instructed to attend the function to see that the scaffold worked, "but did not see the actual drops". Mr. Eldred mentions that it was his job to remove the coffins made for the four Europeans murdered by the Nakor.

PIM was not published in 1933, it did not come on the scene three years later—so we can't up our files for a report on that matter. But we have heard the Nakanai story before, of course, and our recollection is that it happened the way Ted Taylor says it did, that nobody was hanged.

But there are several people can think of who will know the tails, and we'll let the experts f it out.

The photographs of an romance on next page come from Mr. W. R. M. Low, of Honiara, the British Solomons. They show a grave yard and grave stone



church yard in Anstruther, Scotland, and see it a close-up of the grave stone of the Tahitian Princess.

struther, Scotland—the grave ne is in memory of Princess aua Marama, of Tahiti, who ring married a Scotsman in her ne island, went to live and die that wind-swept corner of Scot- d.

Mr. Low writes: "It is an odd t in which to find the resting ce of a Polynesian princess and was with some difficulty that I ited the facts of her life story m the locals.

George Darsie is said to have resented commercial interests in hiti, and to have married Titaua a difficult period in the history the French protectorate of her ands.

In fact, it was put to me that e eventual French annexation of e islands compelled her and her sband to leave, and that she perps was unable ever to return to eania on account of political dif- ulties.

"There were two daughters of the rriage, one of whom still lives in otland, and the grave of the er, Paloma, not long dead, is be- e that of her mother in the cold urch yard of the quiet fishing vn.

"I came upon the stone when on ve a few months ago, and thought at there might be some readers your magazine who would provide

further information on this unusual marriage."

In view of the reaction we got about that palm tree, we're a little bit doubtful about throwing this one open in case we get killed in the rush. But here goes!

The Netherlands New Guinea Snow Line

Where is the snow line in Netherlands New Guinea?

The question arises as a result of a letter from an old friend of *PIM*'s, Pastor A. Campbell, of the Seventh Day Adventist New Guinea Mission at Wabag.

He was very interested in our photos on the cover and inside the November issue, showing an expedition scaling the snow-clad mountains of NNG. The photos said that Mt. Juliana is 14,300 ft, and Pastor Campbell won't have that.

"It is understood that the snow line in New Guinea is 15,000 ft and in Hawaii, 13,000 ft," he says. "I saw snow two years ago for a distance of eight to 10 miles along the top of P-NG's Mt. Wilhelm (15,500 ft) and showing downwards for perhaps a thousand feet. It was a very beautiful sight. But that snow was gone before the day was out. Then how is it that *PIM* mentions the Dutch mountain, Juliana, as being only 14,300 ft high, and having perennial snow, and having glaciers? I have always understood those ranges as being from 16,000 to 17,000 ft.

"I saw the Ruenzoris in the Eastern Belgian Congo in 1954—they are 17,000 ft with glaciers, which I saw, though they are rarely seen because of so much cloud I was told."

We're happy to be able to supply the pastor with an answer that saves both our faces. Juliana is not 14,300 ft, but it is above the snow line.

We are not sure where we got that 14,300 ft from, although we are under the impression we got it from one of the expedition members, and one of them certainly did supply us with the photographs of the event. But we were 700 ft out—it's 15,000 ft.

There is a new Handbook of Netherlands New Guinea just published in English (see *PIM*, p. 43) which has this to say about mountains and snow lines, and we quote: "The mountain ranges in Central New Guinea are high (13,000-16,000 ft). The snow line is at approximately 14,000 to 15,000 ft, and since several mountain peaks are even higher, perennial snow is found here under a tropical sun. The five Carstensz peaks are known best; all of them have a height of 16,500 ft and are compactly and extensively snow-capped. These snow caps are comparatively small

on the other peaks: the Idenburg peak (16,000 ft), the Wilhelmina peak (16,000 ft), the Juliana peak (15,000 ft) and the J. P. Coen peak and the Prins Hendrik peak (nearly 15,000 ft), located in still unexplored territory. From moraine deposits it appears that in earlier geological ages the snow line was to be found at approximately 6,600 ft".

It Was "Tosh" By Another Name

The "Tosh" who spoke to Bishop Wade at Kieta, Bougainville, during the Japanese landing there in July, 1942, was "Tosh" by another name, according to Mr. A. R. M. Long, formerly of Bonis Plantation, Buka Passage, and now of Northbridge, Sydney.

The incident was mentioned by that fine old Wau identity, Mrs. Alice Bowring in *PIM* of last month (p. 43). In a tribute which Mrs. Bowring made to Bishop Wade, who has recently retired as Roman Catholic Bishop in the Solomons because of illness, Mrs. Bowring recalled how a Japanese known as "Tosh", who had worked at various jobs around Bougainville before the war, had stepped off a Japanese warship at the beginning of the war and smilingly greeted the Bishop.

Those first Japanese had done no harm to the residents, and when "Tosh" left he had warned Bishop Wade that it would be wise for him to leave, too.

Mr. Long says that the Japanese known as "Tosh" was a man named Yatoshi, and that the man who spoke to Bishop Wade in 1942 was not this "Tosh" but another Japanese named Tashiro.

Yatoshi had left the Territory for Japan about 1938 and Mr. Long understands that he died in Japan before the Japanese entered the war.

The Tashiro of the warship incident was born in the Territory (his father was a schooner master) and just before the entry of the Japanese into the war he had been an agent in Rabaul for one of the big Japanese firms. He left Rabaul about a month before Pearl Harbour on the last Japanese ship to go to the Carolines.

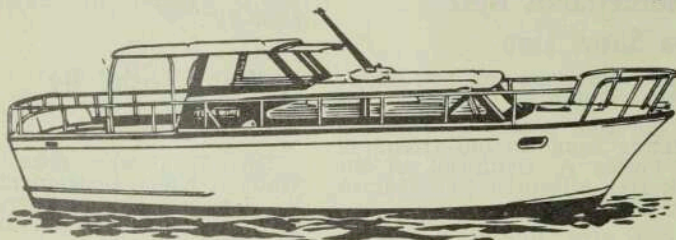
Adds Mr. Long: "The next I heard of him was when he arrived at Kieta with the Japanese forces. His position with them was what would correspond to a political officer.

"At the end of the war he was arrested and sentenced to five years imprisonment as a war criminal."

Mr. Long doesn't say what Tashiro's crimes were, but apparently he got into some trouble subsequent to his dropping that friendly hint to Bishop Wade.

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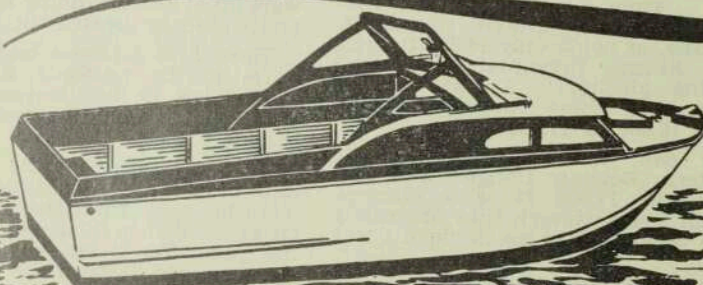
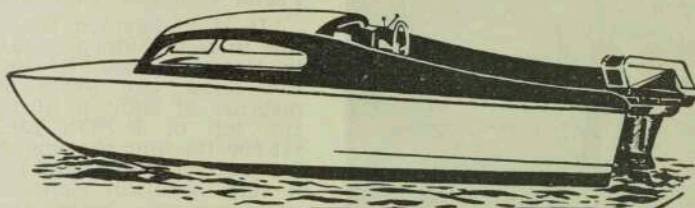


38-ft. 'COMMANDER'

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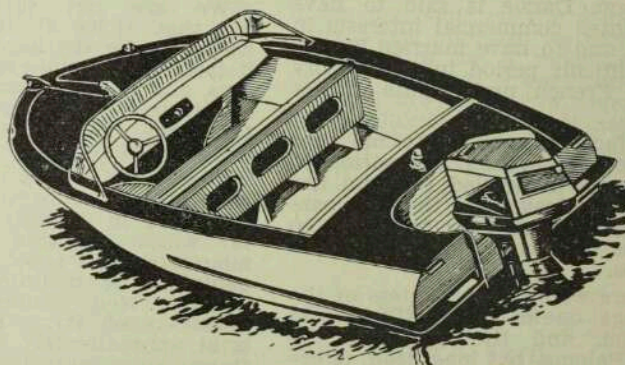


21-ft. 'SPORT-CRUISER'

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Fiji's Long-Awaited Blueprint

The Men Who Made The Burns Report

By a Staff Reporter

The lady was in difficulties. Her evening dress zipper, at the back, had become unfastened and her shawl was entangled with it. With every tug of the wrap, trying to unsnarl it as she moved to join a party of important guests at a hotel in Suva, the zipper slid further down — much to her embarrassment.

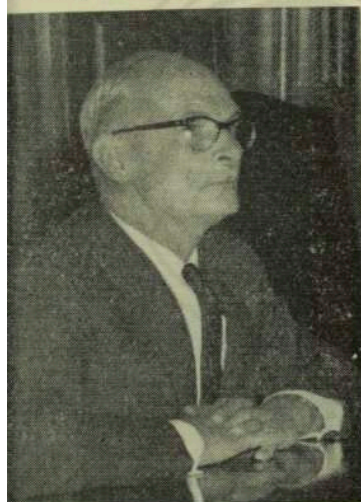
WELL-GROOMED, silver-haired gentleman of this pre-dinner group rose from the bamboo floor when he saw her plight, eyed the offending fastener with a few deft movements, gently released the shawl, zipped the gown, and again calmly sat beside Lady Burns. Sir Alan saved the situation!

Suva businessman, watching as food in the Suva hotel's foyer cooled August evening, remarked genuine feeling: "I certainly hope he can fix Fiji's troubles as easily as that!"

A small incident, but the com-plaint was characteristic of the way Fiji people were pinning their hopes on Sir Alan Burns and his colleagues, Professor A. T. Peacock and Mr. T. Y. Watson, then in Fiji as members of a Commission of Enquiry into the inter-racial and economic position and future development.

Mooted First in 1952

painstaking personal research of the past, shrewd and intelligent observation of the present, and being willing ears to the ideas of the future are the criteria, then Fiji's hopes should



Mr. Thomas Watson.

not be dashed when the Burns Commission Report is released in late March.

Although Fiji Legislative Council transmitted to Whitehall a formal resolution for a Commission of Inquiry as far back as 1952, a Commission was not appointed by the Colonial Office until August, 1958. It comprised:

Sir Alan Cuthbert Burns, KCMG (chairman), who spent a lifetime in the British Colonial Service in Bahamas, Africa and British Honduras and rose to be Governor of British Honduras and of the West African Gold Coast. He was UK's Permanent Representative on United Nations Trusteeship Council from 1947-1956—as chairman of the UN Visiting Mission he went through Pacific Trustee Territories in 1950.

He broadcasts for the BBC, is chairman of the Royal Commonwealth Society's Library Committee, and he has compiled and written half-a-dozen readable books on Colonial Office territories, colonial civil servants and the colour question. He is 72 years of age.

Professor Alan Turner Peacock, DSC, MA, is Professor of Commercial and Political Economy and Mercantile Law at Edinburgh University. Son of a Scots professor, he was at St. Andrew's University when World War II broke out and he interrupted his studies to serve as a lieutenant in the Royal Naval Volunteer Reserve, winning the DSC.

After the war and two further years at university, he became an economics lecturer, first at St. Andrew's, then at London School of Economics and London University. As a member of the Colonial Economic Research Committee, he carried out a national income survey at Tanganyika. He is 37.

Mr. Thomas Yirrell Watson, CMG, received his education in Scotland, Cambridge and Pretoria University (South Africa), becoming an agricultural officer in Kenya. He was later in Uganda (East Africa), where he was Director of Agriculture and Minister of Natural Resources. Now 53, he has retired from the Colonial Service.



Sir Alan Burns

The terms of reference for the Commission were both wide and simple:

The Terms

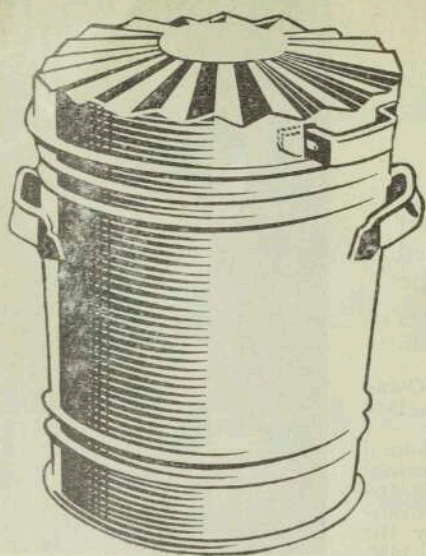
"To examine the surveys of the Colony's natural resources and population trends and, having regard to the need to ensure the maintenance of a good standard of living for all sections of the community, to recommend how the development of the Colony and its resources should proceed."

Members of the Commission held preliminary meetings in London in late 1958 and early 1959, and examined and digested a multitude of documents and reports.

(Over)



Professor A. T. Peacock.



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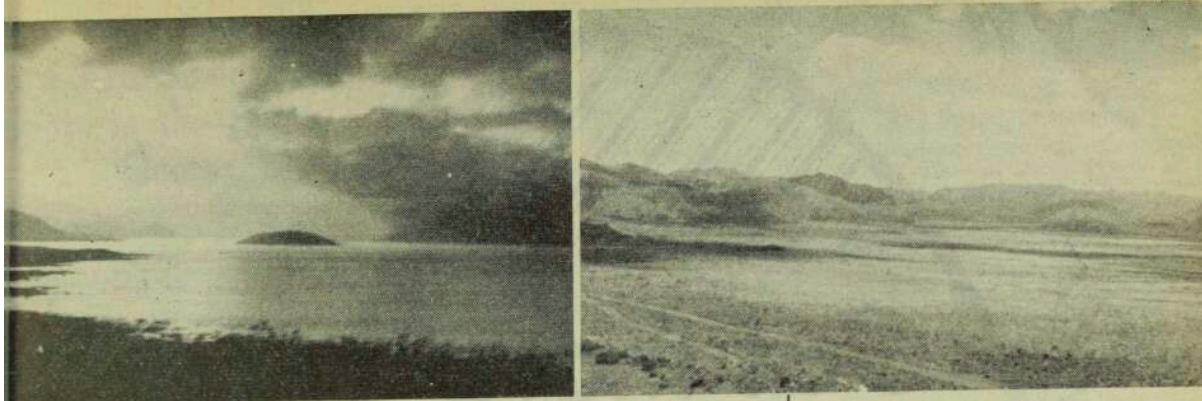


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Drought Dries Up Yate Lake

These two photographs of the lake formed by New Caledonia's big Yate dam are taken by "PIM's" Noumea correspondent, Fred Dunn, from the same spot. The difference is that the left hand picture was taken last year—the right hand picture was taken last month, in the midst of New Caledonia's serious drought. The lake has almost disappeared and even the main tributary of the Yate River is half empty. Relief does not come soon the power house may have to close down, with serious results to the smelting industry. Meanwhile, the opportunity is being taken to give the dam a complete inspection, and so far it has emerged A1.

Watson flew out to Fiji ahead of the co-commissioners and carried out much personal investigation of island areas, some of it by cross-Viti Levu on horse-back. Sir Watson went by sea, working on Commission documents on the way, and arriving at Suva on June 30 last; Professor Peacock reached Fiji by a few days later.

The Commission was formally inaugurated in the Legislative Council chambers on July 3, followed by a traditional ceremonial welcome by the chiefs and commoners at Suva. Then the Commission turned down to the real task.

Submissions by All Races

Accompanied by a secretary, Mr. C. Strick (from the Fiji Secretariat—he had been Ra District Officer in the Secretariat), they toured Viti Levu and other islands, flew to NZAF Sunderland over most of the group, and held public discussions in Suva and other centres in which European, Indian, and Chinese groups, associations and individuals gave evidence and opinions. More than 500 letters were received during the submissions.

They met and talked with people of all levels and of all races. Everywhere the Commission went, there was an eagerness on the part of the people to supply them with opinions and suggestions. On their part, the commissioners were ever ready to listen, to question and to evaluate facts and figures supplied to them.

Finally, the Commission packed up and went back to UK at the end of September to co-relate the material obtained and to set about the monumental task of preparing their report.

Among the surveys undertaken to assist the Burns Commission was one completed in April, 1959, by Professor O. H. K. Spate, MA, PhD (Cantab), Professor of Geography, Australian National University Canberra.

The Spate Survey

The result, a 112 foolscap-pages report, "The Fijian People: Economic Problems and Prospects", one of the most valuable compilations about Fiji ever made, undoubtedly saved the Commission much time and effort in assimilating material to aid them in blueprinting the future policy of Fiji.

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MARCH, 1960 — PACIFIC ISLANDS MONTHLY

Japanese Could Help

There Are Some Bright Spots in the Pearly Gloom

From J. P. Shortall, in Auckland

Contrary to what seems to be the impression in many Islands as today, the marine shell business has not "had it" — at least not quite.

TRUE the outlook is cloudy indeed for the trochus trade, and not much more cheerful in the mother-of-pearl shell trade. There's still a lot of life in the blacklip m.o.p. market, as shell-maker and buyer Paul A. Rie, of New York reports in his annual summary of the overall outlook.

Mr. Rie is in closest touch not only with the American consumer market but with that of Europe, too. It is true, he says, that the future of the white m.o.p. from Australian waters is threatened to an ever-increasing extent by the use of synthetic products in the manufacture of pearl buttons—the ultimate destination of almost all shell—and that trochus is already very much out of favour, even with the Japanese button-makers who were formerly the largest consumers of the item.

But, says Mr. Rie, the black-edged m.o.p., which is produced principally in South Pacific areas—mainly French Polynesia and the Cook Islands—continues to be used in satisfactory volume at excellent prices.

Why has the black-lip shell remained in such good demand, despite the encroachment of synthetics?

Size Factor

Mr. Rie's explanation is that most of this type of shell is cut into the larger buttons, $\frac{1}{2}$ in. to $1\frac{1}{2}$ in. in diameter, mainly for use on high-grade women's garments.

In this size of button the synthetic imitations have not been able—yet—to produce a material of the texture, colour characteristics, and peculiar descent of true pearl shell. In the smaller sizes for men's shirts, where a white material is called for, synthetics are acceptable.

Thus, due to the willingness of the discriminating and fashion-conscious women of America and Europe to pay a little more for a better looking coat button, French Polynesia, the Cooks, and to a much lesser extent Fiji are in a happy position.

They alone can look to the future

with any joy, of all the shell producing countries of the world. Only small quantities of this type of shell are produced outside these areas—some between Cooktown and Thursday Island on the Queensland coast, a little from Flores Island in Indonesia.

Unfortunately for the Cook Islands, they are largely missing out on this opportunity, as the principal producing lagoon of Manihiki is this year closed to diving operations for the third year in succession. Conservation restrictions are deemed necessary by the Cook Islands Administration's advisers.

Some Incentive

The fact that good prices do still exist for black-lip m.o.p. shell should, however, stimulate activity at Penrhyn lagoon in the Northern Cooks—less easy to dive but undoubtedly containing much shell. The same incentive should apply for renewed exploitation of Suvarrow, which, currently uninhabited, must represent a strong temptation to possible illegal exploitation by Japanese vessels which may drop in.

If no one in the Cooks is willing or capable of carrying out operations in the rather deep Suvarrow lagoon it might well be worth the Administration entering into some arrangement with Japanese or other outside divers, under strict supervision as to quantities and sizes fished, on a no-cure-no-pay basis of payment per ton delivered, just as Japanese fishermen are paid for the tuna which they deliver to the Pago Pago and Pallikulo canneries.

There is little doubt that Japanese firms like the Taiyo Company, which

operates the only Japanese pearling fleet in northern Australian waters as well as tuna mother-ship fleets, or the Nippon Suisan Company, would be glad to talk business along these lines.

Spend Something!

The Administration might well use a fair share of the proceeds of such operations for research and development of the industry.

All through the post-war years of good shell prices and high shell yields from Manihiki not a cent was spent on such development. Now at last something is being done by the newly-formed Fishery Department and with the aid of expert advice from overseas—but funds will obviously be needed in large amounts to press forward with this work.

It is unthinkable that Suvarrow should be left lying idle if there is shell there which can be exploited—and there is every reason to believe that this is the case, from the two short periods of diving operations which have been carried out in recent years.

So long as copra prices remain high the local Cook Islands divers are not going to show much enthusiasm towards the rather difficult diving conditions at Suvarrow. Therefore why not, like the Tonga Government—perhaps even in conjunction with the Tonga Government—make full use of the available Japanese talent in this field?

Through the use of such skilled divers the proceeds of Suvarrow might well represent, as Manihiki has represented in recent years, a very substantial contribution to the Cook Islands budget.

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See also advertisement on page 141.

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A Look at New Zealand

Islands Life Is
Not So Bad
After All!

(From A. M. Gurau, in Apia)

I am amazed to find how massive are many articles and necessities of daily life in New Zealand, compared to the prices they pay in Western Samoa.

It is the strongest impression I bring back to Apia after just having completed a New Zealand holiday.

It is certainly amazing to find men's shirts, priced at 18/- to 20/- in Apia stores, are from 35/- to 40/- in New Zealand. And this difference is reflected in other necessities of clothing, and in hardware and other necessities.

The exception is foodstuffs, which are cheaper in New Zealand. And in addition many New Zealanders have their own.

Additional security charges and income tax add to the high cost of living in New Zealand; luxuries like tobacco and cigarettes and liquor are also more expensive, and hotel and restaurant prices are also high. Wages for the unskilled are high, many workers earn extra with overtime, thus earning £25 and more a week and as a result own their house, car and have modern household appliances.

Skilled Are No Better

On the other hand the skilled tradesman in New Zealand does not seem to earn more than the unskilled, and sometimes earns even less. Young people leaving school do not want to serve a five-year apprenticeship when they can get good wages right away. There is a shortage of apprentices everywhere.

Nevertheless, most New Zealanders own houses and household appliances on instalment and thus, are enjoying an exceptionally high standard of living, they are able to save much out of their income.

It seemed to me that Samoans who have settled in New Zealand are generally doing very well. It was a revelation to attend services in the Pacific Islanders Church in Auckland and see the prosperous-looking congregation of Samoans at the Church to the last corner. But there is a darker side to the picture of Samoan life in New Zealand. Many Samoans crowd the public bars of the Auckland hotels, and apparently spend a good deal of their wages on liquor than they can afford.

Mr. Powles Leaves Samoa

(Continued from page 21)

which had been his home for so long, he added.

An Apia correspondent reports that among Europeans and Samoans there is genuine regret at losing Mr. Powles' services before final self-government, and before the last and most important stages of the transition period had been completed. He said there was no doubt that Mr. Powles' sincere and whole-hearted work in the cause

of independence had won him the confidence and love of the Samoan people.

Mr. Powles was a solicitor until 1940 when he became attached to the NZ Embassy in Washington. He was a colonel during the war, and joined External Affairs in 1945. He was appointed to W. Samoa in 1949 and reappointed in 1958 for a further term.

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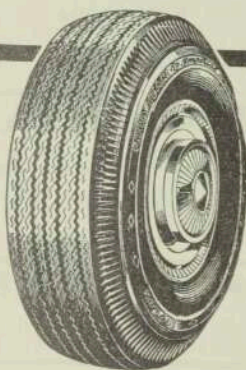
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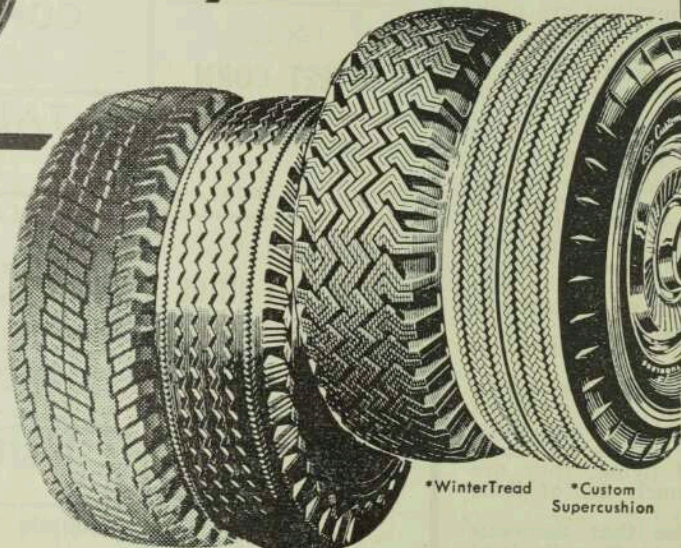
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TERRITORIES TALK-TALK

By Tolala

There has been some talk these last few months about the "atcast children in Japan" left there by their Aussie ex-servicemen fathers. In most cases the commentators have been ministers of religion, regretting this "blot on Australia's record" the Flowery Kingdom. More recently a Sydney businessman, and an officer of the NSW Benevolent Society has added hisoulder to the wheel. Good luck to him.

FORTUNATELY these souvenirs de guerre are all a part of war's aftermath and the publicity is the outcome, not of our changed attitude towards sociological problems and energetic tendency for planning body's life.

Do not recall any such interest shown in the "mixed races" acts of War I in France, Belgium or Great Britain. But there progeny; but no planning in days.

The point which occurs to me is What of the "mixed bloods" New Guinea, following three and four years of Japanese occupation at Territory? Has officialdom record of these "souvenirs" left the Japs? What has become of ?

Do I know for a fact that the Nipons, whilst in occupation of NG, gave very strict instructions not to interfere with Asiatic or native men. Nor did I hear of many acts of rape being committed in Rabaul area. It could have been present in the outlying districts. At the Jap brass-hats are quite astic about sex matters. In Rabaul '42 to '44 there were some 3,000 members of the Oldest Profession visits to them were conducted in parade, with the Kempei Tai rolling the queues. Had American and Aussie Service Chiefs in New Guinea and Korea been as realistic as might not have been so many "s" on the records of the Occupation Forces as described now by ministers of religion!

It is a bit late I expect to worry about such amenities for the next After A- and H-bombs have been dropped and guided missiles let loose there won't be much human material left in an attacked country for the invading troops to rape.

Missionaries

The News

"Pin-up girls" and poor housing brought P-NG missionaries into the light last month as a result of

their outspoken comments on these subjects. Rabaul Methodist Chairman (Rev. W. Lutton) pulled no punches when he expressed his opinion to the local Advisory Council on a glamour-calendar which had been circulating in the town, emphasising the usually-accepted charms of the female form divine. [See Tropicalities, page 81].

Thirty years ago the reverend gentleman would have had no difficulty in making his point—the dangerous effects upon the emotions of the indigenes; but it is a bit late now in 1960. The damage has been done; there are no mysteries attached to the European female form.

For years now "house-boys" have displayed the glossy pictures of lingerie advertisements and film magazine reproductions of striptease artistes on the walls of their sleep-outs.

The horse has been stolen; so why bother about locking the stable door? That is a phase of our modern



Old-time native customs and rites are reported to be on the way out—rites like this one, a harvest dance on New Britain. "Tolala" deplores the passing of the old customs, in a comment on page 39.

civilisation in which the clock cannot be put back.

Time was when police censorship on cinema posters was alert, and old Bob Kennedy, Rabaul's cinema manager, spent much time concealing the nether limbs and generous cleavages on cinema posters with printer's ink.

It's the floating population in a native country who are the greatest offenders against "good taste". After the garrison troops' occupation of the town during War II there was little left unknown to the indigenes

Were Limpet Mines Used In Rabaul?

I was more than interested in reading the review of "The Heroes", by Ronald McKie, in the NG "Times Courier" of 24/2/60, and the reference to the "first proposed canoe attack of the unit was on Rabaul Harbour in 1943"—the Scorpion Raid eventually "was delayed for months and finally cancelled". (For "PIM's" review, see p. 88 this issue).

Far be it for me to question the cancellation of the raid, as mentioned by author McKie, but I must put on record the fact that one bright day in 1943, when I was in the Jap boob at Rabaul, a Jap cruiser in the harbour was suddenly blown sky-high, with no attendant air raids, and created considerable consternation among the Japs, as well as a high death toll.

Sabotage must have been suspected for we Aussies in the town were put through the usual strenuous interrogation as to our movements and associations.

We were as much surprised as the Japs—but not as downhearted! On being released in 1945, I enquired about the incident from our own folk and they assured me that limpet bombs had been attached to the cruiser. . . So where do we go from there?

There was another incident which created panic amongst Jap troops in Rabaul in September, 1942, when a huge munition dump, located in the Matupi Farm, exploded. And who did that?

Jap historians, please come in!—Tolala.



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at pin-up girls, and what the native lads had not learned at the Aussie troops they learned at the Jap Occupation troops, who completed their education with illustrated pornographic details. With the changing culture it is impossible that the time is roaching when present-day "pin" of Caucasian beauties will be faced by Melanesian prototypes thus transfer the centre of their attention.

The housing situation was highlighted by Rev. Percy Chatterton in attack on the accommodation provided for native employees in Moresby.

Many farmers in Australia used their livestock better than killed native workers were used in Papua," said this missionary, who has spent 35 years in Papua. "Housing now," he added, "is on the same level as in the 1920's."

Remember there was an argument in print back in '49 between retired Papuan public servant and missionary about "Homes for Papuans."

Quoth the missionary: "The Papuan is perfectly happy in his use of bamboo floor, coconut or so walls and thatched roof." Retired the retired public servant: "This is equivalent to saying that a primitive man was perfectly happy in his cave and the Australian aboriginal in his bark lean-to. . . ."

To which one can reply that what one doesn't know about, one doesn't want. But now we dwellers in iron-roofed houses with timber or fibro walls, have set a target for the dusky natives to keep up with the pale-skinned Joneses.

The question is: Are the indigenes become inoculated with European culture, homes and habits or allowed to retain their natural culture under hygienic conditions?

We have already fiddled around with their economic systems to such an extent that they aspire to adopt systems (which each day is proving more unsatisfactory as compared with the old barter systems of supply and demand) which require cartels, boards and other government controls to make them function. In fact we have changed these one-time happy, simple people to such an extent that we are forced to keep on going in order to try and prove our system is the best.

One of these days the economic wheel will turn full circle and get back to the simplified way of living but over the dead bodies of political planners and high-pressure salesmen.

ceremonial customs

A recent news item regarding the Moresby museum gives the impression that old-time native

customs and rites are on the way out. The hope is expressed that "whenever a native society finds its members losing interest in ceremonial affairs they will present to the museum collections of representative articles".

It is surely pathetic that a people's ceremonial life, and such an important part of their culture, is crumbling before the bulldozer of our modern civilisation, which is indeed a ruthless implement as compared with the more leisurely pick and shovel methods employed in pre-war days.

Surely every possible effort should be made for these people to retain their old traditional customs which

do not violate our own legal or moral standards.

Let there be a blending—not a clash of cultures.

And . . . incidentally, while on the subject of a museum: What happened to that excellent Keith McCarthy suggestion, made some time ago, of a ceremonial native building to be erected for the housing of arts and crafts and museum pieces.

Mention of this subject reminds me of a time in the early Thirties when Administrator Tom Griffiths organised an exhibition of native arts and crafts in Rabaul. Handicraft work arrived from all over the Territory and the display was a huge success; the natives showing as

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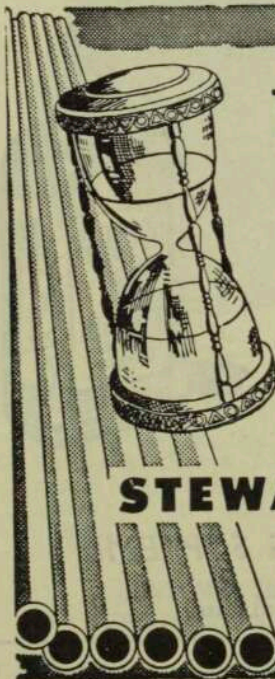
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much (if not more) interest than the Europeans.

ADO Gregory was the chief curator and the display was held in the old *Times* building and lasted for several days and nights. The highlight was a collection of Mount Hagen axes, seen for the first time in Rabaul.

Political Footballs

With his many other good qualities, Legislative Council member B. A. Fairfax-Ross, is a realist; a man who faces facts and refuses to hide his head in the sands of bureaucratic tranquility. His advocacy at the last Council meeting for a full definition of the position of Australian nationals in the

Territory when self-government is introduced is an example of this.

The Commonwealth should not contemplate or tolerate confiscation of property and expulsion of its nationals, he said.

For some time now planters in both Papua and New Guinea have been concerned with the accelerated march of events in the Territory; with the writing on the wall; with the general tendency for them to be kicked about like political footballs, despite palliative pronouncements from official sources.

In fact, Assistant Administrator John Gunther's answer in Council that it is "unrealistic that Europeans will be insecure if independence comes" and that future events "will be determined by events of the past" are not at all reassuring.

The fact that many old planters are pulling up stakes disposing valuable properties at copra's present price, only enforces the feeling of insecurity which is felt as to their future status.

The only section of the native property-owners who do not show signs of apprehension are the Chinese, many of whom, incidentally, are now Australian nationals.

Do they feel quite secure? Do they expect to receive preferential treatment from the Independent Government of New Guinea?

"The Coast Watchers"

By no means do I want to do with the "Wanted" advertisement in *PIM*, but a letter came to me the other day from a relative Coastwatcher asking for a copy of Eric Feldt's original *The Coast Watchers*, published in 1941 by Geoffrey Cumberlege, Oxford University Press, Leighton House, Bourne.

It was such a pathetic and genuine appeal that I cannot ignore it. I send out this SOS for a copy with the hope that there may be one available in one of our libraries. Any reasonable price will be paid.

Thanks For The Good Oil

The SOS sent out in November 1960 regarding air-mail covers brought a number of replies and on behalf of the inquirer, I say "Thank you!"

The point that concerns me is probably other B4 odd-bod who wonders what happens when these perencyclopaedists pass on and go on about such things that have affected government placidness up from time to time.

As mentioned before: Is it about time that some effort be made to compile a history of the Territories, giving many "off the cuff" incidents for the information of posterity?

Even now arguments arise as to the exact date of various important events which have occurred in the Territories, and it seems that only pioneers come forward with answers, while all the time records in the Department of Territories must hold these secrets.

What about it Historian Hasluck? Why not put Dr McCarthy on the job again?

Noel Barry's Passing

I cannot allow this well-known Territorian to pass on without mention here. To me he was an ideal citizen, and he had done more for the full value of which has not been appreciated. For, in time translation of Parkinson's *Thirty Years In the South Seas* will be published and his full worth will



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ised, even with our changing
ies.

languages came easy to Noel; his
y education fitted him for that
his knowledge of the Tolai
ect—early acquired when he
ae to the Territory—stood him
good stead when he doffed his
cial mantle and took up business
his own account.
he Tolais have always esteemed
one who knows the *tinata*. This
nowledge enabled him to "think
ive" which is an inestimable
et in dealing with the people of
mche Bay.

was glad to see in a recent
e of the *NG Times-Courier* a
rection by Jack West regarding
el's father. I am quite sure that
ther Noel nor his father would
ve desired the honour of being
paul's first Anglican minister be
aid the Rev. F. R. Bishop, who
s a most popular padre and, as
k West says, arranged for Rev.
rry to act as his locum during
lough.

Rabaul will be the poorer for the
ssing of Noel. He was the type
at can ill be spared.

In Past

The Rabaul Columnist in the
Times-Courier (3/2/60) is critical of
e lack of organisation given to
e local ceremony this year com-
emorating the Fall of Rabaul, at
ich there was only a "small
thering". "Surely such an occasion
that," he writes, "should be one
the high-lights of Rabaul's
nual events. . . A very poor show."
Which only goes to show, as the
nds of time run out, how memories
de and how little concern is
own by the people of the present
Rabaul's Darkest Day and the
agic sequence of events which
llowed bringing suffering to
ndreds of homes.
Eighteen years ago. . . Is that such
long time for human memory to
st?

There is a nuance between the
e-war and post-war people dif-
cult to describe or understand;
d it is emphasised on occasions
ch as this.

Footnote: At Darwin, a few days
ter, over two thousand residents
tended the commemoration cere-
ony of that town's blood bath and,
comparison, its suffering was far
ss than Rabaul's.

Many Workers The Vineyard

A reader writes: "There has been
me comment made upon the large
mber of different missions operat-
g in the Territory and I notice
ou have some occasional caustic
marks to make on this subject.
lease tell me exactly how many
ere are in New Guinea.
Thumbing through my latest
ficial records, which are the official

reports for the year 1957-58 I find
some rather interesting information
on the subject. There are 25 dif-
ferent Societies listed for NG and
14 for Papua. This does not mean
there are 39 different denomina-
tions operating; for there are var-
ious brands of Lutherans, Roman
Catholics and Methodists—yet dif-
ferent societies. According to my
drafting of the sects, there are 16
different denominations in NG and
12 in Papua.

While I was on the job I dis-
covered that between them they
claimed 900,960 adherents in both
areas, which is really not so bad for

a primitive country with an official
population of 1,804,790 indigenes.
The records show that 149,675 pupils
attend mission schools and with
17,796 pupils in the Administration
schools the grand total of 167,471
pupils is not really such a bad
effort, despite the recent pep talks
on the need for greater education
(along western lines) and the need
for budgeting £50M, which the new
Director of Education envisages; or,
at least, hopes for.

Furthermore, an amount of £180,590
was paid to the Missions for educa-
tion in P-NG and £95,479 for their
medical work as subsidies.

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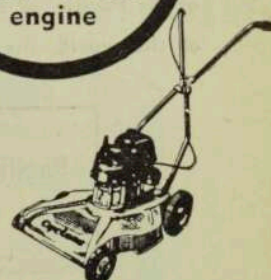
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Was "Do It Yourself"

He Went Where The Blue Walnut Grows

With the American people clamoring for furniture made of New Guinea Blue Walnut, timber buyer Edmondson, of Oregon, USA, faced with a big problem.

EDMONDSON had already used up a trial shipment and the response from buyers had been good that he had ordered more. No more was coming, and the buyers were waiting.

There was nowhere else he could go for supplies because New Guinea is the only known place where the Blue Walnut grows.

That was the story behind Edmondson's arrival in Rabaul, and the discovery that heavy rains and bad weather have hit the

Guinea timber industry more badly than many people imagine. Edmondson found that the delay in supplies was mainly caused by the fact that rain-soaked timber stacks in New Britain presented insurmountable difficulties to the local men which were trying to log the

timber. Factors were bogged and other equipment rendered useless by the wetness of the ground.

Some of the local timber men also shared the position somewhat on the Administration's timber lease

agreement. Things were so slow in moving, they said, that it was often difficult to reach finality in logging arrangements.

He Went After It

The upshot of the matter was Edmondson spent hours in jeeps, in jeeps and on foot chasing areas of Blue Walnut where he could find them and make what arrangements he could to get the timber out.

Some of the new supplies have already been brought into Rabaul for loading overseas.

Edmondson: "The trip has been worthwhile. The people in America want this wood for their fine furniture, and arrangements have been made with your people to maintain as steady a supply as possible."

Most of the timber is used in its natural form. It is sent to America in planks, steam-heated and sliced.

One of the interesting features about the processing is that if the temperature of the wood is raised rapidly the sap sets into a resin-like compound which defies drying and makes the wood useless. Because of this it is raised to well over 200 degrees at a controlled increase of only about a degree an hour.

New Handbook on Dutch New Guinea

A "Handbook on Netherlands New Guinea" is now available in English, thus filling a vital gap in knowledge for those seeking facts on the whole island of New Guinea.

THERE is already a handbook published regularly for Papua-New Guinea, by Pacific Publications.

The new Netherlands Handbook is not as extensive as the one on P-NG, having only 80 pages, but it covers much of the more important information, is beautifully illustrated and contains a first-class relief map in colour, suitable for wall display.

The Netherlands New Guinea Handbook is published by the New Guinea Institute of Rotterdam, which was established by the Chambers of Commerce and Industry in Amsterdam and Rotterdam to promote economic and cultural relations between the Netherlands and NNG. PIM's copy comes from the Netherlands Information Service in Sydney.

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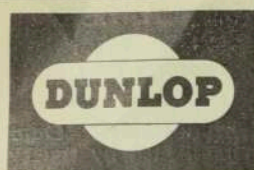
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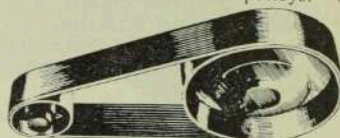
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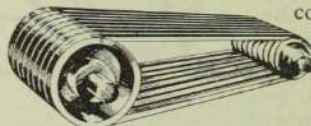
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The Aussies Look In At Vila

It's Clean-up Month In The New Hebrides

From Stuart Inder

VILA, New Hebrides

Well, it was Vila when I first got out my ballpoint to write this, but that was two hours ago, and now I could just as well dateline it from Nadi, Fiji, where we are about to refuel, or from 24,000 Feet Somewhere Over the Pacific, or even — I hope before the day's out — from Richmond, New South Wales.

WHETHER one place or another, it's all in the day's work for this frame-shattering RAAF Hercules transport aircraft I happen to be riding in at this moment — and a platoon of Australian sappers, and a few assorted bits of picks and shovels, water jugs and garbage cans, tent pegs and haversacks — all stacked roof high, including the sappers. If you've never had the adventure of being in a Hercules, then it looks like the inside of a pregnant duck with all the bones showing, and it feels like the inside of a railway tunnel with a train going through. But whether you choose to go by the looks or the sounds of it, you're left with a hemmed-in, locked-in feeling, and it's hard to believe a thing is really doing 280 mph at 24,000 ft. But they tell me that's what's happening.

The RAAF boys have efficiently muffled out chunks of cotton wool in the Army's ears, with the happy result that "the noise that does no harm is the noise you can't hear". But since there couldn't be any noise left in this part of the Pacific that we can't hear, the adage falls on deaf ears, as it were.

18,000 Miles

This Hercules, with a mate, left the RAAF station at Richmond yesterday to collect the 70 Army sappers who have been helping to pick up the pieces in Vila for the past month, following the two hurricanes that hit the town December and January. I was on this one when it left Richmond.

The Hercules are part of the RAAF's 36 Transport Squadron, which with this flight has now flown a total of more than 18,000 miles between Richmond and Vila in the past few weeks, carting the Army and its equipment on its clean-up job.

In that time they've burned up a lot of kerosene, and probably

strained a few ulcers among the crew in landing on Vila's grass airstrip, where the cows have to be rounded-up before you can put down.

But more than anything — although it was not planned that way — these flights have done more for British morale in the New Hebrides Condominium than anything since the French got beaten at Agincourt in 1415.

As somebody said to me in Vila last night, "If possession is nine points of the law, then this place is a French Colony. And what a lift it's been to have the Aussies in. Brought everything with 'em and just got on with the job!"

The news that Australian Army and Air Force stocks are high in



FROM ONE END TO THE OTHER. Corporal Richard Kalourie of the New Hebrides Police gets the feel of the controls on the flight deck of the RAAF's giant Hercules at Vila. An RAAF photographer took the picture. Below, at the other end of the aircraft this is what PIM's camera saw with the rear ramp open. The ramp is partly down in the other Hercules, opposite. A crowd on the airstrip watches with interest.



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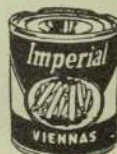
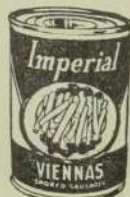
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honest-to-goodness military band is a sent in Vila, but this one of French from the "La Confiance" put on a display during the handing over of La relics in Vila in February, after the se. The Australian sappers also took the march, but for more photos see news pages of this issue.

Photo: Reece Discombe.

own right now is the more in- ing in view of what the Aus- n newspapers have been so al about in the last few weeks.

gy've been complaining that alia had sent too little help a too late, and that more men d have been sent a lot more y if Australia really wanted to e right thing.

They're Happy

l, I don't suppose anybody in would have complained if oody in Australia had decided d three times as many men times as quickly, but since didn't, I can assure anybody interested that Vila is not aining about what it did get.

a has had French, New Zea- Fijian and Australian help and excuse me while I say alia has made the biggest l.

a can't turn a couple of ons of strange Army men loose town the size of little Vila ut everybody knowing about pecially when they arrive with ind of roar that can be pro- l by the four turbo-props on of these pregnant ducks.

Jeeps Down The Ramp

thermore, a few hundred pairs tive eyebrows naturally go up the back ends of the ducks themselves into ramps, and the bowels of the Hercules a jeep and a Land-Rover, fol- l by a mobile cooker, a trailer, mpressor, tents for the whole ngent and even a 200-gallon tower.

ce landed, the boys didn't ask dy for anything, but put up tents and got stuck into the from 6.45 a.m. to 4.30 p.m. day, including Saturdays, and only three Sundays off out of five they've been here.

d they've behaved themselves— ct which has not gone un- ed by the realistic Vila locals, remember when they were all g once and in the Army them- s.

the sappers are tradesmen,

e right, Vila Harbour appears calm now seen from the Hotel Rossi on the water- Giant waves came over the verandah the hurricane and "Rossi's Breakwaters" of which can be seen—helped save the The other is out of sight beneath the ah, where the seas pushed it. Above is gineer of "Rossi's Breakwaters" himself.



and the procedure has been for them to tackle any job which any home-owner or businessman has asked them to do—with the British Residency as the go-between.

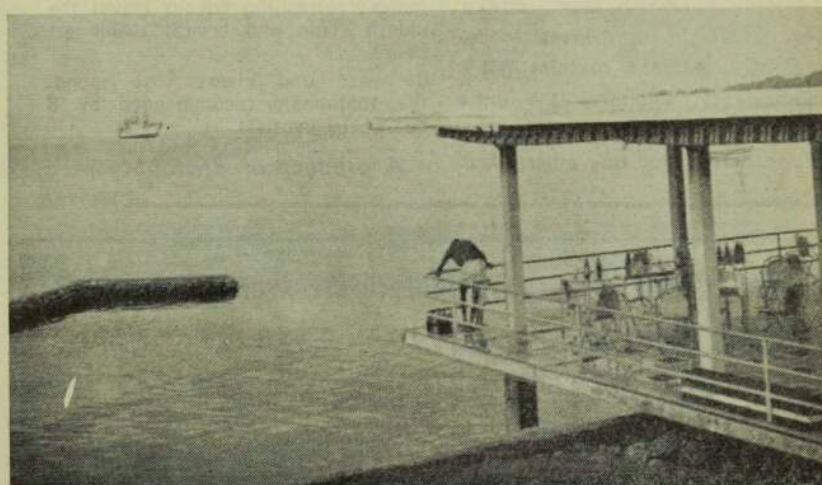
They've concentrated mainly on replacing roofs—because just about everybody lost one. Whether they are French or British houses hasn't mattered—a fact which has also been pasted in the hats of many observers in this Condominium headquarters town, where Anglo-French relations are one of the main topics of interest.

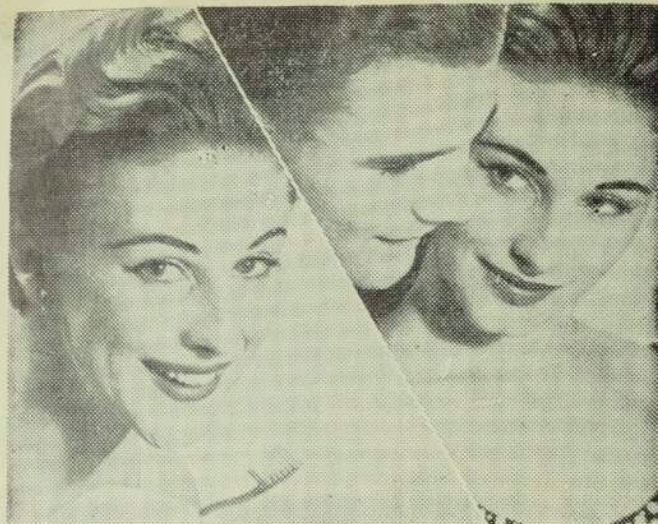
Offices Last

Office buildings belonging to the "Pandemonium" have been given last priority for repairs, with work being concentrated on private housing and essential services. That's credit to the Government.

The most lasting impression of Vila I take away with me is the picture of sandbags holding down roofs right around the town. There are presumably nails in the roofs, too, but nobody is taking any chances.

Much of the work done so far has been temporary—there will be the





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Mr. J. S. Rennie, British Resident Commissioner in the New Hebrides, left Vila on leave same day that the Australian Army sappers turned home. He had postponed his leave cause of the hurricane. Acting Resident Commissioner for the next few months is C. H. Allan.

—RAAF ph

sound of hammers in Vila another year yet, when all the supplies come in, for they are short the moment.

But among the permanent work done by the sappers is the repair of one of the wharves, the replacement of the water pipe line from the mainland to the British hospital on Iririki Island in the harbour, and the construction of a 40-ft steel and concrete bridge on the airstrip road—a great improvement on the original timber bridge that was washed away.

Vila has collected much of the wreckage now and heaped it in piles on a vacant block near the waterfront.

"Should Have Been Here!"

"You should have been here when it happened!" they kept telling yesterday as Kiwi Reece Discom drove me around the town on the wrong side of the road, which is the legal method of driving in Vila. "What you see now is nothing!"

"See the Post Office—oldest building here and the first we'd like to have seen go, and the hurricane never touched a damn thing on it."

"See BP's over there—wind-roofed the lee side, and left the weather side intact. Hurricanes do funny things. See over there. The old shack left standing but everything near it wiped out."

But although it's a pity about the Post Office there are plenty of other old buildings that the hurricane mercifully removed from the scene and Vila is grateful for that.



Peter Day, OC of the contingent of an Army sappers who helped clean up the men were from 17 Construction and 7 Independent Field Squadron. AF also had an officer stationed at Vila the month-long operations—F./Lt. W. M. sey. Both were personally popular. —RAAF photo.

ll, local fears to the contrary, doesn't take any imagination now to see what the hurricane to Vila. The leaves are coming on the trees and the palms, but clearly there were no leaves a month ago. Up-trunks and tangles of by the wayside show how the were blocked; and it is quite us that repairs had been made about 80 per cent. of Vila's ings. e astonishing thing—and they shake their heads over it in —is that nobody was killed, ough stories of narrow escapes wo-a-penny.

Happiest Owner

obably the happiest property r in Vila at the moment is sieur A. Rossi, who with his and daughters runs the Hotel i, right on the waterfront. As tter of fact, the verandah goes over the harbour. It's a new rete structure, not yet finished very near it, and after every- else's roof had gone, the Hotel i was a haven for the homeless. t M. Rossi smiles wisely when congratulate him on his good in emerging unscathed. It is, hinks, more like good manage- t. And most of Vila are happy time to admit he is probably

ossi's Breakwaters" were the et weapon. ey are two breakwaters, built of coral and cement directly on reef in front of the hotel—built ite the good-natured advice of enthusiastic drinkers who used hang over the verandah and h Rossi and his boys at work the job. Most people decided

Rossi was just wasting his time.

But came the hurricane and those two breakwaters undoubtedly kept the huge seas from undermining the hotel's foundations. Even then, when it was all over it was found that the sea had swept one of the breakwaters bodily from its foundations and moved it several yards closer to the hotel.

"Ha, ha!" exclaimed M. Rossi to me last night, pointing over the hotel railing to the breakwaters with what looked like a gleam of victory still in his eye. "I am now going to build three more of them—there! there! and there!"

The betting is the drinkers won't

offer any free advice this time.

It's typical of the warm spirit that's in Vila—despite all the petty official nonsense of the pandemonium system of Government—that nobody begrudges M. Rossi his little victory.

They are happy to note the bright spots, even if they belong to somebody else.

Considering the large financial loss suffered by everybody in the New Hebrides—something in the order of about £A500,000 according to what Acting British Resident Commissioner C. H. Allan was saying last night—not to mention the little personal tragedies such as the



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Never a Hercules arrived at Vila it made sure it brought in a good supply of cold milk from Australia. And didn't the children know what to do with it! It's not sure here whether they are proposing a toast or asking for more.

of private belongings and the sort-rending job of cleaning up, a people of all nationalities are giving a remarkably cheerful face things.

Although perhaps "face" gives the strong impression. That sort of thing is more inbred, or at least eloped over a long period of experience with the vicissitudes and paraderie of Islands' life.

There was certainly nothing wrong with Vila's hospitality at the Hotel Rossi last night—or was it this morning?—when they put on a thank you and farewell party for RAAF. Another one had just been put on sometime earlier for the Army and that was quite a show, they tell me.

I don't know who arranged last night's farewell, but most of Vila seemed to be there and the hospitality kept on flowing until Mr. Rossi took himself to bed and decided to keep the storeroom open any longer.

But it didn't matter. I am assuming that not all the ringing I can hear in my ears at the moment is due to the turbo-props of this conundrum pregnant duck.

Ah, now here comes Nadi's big new airstrip looming off the starboard wing. Don your Mae Wests, tighten your seat belts, prepare to hit the beach!

Footnote from Richmond

On the way back from Nadi they sent word around the Hercules that the boys were going to get real Islands' welcome when they

arrived back at Richmond after their month's absence. We were going to be met by the "South Pacific Association", who would all be dressed up in Islands attire and hand out a war-whoop or two.

But at Richmond we were greeted not by the Islands but by the Customs. And as the Army filed into one end of the office, out from the other came a solitary colourful figure in what appeared to be a grass skirt, arm bands and head-dress that could have been a combination of New Guinea Highlands, Fijian, Tongan and Hawaiian, but more likely Hollywood. But before the figure even looked like welcoming anybody, it turned tail and bolted.

I suppose that was the "South Pacific Association". I don't know whether it was the *entire* South Pacific Association or not—because I have never heard of such an association before—but I recognised the fleeing figure as belonging to Mr. John Antonio, a 26-year-old Fijian clerk, who worked in the Public Works Department of the Condominium Government in Vila for a little while before going on to Noumea. He's been in Australia since 1958.

Last year, in Sydney, John got a lot of newspaper publicity after announcing his engagement to a Sydney nursing sister—it was to be a real Islands wedding, the newspapers said. But the marriage didn't eventuate.

The Army told me later that it was a Mr. Antonio who had arranged the welcome by the South Pacific Association.



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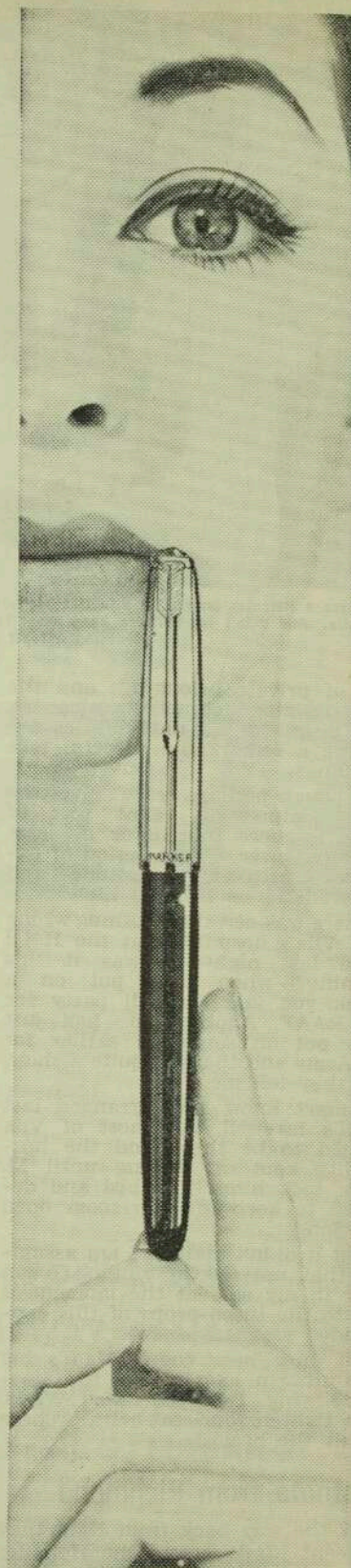
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What Can Be Done About The Tolais?

They Make Their Own Firewater

In the dim light of his hut at Rabaul a native sat hunched on the floor. He stirred a mash of pineapple and pawpaw in a surgical-type enamel tray. In front of him, a crude machine bubbled and steamed.

COPPER tubing led from a home-made boiler into a four-gallon drum filled with water, coiling a number of times inside the water and emerging at the top of the drum. From the end of the pipe dripped a powerful brew, mainly colourless but tinged with green.

Smoke from the fire and steam from the leaking still fogged the interior of the hut.

The native was still crouching there, intent and serious, when Inspector Roy Monaghan, of Rabaul Police, came into the room. The native made no protest, but stood up and explained the obvious. Making spirit, Master," he told the police officer.

He was fined £50 in Rabaul Court. After he was arrested again, this time on a charge of being in possession of liquor. He was gaoled.

Twenty miles away at the little town of Kokopo, Superintendent Ian Holloway successfully prosecuted another native for making spirit.

The Kokopo moonshiner's equipment was even cruder. It had no provision to fully cool the vapor which rose from its boiler of fermenting fruit. It gurgled a few fatal drops of firewater, and then choked out its heart.

On a dusty corrugated tropical road, Inspector Frank Hoeter saw a native-driven taxi exceeding the speed limit. He tailed it to give the driver a traffic ticket, found the car laden with beer. The taxi was liquor running, and the occupants found themselves in more trouble than from a mere traffic ticket.

In the hold of a ship being worked at Rabaul wharf, a sling popped and cascaded bottles of rum in all directions. When the shift ended, an alert native constable drew aside one of the native pourers and searched him. A little of rum was concealed on the side of his left thigh, cunningly wrapped in place with rubber cut from a bicycle tube.

At the native village of Malaguna

No. 1 at Rabaul, police and native affairs officers moved in one night on a rowdy party. They found natives sitting around drinking methylated spirits. A small group charged the raiding party, waving bamboo sticks and pieces of wood. An Assistant District Officer was cut in the face and had to receive medical attention. Five natives were arrested for drinking.

Running with the striker in imagination made a Rabaul man thirsty while he was watching a baseball match at Queen Elizabeth Park on the edge of the town. He sent a native to buy him a bottle of lemonade. When the bottle was opened, the lemonade proved to be laced with methylated spirits—the storekeeper had mixed up his ordinary stock with his "special" stock.

Not all these stories are new, but they are factual. They are selected from records of the past 18 months or so. With the exception of the last one they all appear on the files

accurately, a big proportion of his number is drinking.

2. He is drinking what he can lay his hands on by purchase or by theft—orthodox liquor, home-made brews, methylated spirits.

3. A liquor supply system is operating (into his community, and inside his community).

4. He has absorbed some technical ability to make liquor, however revolting at present might be the product of his technology.

What of the Future?

If this is the present, what of the future?

To begin with, here is another fact that should be recorded:

In December last year the Australian Minister for Territories, Mr. Paul Hasluck, attended a very lively meeting at Rabaul arranged by influential members of the Tolai community.

The Tolais who spoke to him expressed a general concern at drinking within their community, although their opinions about controlling or changing the situation varied considerably.

The important point is that not one of them stood up (and there were 43 of them present) and said, "Give us the right to drink." In other words, as far as the leaders are concerned, the effects of drink on the native community at present outweigh other considerations.

The real and immediate problem in New Britain today is not yet one of drink for the native, but one of fitting together a race which drinks with a race which (theoretically) shouldn't.

This problem should not under any circumstances be confused with

"PIM" Looks At Native Drinking

There is a drink problem among the natives of Papua-New Guinea. Officially they are not permitted to drink. But they do drink, and the greatest incidence of this illegal drinking is probably among the advanced Tolai people of New Britain. Here, a "PIM" correspondent in Rabaul, GUS SMALES, makes a survey of the problem.

of District Services, Police or the Courts in the Rabaul district.

They are not reported here to cause a sensation, or to cause embarrassment, or to provide ammunition for pointless criticism. But they are set out, in the first place, to illustrate the following points of fact:

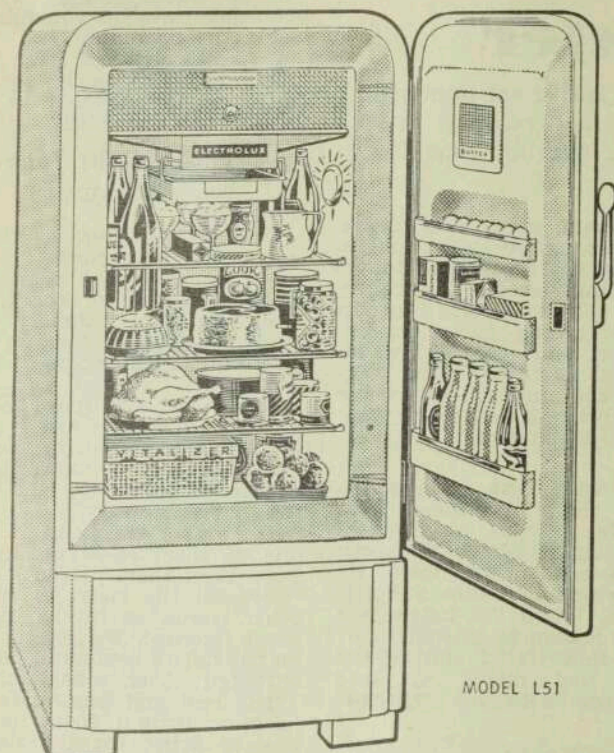
1. Although the law says he mustn't, the Tolai native of eastern New Britain is drinking—or more

the ultimate question of whether the native, as a specific community, is ready to drink.

The immediate problem is a dangerous issue in the community both for the native and for the European.

As far as the native is concerned, the effect is obvious, because it can create a cry of "The white man drinks. Why can't I?" Whether or not the distinction is justified is

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side the point. It is sufficient that exists.

The main symptom of the danger the European community is an flexibility of opinion towards the spect bred by time and custom, a die-hard attitude to appraise entire situation on the more spectacular drinking incidents of native larrikin. out in a community where drink- is illegal, the man who drinks the extent where he hits the dlines is not, by any stretch of gination, the normal man.

The Hoodlum

he very flaw in his character ch makes him want to steal hylated spirit and pour it down throat may be the same flaw ch drives him to act the hoodlum erwards.

has also been suggested that day on which the native can ally drink will be the day when odthirsty hordes will descend on er communities, waving bush- ves and slitting throats with eless abandon. ut some thoughtful people be- e that uncontrolled native drink- would produce far more trouble the form of economic misery ong native communities than ble it would ever produce in any er form.

There is little evidence today of e formation of liquor-happy des of murderers, although there plenty of evidence to prove that e native is drinking. Furthermore, re is evidence to show that drink s already caused some economic happiness. The economic aspect uld far exceed the social aspect the final evaluation.

This point of view is strengthened statements on native drinking ich a Tolai cocoa-grower, Stanis ralimit, made in Rabaul recently the Assistant Administrator of NG, Dr. J. T. Gunther.

Stanis said: "People who have en drinking on the quiet for years ve suddenly woken up how mean d miserable their houses are, and w under-fed their children are, mpared with the homes and ildren of people who have used eir money wisely.

"They have made big money m their cocoa scheme and they ve spent it on spirits and gambling til it is all gone. They are be- anning to see how stupid drink is r them at present and they are rning away from it."

The Rev. J. Sharp, of the ethodist Overseas Mission, has ported this view in remarks to e Kokopo Town Advisory Council ich has from time to time ex- essed fears at mounting illegal inking among natives.

How does the drink get to the tive today?

There seems little doubt that an

extensive system of illegal supply is in operation. Even if not highly or cleverly organised, it is effective and fairly systematic.

Taxi Drivers

Native taxi drivers have been prosecuted for running liquor. One even had a town delivery service taking orders one day and deliver- ing the next, accompanied by a system of horn signals as he did his rounds. A native driver, of course, is merely a go-between. Whether he has bought the liquor to re-sell or whether he is delivering it for someone else, he first must have obtained it illegally.

There is the inevitable dribble of supply by theft, but this is small in relation to organised supply. There is some pillaging at Rabaul wharf,

but strong action has cut this down considerably in recent months.

To suggest whether the original illegal suppliers are members of the European, Chinese or mixed race communities is to tread on sensitive ground. Each perhaps likes to think it is the others. Evidence shows that all are probably involved to some degree.

Once supplied to the native in large quantities the liquor is in many cases distributed in small lots by native-operated organisations. The ultimate price which an in- dividual native might pay for a bottle of rum could well be four times its retail value in Rabaul shops.

When the Minister for Territories, Mr. Hasluck, discussed the matter in Rabaul late last year he stressed

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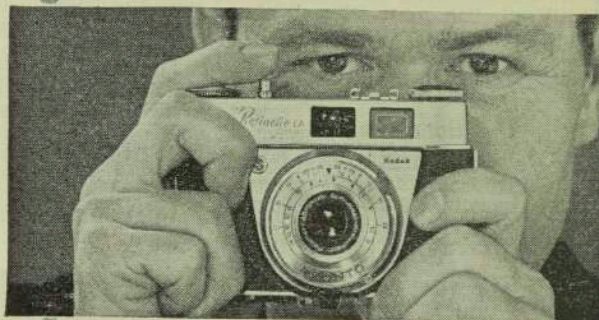
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that he considered the supplier was villain. This view is shared generally.

At least two Administration officers have given outspoken personal opinions in which they favour native being allowed to drink, in which they strongly condemn existing indications of widespread black-market activities in the area.

They believe that the moral damage caused by underhand supply activities and the economic damage caused by inflated prices for liquor harming the native far more than drinking itself ever could.

A Rabaul businessman, Mr. Charles MacMillan, recently made the startling claim that while churches are condemning native drinking, some of the biggest grog-runners in town were sitting in their congregations. The churches should adopt a more realistic and aggressive attitude, Mr. MacMillan said.

What is Being Done?

His claim brought an immediate report from the Chairman of the Methodist Overseas Mission at Rabaul, the Rev. Wesley Lutton, to the effect that he knew of no such people in his congregation.

What is being done to correct this liquor control position?

Statutory authority as represented by the Administration has laid down finances covering liquor control, but suggestions are always coming from other sources, including missions, advisory councils and civic organisations.

To deal with the Administration's part first, there is complete prohibition of native drinkers, and certain restrictive regulations apply when a native is employed in clubs or hotels selling liquor. Newer legislation provides for keeping a check on big sales by licensed suppliers. Administration officers have made no secret of the fact that some of them favour lifting the prohibition at the earliest acceptable time. The Administration itself has no immediate stated policy, although it naturally keeps the situation under review.

The Minister for Territories has announced that should the Administration recommend any drastic changes in liquor control or availability, he would not blindly amend or countermand the recommendations. Administration officers on the spot are the only people among the ranks of public servants or parliamentarians who are qualified to make such recommendations. Mr. Masluck said, and therefore their recommendations should be respected.

One Administration officer formerly stationed in the Rabaul district has reported that he received direct requests from some natives asking for the lifting of prohibition. His experience in this regard was

directly the opposite to that of the Rev. J. Sharp, already quoted.

In any case, the law is quite clear-cut at present in its provision of prohibition and penalties, and there are no indications of an immediate change.

This leads to the important question of what steps are being taken to implement the law, irrespective of opinion on the rights or wrongs of the law.

Most Contentious

Without a doubt this question is one of the most contentious of the lot in the Rabaul district at present.

General public opinion tends to pillory the Police and the District Services without mercy, on the grounds that the liquor laws are being broken under their noses and they are doing nothing about it.

A smaller section of public opinion hints at secret orders from headquarters saying, "go easy on the grog runners because some of them are not of European origin, and we don't want unfriendliness in the nest".

The second opinion is a hard one to accept.

The opinion concerning Police and District Services inactivity deserves some analysis.

Let it be pointed out first that Assistant District Officer Peter Maloney was once attacked and cut in the face when he closed with a drunk native, that Sub-Inspector E. B. Young had burning wood and coconut husks thrown over him by drunk natives, that Inspector E. J. Herbert was pelted with lumps of wood in similar circumstances. This sort of thing has not happened often to the average person who tends to criticise.

It would be fairer to suggest that the very system of British justice, with its particular emphasis on the rights of the individual, is not always the best weapon to use against a mass social problem. The legal benefit of the doubt can arise too often when dealing with witnesses and defendants from a semi-developed culture.

The best weapon to suppress the problem would be a benevolent dictatorship where the individual would often be sacrificed for the good of the mass. But no right-thinking person would want this.

The Missions

It cannot be stressed too strongly that today a great responsibility rests with Police and District Services officers to pursue and prosecute to the hilt every detectable offence involving the relationships between natives and liquor. This applies particularly strongly in the matter of liquor suppliers.

So much for the part played by statutory authority in dealing with the problem. What is being done elsewhere?

(Over)

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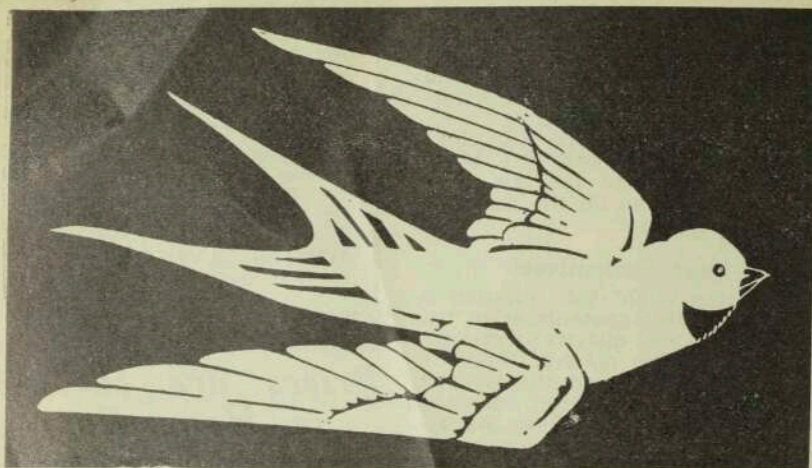
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The missions naturally are one of the most active of organisations in this regard. For those sects which ban liquor anyway among their adherents the course of action is clear. It is to their credit that among their native adherents the drinking problem is generally non-existent.

Liquor is usually one of the topics when the combined missions meet in conference with the Administration.

Unfortunately, a recommendation which the mission conference put out at its most recent sitting, at the end of 1959, was so impractical that it tended to destroy public faith in the ability of some missions to face up to reality.

The recommendation was that Papua-New Guinea should be declared an area of total prohibition for every person, irrespective of race or background. Hypothetically this recommendation might be an obvious answer, and it can't be denied that the recommendation was a sincere approach to end a major problem. In addition, the missions which supported the suggestion must be admired because in most cases they are already practicing what they supported.

Nevertheless, the prohibition suggestion became something of a public joke. Shrewd (if distorted) brains were already planning where they would set up their moonshine factories. Others of a more technical turn of mind were planning mass production of stills.

If prohibition came (but it won't) the joke would become an all too unfortunate reality, and the original problem would fade to insignificance beside the new one.

In addition to the missions, the natives themselves frequently make suggestions. Some, as reported by mission officers, have asked for prohibition. Some, as reported by Administration officers, have asked for the gradual right to drink. Some have requested the Minister for Territories to arrange heavy penalties for assisting existing laws.

Heavier Penalties

To some extent members of the European community have supported suggested heavier penalties, and have extended the suggestion to include drinking offences among Europeans (drunk driving, drunken and disorderly, offences committed in drink).

Many responsible Europeans feel that this would be one of the most practical ways of demonstrating to the native that the European himself has no tolerance for anyone who misuses liquor, irrespective of the race of the person concerned.

The suggestion has much to commend it.

Recapitulating all the points so far made, and drawing conclusions, the problem can be set down in this way:

THE SITUATION

1. Liquor is prohibited to the natives of the Australian-administered Territories of Papua and New Guinea, but the Tolai native in the district surrounding Rabaul is undoubtedly drinking illegally on an appreciable scale.

2. His liquor is coming mainly from regular suppliers, but some is stolen and a small amount is illegally distilled.

THE TREND

1. Some natives who drank previously have now turned against it and have announced publicly that they no longer want it for themselves or for their communities.

2. Despite this, there is little else to suggest that the problem is becoming less acute.

3. There are some cases of natives making representations for the right to drink, but the expressed opinion of most leaders is still against drink.

4. There is evidence of a feeling among some Administration officers (though not officially expressed) that drink should come to the native. Such expressions have not been specified when.

THE PROBLEM

1. The immediate problem is to correct an unfortunate situation which has arisen regarding illegal drinking in a territory where prohibition applies to one race but not to others, and which must be corrected without delay.

2. The ultimate problem is to resolve the question of whether and when the native should drink.

THE DANGER

1. Liquor is more likely to cause economic and social misery in native communities than to cause violence or inter-racial disturbances.

2. Illegal liquor consumption has already caused some economic trouble in native communities.

3. The growth of liquor-running today is proving morally harmful, economically dangerous and socially embarrassing.

4. The present situation will not correct itself, and it will rapidly get worse if it is allowed to slide.

THE CONTROL

1. The Administration has laid down extensive liquor-control ordinances, including recent legislation, and it is constantly reviewing the situation. There is no official indication from any senior officers of any immediate consideration towards the removal of prohibition.

2. There is often public criticism of the legislation itself and of the efforts made to apply it. The extent of the criticism which is justified is open to debate.

3. The natives themselves, the missions and civic organisations, such as advisory councils, are constantly making suggestions either for the future or for control of the present situation.

RECOMMENDATIONS FOR TODAY

1. There is basic provision in the law as it stands today for dealing with illegal liquor supplying and illegal drinking. Accordingly, while the present situation exists it is imperative that there be absolutely no let-up in investigation, prosecution and correction, no matter how unfortunate might be certain cases in relation to other circumstances.

2. Penalties for liquor offences committed in liquor must be increased for all sections of the community.

3. Total prohibition for all races in Papua-New Guinea is an over-idealistic solution to today's problem, and it would not work in practice.

4. Native Affairs officers and police must be free of all official censure regarding their publicly-expressed views on the liquor situation, particularly as their own Minister has described their opinions as those of the greatest value.

RECOMMENDATIONS FOR THE FUTURE

1. It must be conceded generally that a time will come when the native must be permitted to drink.

2. Preconceptions, bias, or faulty judgments based on the incidents arising from today's liquor situation must not be allowed to affect a solution to the ultimate problem of when or whether the native should drink.

3. There must be a continual and organised assimilation of all evidence touching the relationship between natives and liquor to guide the framing of ultimate liquor legislation.

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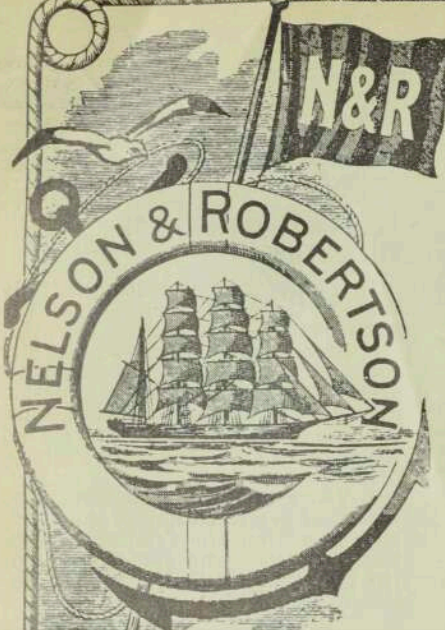
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Among The Beauties Of The Great Astrolabe

Story and Photographs by Rob Wright

On the night of June 5, 1827, the sailing ship *Astrolabe* was ploughing through rough seas approximately 60 miles to the south of what is now the port of Suva. Her master was the intrepid French explorer and navigator Dumont d'Urville. Suddenly from out of the blue-black haze ahead, appeared the white outline of breakers on a coral reef. Hastily the ship was put about. Disaster was narrowly averted.

By daylight, d'Urville saw the reef to be a massive coral barrier, up to a mile in width, and unbroken for a distance of some 20 miles. Behind this protective barrier lay the island of Kadavu, fourth largest island in the Fiji group, and scheduled during a brief period—1874/77—to become a port of call for trans-Pacific ships. Painstakingly d'Urville traced the long loop of reef to the north, naming it the Great Astrolabe Reef in honour of his ship. At the northern end, before the reef turned and swung to the south on the leeward side, the explorer found a channel which separated the Great Astrolabe Reef from an egg-shaped barrier scarcely a mile distant.

No Tourists

To this channel, he gave his own name—d'Urville channel, and the separate ring of reefs to the north he named the North Astrolabe Reef. It became known to local sailors as 'olo—which, in the Kadavu dialect means "rock". In later years a

light-house was erected on this spot.

Dumont d'Urville probably never heard the phrase "tourist potential", nor would he have ever been aware of the fact that one day the area which bears his name and that of his ship, would be one

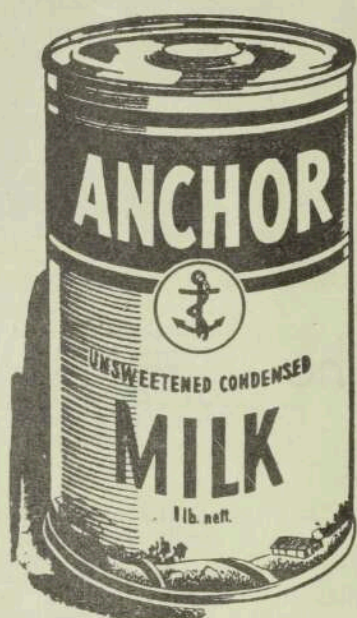
The "*Maroro*", formerly the well-known Tongan vessel "*Hifofua*", and now under the command of Captain Stan Brown who makes her available for tourist cruises, is framed in a pretty picture as she passes Bulia Island on the way to the coral gardens in the lee of the great Astrolabe Reef.



With exhilarating speed, and with grace, Fijian outriggers from Bulia village sail through the Astrolabe Lagoon at Kadavu. Meanwhile on the beach (right) some of the inhabitants of the village come down to meet the attractive visitors to the island. This is one of the many fine beaches and bays in that area.

of the finest "off the beaten track" spots for tourists.

Usually, the only travellers to the Kadavu group have been itinerant yachtsmen and fishermen. This is probably because an ocean-going craft is required for the short sea journey from Suva. Now, with the advent of Captain Stan Brown and his auxiliary ketch *Maroro*, with charter and tourist cruises, the wonders of a Pacific lagoon will be open to anyone with the time to make the trip. The *Maroro* is perhaps better known to Pacific sailors as the former *Hifofua*, the Tongan Government yacht built by Charles Bailey, of Auckland, in 1927. She has the stately lines and seaworthiness of most sailing vessels of that era. I recently made a



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pretty passengers aboard the "Maroro" get ready for a quick trip ashore and a swim as ketch approaches the beach. Seated, from left to right, are Herbert Marlow, Liebling Hoeflich, Velma Lock, Ethelwyn Garnett, and (in front) Dale Bentley.

ist-survey-cum-film-making trip Kadavu on the *Maroro*. With us movie-maker Robert Steele, his cameraman Bob Clough, and a bevy Suva's prettiest and shapeliest who were to be featured in scenes both above and below er.

using both power and sail, the rt ocean hop was over in a ter of a few hours. Plenty of k space and comfortable accommodation added immeasurably the pleasure of the journey.

Turquoise and Shades

ve entered the island-studded rolabe lagoon through Usborne s, near the northern end, ough there are two other passes, ards the centre and one to the th. The sea in these impounded ers was calm, and in colour quoise, shading off to greens and wns near the reefs.

ve soon passed Vanua Kula, an t just within the entrance, and nile farther south, drew abeam Dravuni, a long narrow island of tening white sand and coconut ms, one of the two inhabited nds in this little paradise.

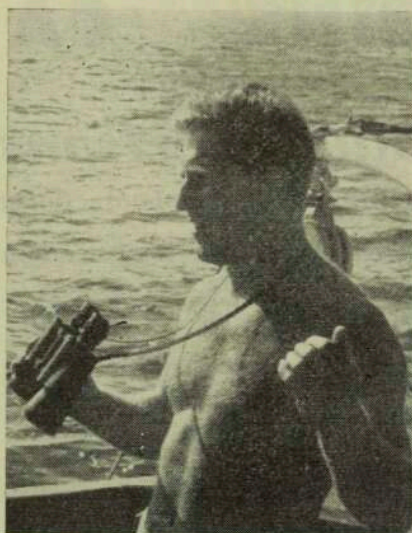
ur objective was Yaukuve, an nhabited island still farther th, where we planned to hor for the evening. The water s crystal clear and the anchor ld be clearly seen as it grabbed a hold in the coral. The ship's t and a bathing party were soon r the side and heading for the ch.

stroll around one of these nds is educational and interest-. The beaches of clean white

sand hold innumerable little treasures in the shape of sea-shells and pieces of coral. Fringing the beach are the inevitable coconut palms—those stately trees of grace and beauty, and fine props for my camera.

Lush Undergrowth

Lush undergrowth is encountered as one pushes deeper into the island. Indigenous trees and shrubs are crowned with sweet-scented flowers and brilliant foliage. Here and there an orchid peeps from gnarled trunks, trunks misshapen by hurricanes of the past. As the sun



Captain Stan Brown gives directions to the helmsman aboard the "Maroro".

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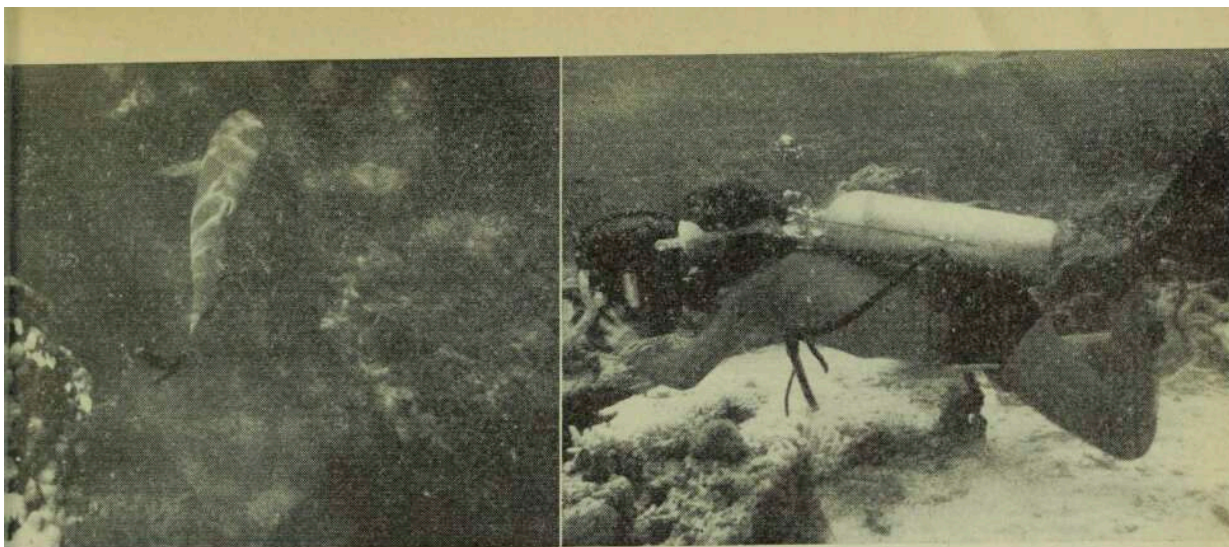
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A four-foot shark browses slowly along a reef entrance as sunlight mottles its back, providing it with a ready-made camouflage pattern. This is one of the underwater shots taken by Rob Wright in the Astrolabe Lagoon. Rob (seen right) was equipped with aqua-lung, flippers and, of course, underwater camera.

down beyond the reef, it ouetted, for fleeting minutes, the angular mat sails of *takias*—an sailing canoes—skidding for anchorages off the villages. The tuneful island melodies sung played by Wesele, the *Maroro's* an engineer and deckhand apatriots, blended with the tranquility of the evening. No stiles, bells, motor-horns, or one calls there.

Plans To Ease The Suva Rush Hour

Plans for certain Suva Government offices, notably the Post office, to remain open in that is looked upon as Suva's lunch hour, might well represent the first moves in easing the road traffic rush that takes place in that city at about 1 p.m. and again at about 2 p.m.

The Government offices are to remain open, on an experimental basis, for three months, for the convenience of the public who are working at other business hours," but the effect of the move could institute a sensible staggering of the lunch hour in all Government offices and business houses. Not only would the traffic jam be avoided but the anomaly of the long morning—most Islands people are early risers—and the short afternoon, would be done away with.

Some offices and businesses already do close at noon, but the vast majority join the 1 p.m. stampede, when Suva is virtually attened down for an hour with hardly a sight of man or dog in its streets at 1.30 p.m.—JPS.

We were under way at first light in the morning, slipping past the island of Yaukavulailai, and rounding Bulia to the east. We were making for the lee of the Great Astrolabe Reef, where some of the finest coral gardens in the archipelago exist.

Coral Gardens

I had visited this area several years ago with the Frank Hayford expedition, making underwater movies of the corals and fish. And this time we had a similar purpose.

Equipped with aqualungs and underwater cameras, and assisted by Colin White, president of the Fiji Underwater Spearfishermen's Association, the task of recording on film the marvels of this underwater world soon began.

Corals of every shape, texture, size, and colour surrounded us, while the fish which inhabited them were surely the most magnificent treasures the sea could create. In scintillating colours and exotic designs of reds, yellows, blues, and purples—these jewelled creatures swam by in kaleidoscopic parade.

Greetings

We spent hours where we would like to have spent days, but there was other work to be done. The girls were photographed in the water and out; on the beaches and on board ship.

At Bulia, one of the two inhabited islands, Fijian outrigger canoes put out to welcome us and put on dazzling and exhilarating exhibitions of speed and grace.

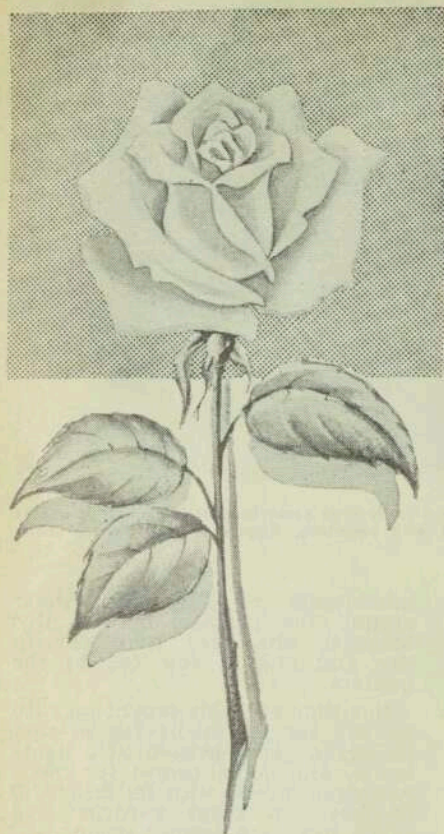
At Herald Pass on the lee side of the lagoon, spearfishermen entered the water in search of big fish. On a previous trip, they had filled a boat with large succulent

inhabitants of the deep water around the passage, but on this occasion, the prey were camera shy and only a few fell to the hunters.

But time and tide caught up with us. We left Astrolabe lagoon and its island gems, skirted Solo light-house, and set a course for Suva. Astrolabe lagoon with its delightful beaches, its coral gardens and exotic fish, soon seemed remote.



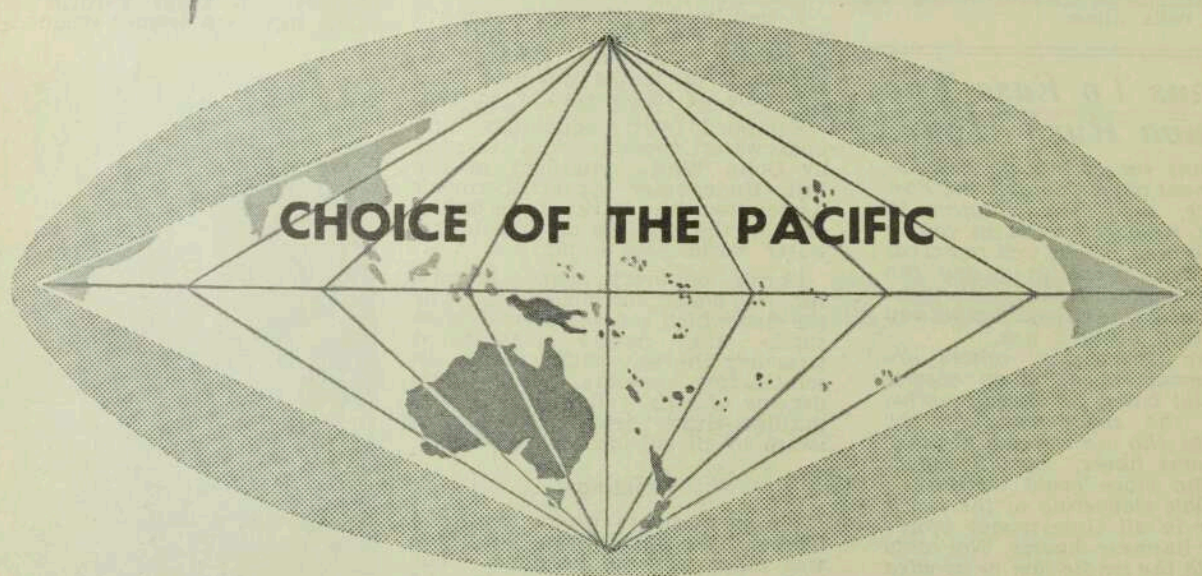
Small black fish feed off a ledge on an underwater reef. In the lower picture, some of the small exotic fish which abound among the scintillating corals of the Great Astrolabe Reef. Fiji's maze of coral reefs are second only in size to the Great Barrier Reef of Australia.



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TAPPED ISLANDS RESOURCES

Perhaps Somebody Knows Of A Distinctive Soup?

From a NZ Correspondent

While Islands Governments give a lot of thought to diversification of agriculture and to possible new industries, many possible other industries seem to be passed

over as long as easier money can be made in less precarious regions, overseas investors cannot be expected to show much interest in Islands, but that is not to say there are not many openings for the small local investor and the well-guided native co-operative organisation. The most unexploited field of possibilities must surely be that of the produce, and one of the best products is soup. In some overseas countries the thing that New Zealand is famous for is its toheroa soup, which could be a major industry. As it is,

it is impossible for New Zealanders to buy toheroa soup, the entire output being sold to luxury hotels and restaurants overseas, mainly in the United States.

There may be no toheroa shell fish in the Islands—and if there are, they may have a very different flavour to those found on New Zealand beaches. But there is no reason to suppose that there are not other shell fish, or other kinds of fish, with an equally distinctive flavour that, with the right promotional publicity, might establish for their parent territories an equally famous reputation.

Other Soups, Perhaps?

One of the items in this field might well be turtle soup, con-

sidered a luxury by many, yet generally unobtainable in New Zealand and Australia, except perhaps from certain firms specialising in rare items.

Three years ago a turtle farming project, in enclosed waters, was initiated at Ponape, in the US Trust Territory of Micronesia. There they did not have soup in mind. The meat and the shells were the aim. But is there any reason why a turtle soup industry could not be similarly established?

There is no great capital involved in a modest canning plant, and it would not be expected that an industry of this sort would be on a major scale, but there do appear to be very real possibilities for small investors in this direction

American Samoa's Future

A constitutional law committee has been holding a series of sessions in Pago Pago recently with the purpose of framing a constitution for American Samoa.

The two legislative heads, the District Governors, Chief Justice and Attorney-General, and some others, have been debating various points. One of the administrative changes so far approved concerns a new appointment. Samoan leaders have urged that a Samoan chief should be acting-Governor in the absence of the Governor. The secretary of the Government at present takes the post of acting-Governor.

The Samoan chiefs have now agreed to the appointment of a secretary of Samoan Affairs, selected from one of the three Samoan District Governors, to stand third-in-line with the Governor, and the appointment has been recommended to the secretary of the Interior in Washington, who will give a ruling on the powers of this official.

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TORREMOLINOS, SPAIN: *Heaven help the overseas tourist in Europe in the coming summer. The Olympic Games are on in Rome, and there are plenty of signs that there, and elsewhere, this will be a season to out-do every other tourist season that has gone before.*

any of you, there in the South Pacific, are planning a holiday in Europe, any time between July and October, you want to catch any ideas of leisurely touring, putting up when and where the money moves you. Europe this summer will be as comfortable as the London Underground at peak hour; as exclusive as Bondi Beach on a hot, January Sunday. If you haven't already done it, book a hire-car now; reserve accommodation without delay. But if you value peace and quiet, try South America, instead; arrange a safari in South Africa. Go to Queensland; Korolevu Beach, Fiji. Better still, go home and save your dough! For one thing, Europe has never been more prosperous, therefore local people, once content to stay home and let the rich foreigner do his worst, now compete with the foreigner for accommodation and tourist delights. Secondly, there is the perennial American tourist who, season or out, can be found at any given spot where they have hotel rooms-with-bath.

The Lid is Off

Foreign Travel

Thirdly, and for the first time since 1939, the lid is off foreign travel for the tourist from the UK. In very recent years he has been restricted to £100 per annum for foreign travel. In the years immediately after the war, he was allowed nothing, or next to that. This year he can spend what he likes. Since December, a large proportion of the advertising space in London and provincial newspapers, and in the national magazines has been

devoted to Your Holiday This Summer. "You" are invited to come to Blackpool (or Liverpool or Devon); to cruise the Thames; hire a caravan at Bournemouth; or patronise one of half-a-dozen hotels on the Isles of Wight or Man.

In addition, the whole of Europe is to be the oyster of Mr. and Mrs. and, especially, Miss John Bull. Ten days in Switzerland are offered "from £24"; 15 days, air travel each way, in Tangier, the Italian Riviera or Yugoslavia from 42 guineas; eight days in Belgium from a modest £13/10; 15 days' air holiday in Spain from 36 guineas. Etc., etc.

What's Best — Winter or Summer?

I suspect that *from* is the operative word—although the whole thing is intriguing. Take the 15 days in Spain, with air travel, from 36 guineas. The cheapest air travel, UK to Southern Spain by one of the lesser known airlines is £30 return. (BEA's regular daytime flight, London-Gibraltar, is £52/17/ return). Hotels and pensions in Spain are cheap, but not all that cheap. How do the agencies do it? That is the From-36-Guineas Question.

All this minimum price tourism need not affect you who are prepared to pay more, you probably think. Don't you believe it. With half the typists and junior clerks in Europe taking their From 20 Guinea's worth all the way from Norway to Casablanca, the pressure is on from the bottom and you'll be competing with them, alright, right from that cup of coffee to that film from the camera shop.

I last came to Europe in the



It's a long way from the sunny South Pacific, and still a long way to sunny Spain. R. W. Robson surveys a bleak winter, somewhere in France.

northern summer of 1955. It was one of the good years, in that there was sun and little rain. I bucked the full blast of the tourist run-around for three months from southern Italy to the north of Scotland and swore I never would again.

In comparison, what are the pros and cons of coming to Europe in their winter?

Obviously, on the con side is the weather, but as a bad northern summer, which happens four out of five years, can be almost as unpleasant as a northern winter, this objection boils down mostly to the restricted hours of daylight available in this season, and this can be a real curse.

There are, nonetheless, avenues of escape. In France and Spain they cheat old GMT and advance their clocks one hour. This means that daylight, and the business of the day, get going even later than in the UK but you get that extra hour at the other end of the day where it does most good. Here, in southern Spain, the sun is currently emerging from the sea at 8.25 local time. It begins to get dark again around 7 p.m.—or 6 p.m., GMT.

The Spanish Are Midnight Eaters

As the Spaniards eat dinner some time between the ungodly hours of 9.30 and 11.30, and are still screaming around the old hacienda at 1 a.m., making noises like a Moorish bazaar in full blast, they are not, by nature, early risers, so that morning hour doesn't matter much anyhow.

Oddly enough, although it is holidays for everyone, and the wealthy have been steadily reduced in numbers, the convention that mass holidays come in summer is still adhered to. The result is that from May to

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70

MARCH, 1960 — PACIFIC ISLANDS MONTHLY

ember, but mostly in July and August, the sunny coasts of France, Italy and Spain are crowded to explosion point, but in the once desirable winter "season" they are as dead as the dodo.

Here in Torremolinos, eight miles to the west of Malaga, and facing Africa across the Mediterranean Sea, it narrows and funnels in to the Straits of Gibraltar, the excellent winter climate is largely neglected, like northern France and Germany lie snow-covered, and Londoners creep around in their winter coats.

Hotels here that are designed to accommodate 200 guests are currently operating for 30, with hotel tariff at a low off-season rate.

Captain James Cook, in one of his journals from his first voyages in the Southern world, observed that the matter of latitude in relation to warmth, the Northern Hemisphere could give the Southern 10 degrees. This place bears that out. The latitude is about 37 deg. N—but the same distance from the equator as Melbourne, Vic. The winter climate, however, is similar to that of about 27 deg. S—that is, nowhere along the NSW coast between Sydney and the Queensland border.

The rain in Spain doesn't always fall on the plains, of course. Since we have been here we have had some wet days; some cloudy; there have been some morning mists and other occasional trimmings of water. But there have, also, been many long days of brilliant sunshine when it has been pleasant to sun-bathe; and delightful to wander through the valley orange groves, while the pink-white puffs of almond trees in full bloom, march-up the mountain sides above us.

The Rain in Spain

Not Always

There is a mildness about the place, missing from even a couple hundred more miles to the north. Mercuroats have been shed; the car's heating and demisting devices, which run continually at full blast in England and France, have never been used.

Finally, you are an individual at this time of the year; not one of the un-numbered tourists of later years. People have a willingness, and the time, to serve you.

Not that there are not some imperfections even in this Eden: The Spanish passion for uncarpeted marble floors and glazed tiles as building materials is a cross to bear. Their lofty rooms with curved archways, and nooks and crannies, aren't made for coziness, either. And their domestic mod. cons. are a generation behind England, two behind Australia and three behind the USA.

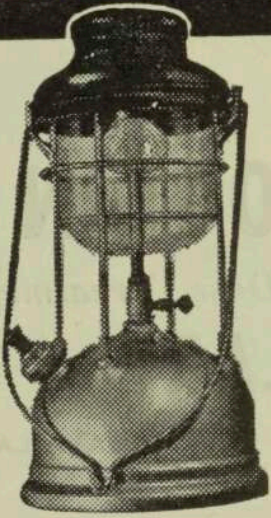
Torremolinos, at the end of the Civil War and for some years after, was just another poor village on the verge of starvation. It is only in the last 10 years that the metamorphosis has taken place. The village now is swamped by the new section that spreads west towards Marbella. Two more luxury hotels have opened in the last few months; at least four more are in course of erection—plus apartments, villas and bungalows galore, for rent.

The 40-odd miles from here to beyond Marbella have caught the attention of the real estate merchant. Former agricultural land and rocky outcrops "with views", are being subdivided and sold to anyone—

foreigner or native doesn't matter according to the notice boards in Spanish, English, French and German.

When the tourist money-tree flowers in this place, and so far it is just in bud, it will give the local people an alternative industry to the pitiful peasant scratching that passes for agriculture in this land of barren slope and mountain. But you can already see the pattern of more advanced countries being repeated: The turning over of the pockets of agricultural land to speculative building and tourist hotels; the change from fishing and gardening to catering to the demands of the tourists. (Over)

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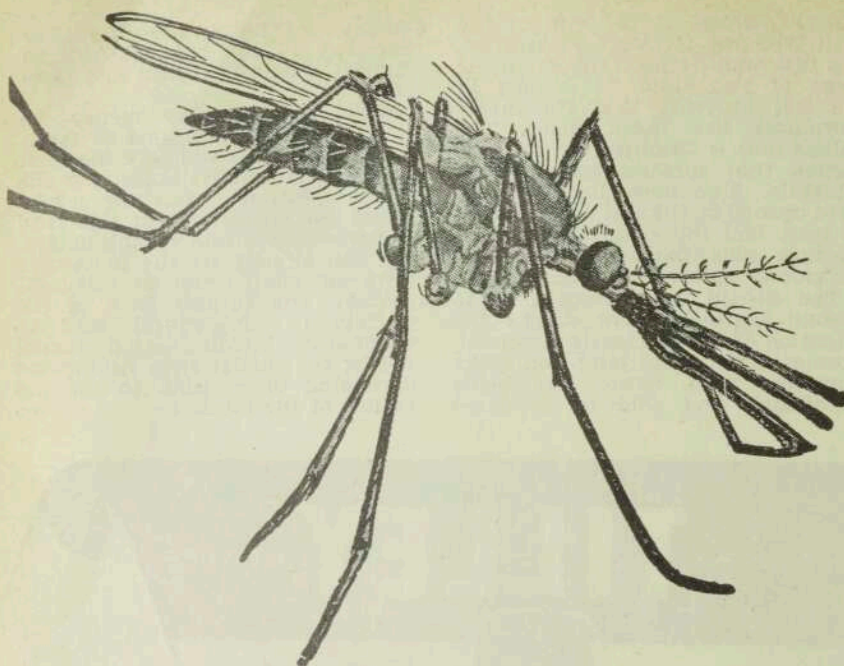
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At the same time, with increased tourist traffic, will come a big demand for the products of the sea and the land, with consequent increase in prices for the commodities which are now plentiful and cheap.

It will be interesting to see the Costa del Sol five years from now but I think that those who have already discovered it and sampled its more simple joys will have had the best of the bargain.

Mad Aussies Who Knew No Better

We drove down through France during the January storms that covered all Europe from the Shetlands to the edge of the Mediterranean with a coating of snow and ice.

The French villages were as empty as the H-bomb devastation scene from Nevil Shute's *On the Beach*—the French farmers had gone into their ramshackle farmhouses and pulled the doors to after them. The lorry drivers were prudently huddled up somewhere, waiting for the road gangs to throw grit on the icy road bends and hills. Only Australians who had never seen snow on roads before, and knew no better, ploughed on. We had the long, straight roads of France practically to ourselves.

Within a couple of miles of the Mediterranean shore we drove through the thickest snow storm of all; drifts of snow continued with us all the way to Barcelona. In Barcelona, all the winds in creation blew from the snow-covered peaks and froze us to the marrow.

We beat it further south—along the last 650 miles that would bring us to the famous Costa del Sol where it was possible (but not, on our part, probable) to bathe in the sea in January.

The road from the French frontier to Barcelona is good; from that point on it develops its own wayward Spanish way.

Spanish roadbuilders still employ the round and over (rather than through) technique, and as the bulk of this part of Spain is rugged marble and granite mountain, with the butt end of ranges falling into the sea, there is a great deal to be round and over.

The Streets Are Made For Wheel-barrow

From Barcelona we followed practically every indentation of the coast, with occasional excursions inland to wind over gaunt hills and down through the wheel-barrow wide streets, of some ancient villages. In common with France and England the by-pass road is rare.

This is an incredibly old land. Phoenicians, Greeks, Carthaginians, Romans and Moors have come, gone

tangled and what remains is the
ent-day Spaniard, still living in
the villages founded in antiquity
obviously little improved since.
at a lorry, two donkeys, a bicycle
seven villagers toting wine or
or bottles into one of those
ts and you have a traffic-jam
makes the immovable object
the irresistible force look like
ergarten stuff.
the motoring sense the
niard has not yet emerged from
era when a bloke was supposed
precede the automobile waving a
flag. Few footpaths are provided
where, but where they are these
ividualists still prefer to walk in
or street.
ne whole pace of the roads (and
large extent that of the whole
ntry) is geared down to the
quitous donkey and his pro-
pous load of wet sea-sand, marble
s, crushed rock, haystack-sized
of brush, scrub, vegetables or
nans.

Get a Hint From Expert!

motoring here can be anything,
the way from frustration to fun.
it just isn't for the guy who
eves that its only purpose is to
from here to there in the
rtest possible elapsed time.
he roads themselves are often
ly surfaced, they are tortuous,
row, cut like ledges into the cliff
and insufficiently marked with
d signs. If you are a timid driver,
sed to marathon contests of driv-
skill; scare, frustrate or tire
ly—leave your car at home.
ter still, fly to Gibraltar and
e a Drive Yourself vehicle. The
d between Malaga and Algeciras,
en in moderation, will be your
a.
f, on the other hand, you are the
enturous type; like performing
ts of derring-do that have been
equalled since our grandfathers
t took up the internal combus-
n engine seriously—you won't do
ter anywhere: Try yourself out
sunny Spain!

Matron Dorothy Maye, MBE, of
P-NG Department of Health,
o is planning to retire shortly
i settle down in South Australia,
s given long years of outstand-
service to the Territory. She
nt to Rabaul from Canberra in
6, then on to Kavieng, where she
s nursing wounded servicemen
en the Japs landed there in 1942.
e was a prisoner of war, first at
baul and then in Japan until the
d of the Pacific war. Returning
the Territory in 1948, Matron
ye was at Moresby and at Lae
til she became ill recently and
ent a short time in Taurama
spital, Port Moresby, as a patient
rself.

An Atomic Approach To Mosquito Control

The potentialities of atomic energy
as a killer of men are constantly
stressed by the daily Press, but a
good deal less interest is taken in
it as an aid to mankind.

Irradiation of wheat and rice, for
example, has produced new varieties
which are enormously more pro-
ductive than pre-atom-bomb
varieties, or which have character-
istics which permit them to be
grown on land quite unsuited to
those former varieties.

Now experiments in pest control
with the aid of atomic energy give
promise of a completely new
approach to the problem. Where a
few years ago it cost a king's
ransom to temporarily reduce the

mosquito population of a small
Pacific island, recent experiments
by the US Department of Agri-
culture give promise that in future
it might cost next to nothing.

Instead of using insecticides, the
American scientists have found
that by irradiating male mosquitoes
with a cobalt-60 "bomb" and thereby
rendering them sterile, then releas-
ing them to breed, the offspring re-
sulting will all be sterile, too. Later
this year they plan to release a
swarm of sterile male mosquitoes on
a small island in the US Trust
Territory, just north of Guam, which
is plagued with mosquitoes, then
to stand by and watch results.



Sand castles are an expression of a child's desire to build, to create
something solid. Their castles in the air — their dreams of the future —
will have much more chance of coming true if they learn to save while
they are young.

It's always easier to realise ambitions if you have some money behind
you, and the surest way of achieving this is to start saving now.

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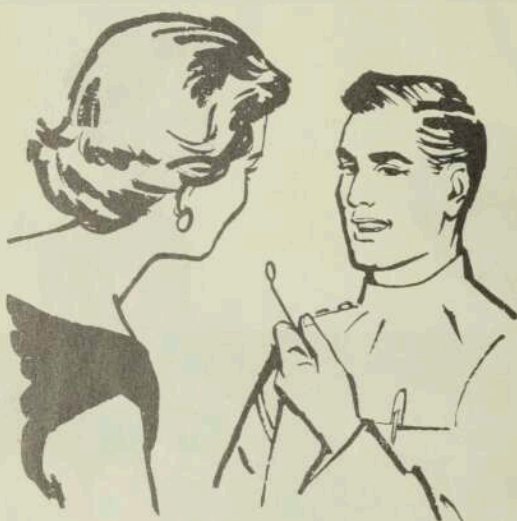
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WITH COLGATE**

STOPS BAD BREATH INSTANTLY

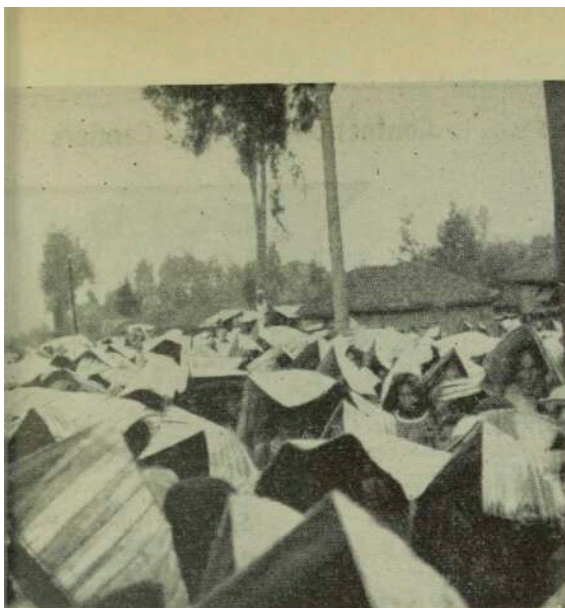
FIGHTS TOOTH DECAY ALL DAY

KEEPS TEETH SPARKLING WHITE

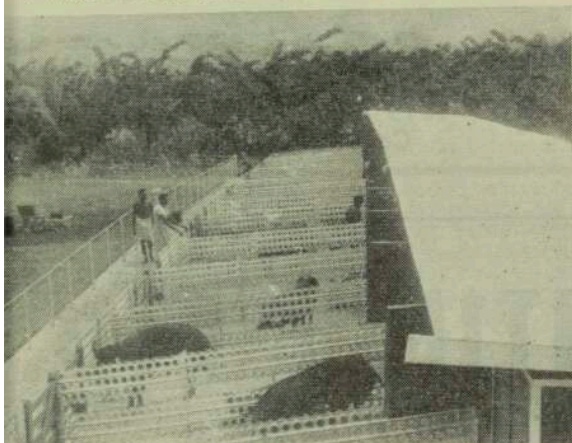


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FRESH BREATH . . . MORE
PEOPLE BUY COLGATE
THAN ANY OTHER DENTAL
CREAM IN THE WORLD!**

W101



the wet season at Wabag, in the NG Highlands, and when the pigs go walkabout they take their raincoats of palm, which serve the duty as sunshades. Here, 6,000 Wabags had just gathered to P-NG Administrator Cleland talk when down came the rain. Within a minute the scene looked like this.—K. Vellacott-Jones.



The pigs lead a happy life at the Administration's stud piggery now established at Goroka, and stocked with imported Canadian Berkshires.



Left, the sheep yards at the Hallstrom Livestock Station, Nondugl—one of the things seen by Administrator Cleland during his recent Highlands tour.

—Frank Ballagh.

The Highlands Have A Forward Look

From a Correspondent in the New Guinea Highlands.

The central Highlands of New Guinea, on green, cool plateaus at anything from 5,000 to 7,000 ft, have been in the few years since the end of the war, not so much a locale as a way of life.

BUT already the pace is changing. There are new faces and new developments everywhere.

The natives are learning what the world is all about. The settlers themselves have become organised—and although the experimenting and the pioneering is not yet over—there is a general purpose now. Everyone seems to know better what can be done and what they should aim for.

Coffee has probably, more than anything, helped to establish this sense of purpose. Coffee plantations and new plantation homes have now been developed on what was idle land, and during 1960 in the Wahgi Valley about 600 tons of coffee will be produced—from only a small part of the total planted acreage, for much of it has yet to bear.

Administrator's Tour

The Administrator of P-NG, Brigadier Cleland, with Mrs. Cleland, have just toured through the Wahgi—his first visit in two-and-a-half years. They have seen the differences and remarked on them.

Brigadier Cleland even threw some tributes to the work of the settlers, and tributes like that don't come too often from the Administration.

"I am convinced the Wahgi settlers are doing a first-class job and deserve the fullest support of all concerned," he said. "They, like other settlers in other parts of the Territory, are a responsible body, and seek to work amicably with the Administration. The native situation throughout the district is good, and the task ahead is economic development."

It's true enough, of course, and it's good to get some support on those points. The Highlands of New Guinea will lead the Territory one day—and the time is not far off either.

The Administrator's Highlands tour started in Goroka, where among other things he visited the Administration's stud piggery.

A Showplace

This piggery is stocked with Canadian Berkshires, and has been established at the Animal Industries Centre, under the supervision of the manager, Mr. R. R. Bell, an old Territorian of more than 30 years' residence. Purpose of the stud is to supply high-grade breeding stock to

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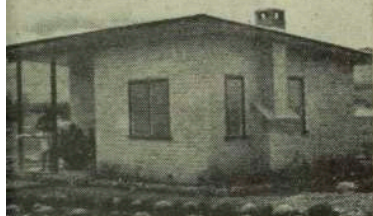
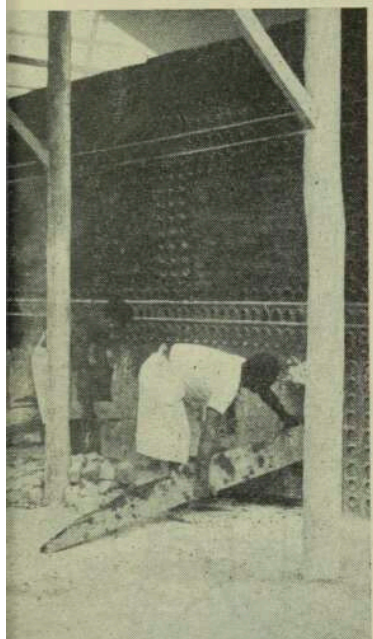
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Another view of the Goroka piggery, showing effect of the local stone construction, which make it one of the show places of the Highlands.—K Vellacott-Jones.



Coal fuel for the fires of the brick kiln at Goroka—producing P.N.G.'s only clay bricks. Other photos show some of the brick construction in the Highlands—a Masonic Temple at Goroka, and one of several brick Aid Posts.

European and native farmers in the Highlands, and to enable them to cross the hardy, but low-grade, village pigs with good boars.

There are first-class buildings of selected river stones, built into cement walls, and the pens have all mod. cons.—a better set-up even than the pigs probably have a right to expect. With the present stud the piggery will have an annual output of 240 pigs.

Although the piggery was designed as a practical venture and not as a show place, it certainly is a show place and will be even better soon, thanks to the work of Mr. Bell. A well known Territory businessman who recently visited the stud remarked that if the Government ever put the place up for sale he would make sure he got in the first bid.

Also at Goroka, and run by private enterprise, is a brickyard turning out the Territory's only baked clay bricks. Cement bricks are being used in several places in the Territory.

Goroka Bricks

The Goroka clay deposits are being operated by New Guinea Brick & Pottery Ltd., with Mr. E. J. Gane the managing director. The works were started about two years ago experimentally, and will soon be able to turn out about 10,000 bricks a day. At present they produce 1,500 bricks a day.

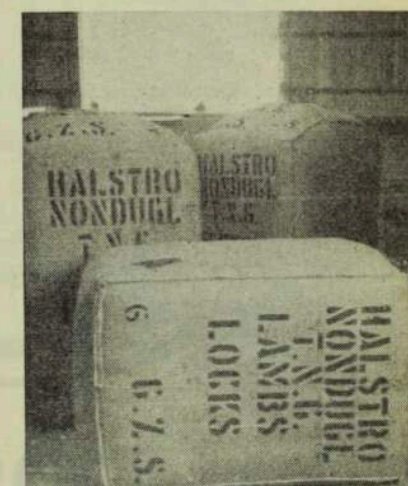
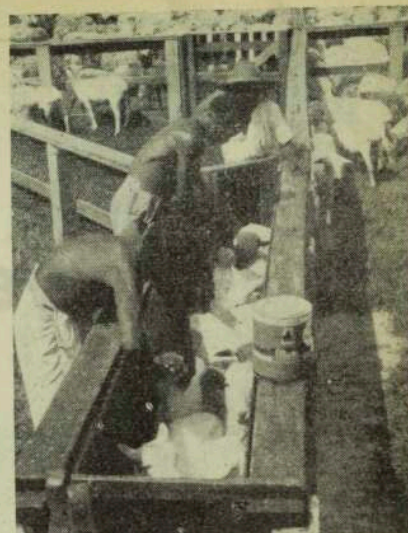
Mr. Gane, who in February went to Melbourne to show CSIRO officers samples of his bricks, considers that the local clay could also be used for the manufacture of roofing tiles and agricultural drain pipes. He is investigating machinery costs for this work during his Australian visit.

The Goroka brick industry has attracted the attention of the natives, some of whom have already decided to build brick houses. There is a steady rise in cash income among the natives and it's natural they will be wanting permanent homes. The cost of building a brick house in the Goroka area from locally made bricks is only slightly higher than it is for timber.

Missions at Work

From Goroka, Brig. Cleland went on to Nondugl and looked at some cattle. He also opened the Wahgi Valley Club at Minj. He also met a vast number of Wahgi natives who came for miles by foot and by bicycle to hear him talk, and to talk to him. Along the trail, at Minj, Banz and Mt. Hagen, he interviewed members of Farmers & Settlers' Associations—and there was some plain speaking there.

He visited many Christian Missions in the Highlands, including several in the Lai Valley towards Wabag—which must be about the most heavily populated Mission area in the South Pacific. By aircraft



Some more angles on work at the Hallstrom Livestock Station. Top picture shows native shepherds drenching sheep—a continual job at Nondugl. Centre, native shearers on the job. Kai, in the foreground, has shorn up to 120 a day, but he averages between 80 and 90. Lower photo shows portion of the wool clip awaiting shipment to Australia. High freight costs cut into profit. Photos: Frank Ballagh.

You've earned it . . .



enjoy it !

FOSTER'S LAGER



Some of the Wahgi Valley settlers (above) after luncheon given for the Administrator and Mrs. Cleland by the Wahgi Valley Farmers and Settlers Association, at the home of Mr. Peter Beck, near Banz. Brigadier Cleland, wearing dark tie, is on the right, next to Mr. S. M. Coley, Acting Western District Commissioner.

Along the valley you pass over one mission station after another. An Australia Day Sports meeting, held at Wabag on February 1, was attended by the Lai Valley community—Government and mission people from Wabag, Laiagam and Wapenamanda. There were about 75 Europeans playing golf, tennis, badminton and volley ball—great many of them Americans. For the opening of the Wahgi Valley Club at Minj more than 150 people turned up, from as far afield as Lae and Madang. Among the visitors were Mr. Des Ashton, Acting Morobe District Commissioner, and Mrs. Ashton. Mr. Ashton is club patron—when he was in O.D. at Minj he made the first step towards building the golf course and tennis courts, and from that start the present club has grown. The clubhouse includes children's rooms, with bunks, kitchen, bar and



This is part of the crowd of 14,000 natives who turned up for a meeting with the Administrator at Mt. Hagen. The airstrip was black with figures.

verandah—it overlooks the golf course and has a magnificent view of the Wahgi Valley. The building was done for the most part by voluntary labour. Club members bought logs from local natives, and then did their own saw-milling.

A striking feature of the interior decorations for the opening ceremony was a 28-foot long mural showing a tropical beach scene, done by Miss Penny Pile—18-year-old daughter of Mr. and Mrs. B. Pile, of the Mintal coffee plantation, near Minj. She was assisted by Mrs. V. Nisbet.

First Since 1953

For Mrs. Cleland this was her first visit to the Wahgi Valley since 1953 when the entire European population, she recalled, was 22 people. There were only three permanent houses in Mt. Hagen.

Mrs. Cleland said, after she got back to Port Moresby, that she was enormously impressed not only with the progress but by the young wives of the valley. "They are charming people—pioneering with their husbands, helping to build their own grass houses and living in them cheerfully until something better came along," she said. "Each of them seemed to have a bevy of young children. None of them was daunted by the thought that it might yet be some years before their coffee brought in adequate income."

No, the Wahgi Valley is not daunted. It has a forward look these days.



The Church of the Nazarene Mission, Kudgip, where Rev. Condor greets the Administrator and Mrs. Cleland. All the buildings at the Mission are of European materials. Photos this page: K. Vellacott-Jones.

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Tropicalities

How can you define indecency? And can something be decent to one group of people which is not indecent to another?

THAT seems to be the fine point at the back of a minor storm which broke out in Rabaul recently over the circulation of a calendar complete with 12 pictures pin-ups in various stages of dress (undress).

The matter was raised by the Rev. Wesley Lutton, Chairman of the Methodist Overseas Mission in New Britain. He said that in a country populated mainly by natives not yet fully civilised, the greatest care was needed in the circulation of published material.

Mr. Lutton said he was not bringing up the matter as a parson, but as a man with a family and as a man interested in the welfare and development of the native races. He told a meeting of Rabaul Town Advisory Council that he considered the pictures were "downright indecent, and should be collected and burnt without delay." The advisory council, which is an honorary body appointed to advise the Administration on matters of public interest, referred the calendar to the Administration for investigation.

The council asked the Administration to decide whether the calendar came under the definition of an indecent publication, and if so to take remedial action.

Officials with some understanding of the legal technicalities involved have since agreed that the pictures are not indecent in any reasonable sense. In any case, they are imported and would not otherwise have passed strict customs scrutiny.

According to a Rabaul corre-

spondent, there is a general opinion that Mr. Lutton and the council missed the point of the matter by looking at it in the light of existing law. The correspondent says some people feel it would have been better to have attacked the matter direct from the native angle by stressing the need for a more circum-spect type of publication in a predominantly-native country.

In expressing this opinion the critics are not, of course, detracting from the basic value of Mr. Lutton's remarks, but are merely criticising the angle of the attack.

In fact, it is a generally-expressed feeling among the people of the Territory that the utmost care is necessary in this sort of thing. On a number of occasions there have already been public attacks on some picture theatre posters which have been spread over walls in Port Moresby and Rabaul.

Dearer With The Garbage

LATEST in the line of quaint notices which appear in Islands news-sheets is one from Tarawa. It's a Government notice about the private use of a couple of Government vehicles. The notice says, in part: "The appointed driver for each vehicle will sign the log book for Government trips, and for private runs the hirer will have to sign even though the vehicles are driven by the official driver. Charges for private use are as laid down at paragraph II of Minutes of the

Heads of Departments Conference on September 2, 1958—namely, 1/3 per mile with a minimum of 4/6 per trip in the Land-Rover, and 1/9 per mile in the garbage truck."

Is the higher charge to discourage father from taking the family to the movies in the garbage truck, or is it just that people cart their own garbage up there?—JPS.

It's Suva in the UK

THE well-travelled beer in the photo on this page—all the way from Suva, Fiji—is being drunk on a mid-winter's day at a village called Leatherhead, in Surrey, UK. The drinker is Mr. Jos Holmes, well known to old New Guinea Territorians and, before that, to old-timers in the BSIP.

Jos was the son of a schoolmaster on the English south coast but early developed itchy feet and before World War I was in Australia doing all the outback, jackerooing sort of jobs young men from England took on out there in those days. He got £1 a week and his keep, and every six months or so went to Sydney to spend his accumulated wealth.

In 1913, on one of these visits, he met an old school friend who was on his way back to the UK to claim an inheritance. The friend asked Jos why he didn't try the Solomons. Next morning Jos called on Lever Bros. and was hired as an overseer on one of their plantations. A few years later he moved on to Port Moresby, and from there was in Rabaul for the late Ivan Nelson (Nelson and Robertson Pty. Ltd.) at the time German assets were being liquidated.

Jos and N & R parted company, and there followed half-a-dozen lean years in Sydney, but by the end of the 20's Jos Holmes and his young family were back in the Territory. Jos remained with W. R. Carpenter & Co. from that time for over 30 years—until his retirement in London about a year ago, because of ill-health. He was transferred to the London office in 1939.

When this photo was taken in January there was no sign of ill-health—a fact that Jos attributes to frequent cocktails of orange juice and cod-liver oil and maybe



It's Suva in the United Kingdom—or it is beside Mr. Jos Holmes' fireplace in Surrey as he warms up with some Fiji beer. See the paragraph at right.

some of the brew shown in the picture.

He has married again since living in the UK and he and the second Mrs. Holmes live in a pleasant cottage at Leatherhead, about 25 miles from London.

With the central heating raised to full pressure, the temperature is such that a good draught of Fiji (or other) beer can be enjoyed at any time. Many old Territorians find their way to this Leatherhead address.

Jos Holmes' daughter by his first marriage is Mrs. Heather Seale, wife of District Commissioner Seale of the NG Eastern Highlands. A son Geoff was killed in the early RAF bomber raids on Germany during the last war.

They'll Find Out What They Eat

HOW much food do the natives of Papua-New Guinea produce every year? The question may soon be answered as a result of the Territory's first survey of native subsistence agriculture, which begins this year.

The operation will form part of the world-wide agricultural census

which the Food and Agriculture Organisation of the United Nations sponsors every decade.

In Papua-New Guinea, agricultural officers and field-workers of the Department of Agriculture, Stock and Fisheries will measure, over a 12-month period, the output of all native subsistence gardens, of fruit and nut trees and also of cash crops. Estimates will likewise be made of the importance of game and other foods gathered from the bush, also fish.

The measurements will be made on samples chosen at random from the many thousands of gardens scattered throughout the Territory. Statisticians will then analyse these figures and from them project the total food production of the Territory's 1,832,000 native people.

Reliable estimates of total food production will help the Administration in its future planning.

Rock to Home-Produced Recordings

SUVA's newest industry is the manufacture of disc recordings by local Fiji artists. The firm, South Seas Records

Company, has been jointly formed by well known travel agent Harry Hunt and Mr. R. Thurley, until recently deputy chief engineer with the Fiji Broadcasting Service. Mr. Thurley, who has been in the radio and recording business for over 20 years, will supply the technical know-how, and Mr. Hunt, with wide connections overseas as well as in Fiji, should be able to find a worthwhile export market as well as a thriving local market.

The venture should open up opportunities for local singers and musical groups and should be good publicity for Fiji overseas.

The company will meet the increasing call for Indian music in Fiji, too. Recordings of local Indian artists should have high sales in the Colony. Meanwhile, the first 33.1/3rd long-play record to be produced of West Samoan music has now been issued in Apia. The disc contains 14 numbers by Siaki Labaka and his Samoan Islanders, and Iesaka and his Samoan Serenaders.

The record was produced by Sam Records, whose manager, Mr. R. Rankin, says, "We don't claim that these songs are the songs as Samoans sang them before the advent of Europeans. They are Samoan songs as sung today, but they will give listeners as much enjoyment as the Samoans get in singing them." Sam Records already has a standard recordings of Samoan music.

Tobacco War

THE native tobacco issue has been into the news in New Guinea lately. Treasurer H. H. Reeve in February denied there had been any official, mercenary reason for retaining the compulsory issue of twist tobacco in native labour rations.

He was commenting on suggestions that the Government had decided to retain the tobacco issue because if it were deleted the Treasury would lose £90,000 a year on import duty.

Mr. Reeve admitted it was quite correct that the Administration had considered deleting the tobacco issue at one stage, because of medical advice that smoking was conducive to cancer. But on "subsequent investigation" there was opinion that the smoking of twist tobacco was not nearly so injurious as the smoking of other tobacco—so it was decided to keep the trade twist.

"Withdrawal of the tobacco issue," added an official Administration statement, "might possibly defeat its object from the health angle as many workers would probably purchase ready-made cigarettes or refined tobacco, having more injurious effects than twist."

Have the cigarette firms seen that?

CROSSQUIZ

(For solution see page 93)

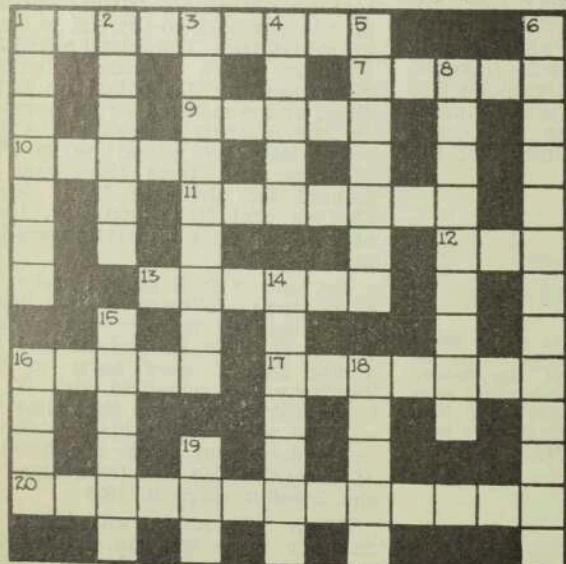
— ACROSS —

- 1.—Who invented the sewing machine?
- 7.—What is the collective term for the sepals of a flower?
- 9.—What term is used to denote a mature insect?
- 10.—In Greek mythology, who was the father of the Centaurs?
- 11.—What is the capital of Libya?
- 12.—What was an earlier name for Indonesia?

- 13.—What dish is made by crushing maize and barley with water?
- 16.—What is a tundra?
- 17.—What city was destroyed in A.D. 79?
- 20.—Who was the English prophetess of the 16th century?

— DOWN —

- 1.—What time of the year is it when the sun is equidistant from the poles?
- 2.—Who was the first English actor to receive a knighthood?



- 3.—What is the chief winter port of Canada?
- 4.—What African animal resembles the giraffe?
- 5.—What is the science of life in relation to environment?
- 6.—What picture, starring Henry Fonda, was a dramatic story of lynching?
- 8.—How would you describe anything built up from successive layers?
- 14.—What is the term for money advanced?
- 15.—Who was King of the Danes and Norwegians and ruler of England?
- 16.—What tree obtained its name from the fact that it resembles an outstretched hand?
- 18.—What is the French word for morning?
- 19.—Whose biography was called "Child of Wonder"?

Islands Painter with a Paris Reputation

By Lew Priddy.

Since his return to Paris in 1954, young French artist Michel Lablais, who will be well remembered for his paintings of Tahiti, Port Vila and Noumea, has gone from one success to another. A year or two ago, his paintings were selling as much as £200 apiece, and now they are in still greater demand.

EVERY year since I interviewed him in Noumea in 1954, and since I put him up for a few days in Sydney when he was en route for home, he has held an annual one-man exhibition in Paris, one or other of the well known galleries. In 1956 it was at the Galerie Arforen, and this year he has a permanent show at the Galerie du Cristyle.

Islands Subjects

This year's exhibition, among many civilised subjects in a highly sophisticated style, includes one or two Islands subjects: Tahitienne au Port d'Anis, and Bebe Big Nambas. These pictures remind one that Lablais, who is still under 35, went to the French Pacific in 1949, after finishing his military service in Indochina and Cambodia. I first met him in Noumea after he had spent quite some time in Tahiti and the New Hebrides.

He then went back to France, where he held an exhibition at the Galerie de la France d'Outre Mer; but he was back in the Pacific in 1952. He found it was the New Hebrides which attracted him most, giving him the opportunity to record a primitive, unchanged way of life.

With the Big Nambas

To this end, and against the advice of the local French Administrator, he and author Freddy Vilhon, whose book *Une Geolette* (French for "A Schooner") he has charmingly illustrated, spent some months among the Big Nambas of Alekula.

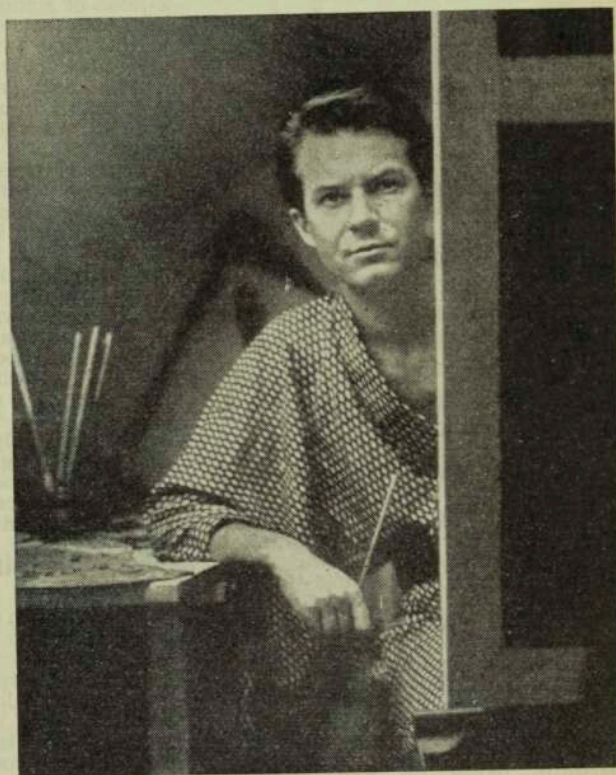
Lablais then had little means, but was possessed of the Bohemian simplicity of the man devoted to an artistic career; he revelled in the altogether comfortable experience of sharing the daily life of some of the most primitive natives in the Pacific.

When we passed through Sydney,

Lablais showed me albums full of a quite unique collection of drawings and designs of Big Nambas dances and customs, dress, weapons and adornments, of men, women and children, and interiors and exteriors of the still uncontrolled village of Amok.

Lablais' preference for working among the Melanesian primitives

Michel Lablais, remembered in the French Territories of the South Pacific for his paintings, is now making a name for himself in Paris.



instead of taking to the decadent Polynesian "Paradises", has been artistically rewarding, marking him out from other artists in a Paris which is overflowing with struggling artists.

He has been in demand as a designer and book illustrator. One of the most noted books he has illustrated in colour and in black and white is an edition de luxe of Pierre Benoit's novel, *Erromango*. Benoit, a member of the Academie Francaise, is now in his seventies, has never visited the Hebrides, but is a writer with a touch of the Jules

Verne imagination about him. He is popular, too—more than a million copies have been sold of his novel, *L'Atlantide*. This courteous, simple, delightful old gentleman lives now at Ciboure, in the South of France.

The limited edition of *Erromango* is today a collector's piece, published in series ranging from 6,500 to 10,000 metropolitan francs, plus eight additional copies, with a Lablais original colour design *hors texte*, at 15,000 francs each. This volume was issued under the patronage of the committee formed in Paris to celebrate the fiftieth anniversary of the New Hebridean Condominium, and publication was undertaken jointly by the Societe des Amis des Nouvelles Hebrides and Albin Michel, the well known publishers.

I happen to know that the French Government had plans for flying

Benoit and other prominent Frenchmen to Port Vila for the jubilee celebrations of a few years ago, but the arrangements were cancelled on the score of expense.

The current catalogue of the Galerie du Peristyle quotes critics on Lablais' work, gives a useful outline of his career, and quotes his opinions and philosophy as an "artist, contemplative, and an enemy of method".

It is my bet that Lablais sooner or later will return to the Pacific for another spell of inspiration and work.



A Brett Hilder Profile

HE LIKES THE CLIMATE

Jack Read, Native Lands Commissioner at Rabaul, was well-known as a Coastwatcher on Bougainville during the Pacific War, but that has been only an episode in his long service in New Guinea.

HE was born in Hobart in 1905, christened William John, and had all his schooling there. In 1928, he was selected as a cadet for the New Guinea Administration. Shortly before leaving for the Territory he married Gwenneth Ballantyne, but she was unable to accompany him until about five years later, owing to the lack of housing in those relatively primitive days.

He arrived in Rabaul in 1929 and did his initial two years in New Britain, based on Kokopo under that renowned old-timer Ted Taylor. During 1931 he did the Patrol Officers' course at Sydney University, and on his return was sent to the Sepik River for two years, under "Sepik" Robbie. Then followed seven years in the Madang district, two years in Morobe district, and thence to Buka Passage as ADO in the fateful days of December, 1941.

After the fall of Rabaul, Buka Passage received visits from Japanese warships, and from then on the enemy proceeded to occupy the

(Continued on page 97)

In a few places in the Islands fishing is big business, in a few other it is a serious part of day-to-day subsistence, but everywhere it is one of the oldest and most basic of sports.

There's A Better Way To Bait A Hook

By J. P. Shortall

On any fine day of this present summer, with an off-shore wind blowing, big kites are riding high in the sky as much as half a mile beyond the breakers at intervals along many of New Zealand's beaches.

TWO lines extend from these kites in most cases. One is the heavy securing line attached to a winch above the high-water mark, and the other is a line secured to a float of some kind on the sea below. Also secured to that float is the fishing line with a short drop-line and hook every six feet, its other end secured ashore. The kite does the job of hauling the fishing line out beyond the breakers into deep water.

Some of these rigs are elaborate. Some use a raft and sail instead of a kite, and some simply use a raft with a hinged board hanging below, the back-wash from the beach having the effect of drawing it seaward—and the hinged keel folding when the linesman wants to haul the outfit shoreward again.

These methods of fishing in New Zealand are simply a craze, to be forgotten in a couple of years time, but most of the fishermen concerned probably think they're onto something original. But variations of these methods have been used in certain places in the Islands for longer than men can remember.

Malaita Methods

The natives of Malaita, in the Solomons, and probably others, catch a variety of garfish along the outer fringes of the off-shore reefs from canoes with the aid of kites.

The kite is let out with about 40 yards of line, and from its tail it trails a line baited with threaded cocoons of a local variety of spider gathered from trees.

No hook is used, but a short distance ahead of the cocoon bait is a small stone as sinker.

As the kite darts and plunges it dunks the bait. The garfish attacks, tangles its needle teeth in the

cocoon, is played for a minute the fisherman to tire it, then it and fish are hauled in. These garfish average 2 lb in weight.

The late Charles H. Nordl made a close study of present- and ancient fishing methods in French Polynesia during his years of residence in Tahiti, where fishing was indeed an art and a serious business.

He has related how in former times the sweethearts, wives, and daughters of bonito fishermen were enjoined to strict chastity during the absence of the canoes at sea. Breach of this rule was believed to bring bad luck and even disaster to the fishermen, he says.

If a bonito was hooked in the lower jaw, a rare occurrence, it was a sure sign that someone ashore was not playing the game. If fishing would be abandoned as a result of a careful inquiry made into the doings of the womenfolk. In the 1930s and perhaps still today, this was a firm belief of the older fishermen of Tahiti.

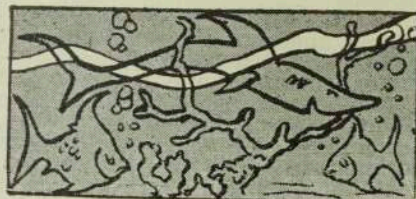
The fishing canoes there were blessed by the native priests and were given due respect thereafter. Should an enemy spit on a canoe as it lay on the beach and make some contemptuous remarks to that was considered to seriously prejudice the *mana* of the canoe and reduce its fishing worth.

The Old Fishing Hole

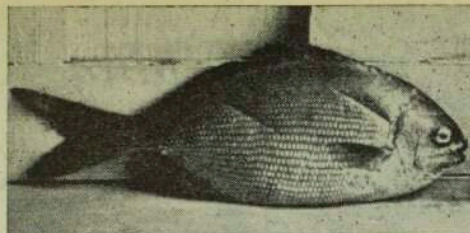
Out off the island's headlands a mile or two at sea perhaps, currents flowing past form eddies where they meet. These were known as fishing holes and from ancient times they were the property of certain districts.

Only men of that district might fish them—and fishing was no hazardous business. Albacore might be fished from these holes only at certain fixed depth which in distant past had been decided the best. What was the use, master-fishermen reasoned, simply confusing the fish with dangling baits at sundry levels.

Far better to always send out baited hooks—and a gift of hooked bait, too, down to a fish



se "dream fish". Fisheries Officer of the South Pacific Commission, Mr. H. M. Pel, says so far he has not been able to obtain a correct identification of the fish. See below.



At Kavieng, New Ireland, recently I had a talk with Victor Nicolai about the "dream fish" of Norfolk Island. Victor, who spent many years in Norfolk where among other things he helped build the whaling station, told me that reports of the nightmare-creating potency of the so called dream fish are not exaggerated. He said they were caught on the rocks anywhere around the island, and had a strong smell of iodine, although the taste of the flesh is pleasant. If you fry the body and eat it you get a moderate nightmare; but if you steam and eat the head, the nightmares are terrific, says Vic. They are horror nightmares of falling, fire and of things coming at you. You can sleep, and wake, and sleep again, but you don't go on with the same dream — you start a new one entirely. And when you get up the next morning, the hangover is frightful!—Lew Friday.

vel where the fish would expect to be delivered and where they could congregate in anticipation. Such levels were sometimes in excess of 100 fathoms, and the fishermen operated in a fairly close group over the so-called hole.

If any man was noticed to be cheating by fishing at a shallower or greater depth his fishing days could be over.

Hole-fishing was generally done in the morning, and surface fishing farther off shore in the afternoons, the season commencing as soon as the sword-grass came into bloom, about mid-October and continuing through until early June. Best times were considered to be during the week of the new moon.

Off-shore, where the fishing is mainly for bonito and dolphin—known in Tahiti as Auhopu and Mahimahi—seabirds were the great guide to success. Noddy terns were the surest indication of bonito below. Noddies accompanied by boobies were an indication that the bonito were feeding and in a mood to take a lure. But if there was a flock of small dark terns with mixing of other types of birds that was a sign that bonitos were below but were unlikely to be in a feeding mood.

One, two, or three rapidly circling white terns meant dolphins below, but if the dolphins were jumping clear there was no use wasting time in that school, as they would not be likely to take a hook.

Shelter for Fish

So the canoes, or launches today, would speed after the circling birds, and arriving "on location" the fishermen would dump overboard dry leaves, straw, or other trash which would float on the surface and provide some slight shelter for the small-fry upon which the big fish were preying.

This had the effect of holding the shoal stationary and giving the fishermen a chance to get busy round its perimeter with their pearl-shell lures and barbless hooks attached to short lines on the ends of 15 ft bamboo poles.

These pearl-shell lures are still favoured today. Depending on the light, a different shade of lure would be selected. A knowledge of the right lure for the prevailing weather conditions was an art, and a good lure was looked on as a great asset.

Tahitians' Respect

The Tahitians always treated dolphin with respect. When still-fishing for them with flying-fish bait, the first one hooked would never be hauled directly from the water. Dolphins are loyal to companions in distress and they will not leave a hooked companion so long as he is left in the water.

Thus, by leaving the first one in, the others will remain in the area and are easily hooked, too—but in no circumstances would the Tahitians of former times take more than nine dolphins from any one school. Schools rarely number more than a dozen fish.

One method of dolphin fishing was with buoyed lines. A fisherman would head off-shore with half a dozen light wooden poles each six or seven feet long, with stones lashed at one end and a fishing line attached also to that end. Thrown overboard these poles would ride upright half out of water, and as soon as a dolphin took the hook—baited with crayfish or flying-fish meat—the watching fisherman could tell from the movement of the pole.

Another interesting type of fishing may be seen at certain times of the year at French Polynesia's phosphate island of Makatea—and

(Continued on page 99)

Do You Remember?

Main news in "PIM" of 20 years ago, apart from the war, which had not yet reached the Pacific, was the death and the funeral of Sir Hubert Murray, Lieut.-Governor of Papua since 1908, and a world authority on Colonial administration. He died in hospital at Samarai on February 27, 1940, and was buried in Port Moresby. (His widow, Lady Mildred, died this year, on January 26, aged 78).

Papua was already "awaiting with interest" announcement from Canberra of a successor to Sir Hubert. "PIM" reported that choice lay between Sir Hubert's nephew, Mr. Leonard Murray, and Mr. H. W. Champion, the Government Secretary. Leonard Murray eventually got the appointment.

Fiji announced that it now had two battalions and a battery ready in its defence, and that Suva was now "a defended port, ready night and day to hold off a raider and to make the port a haven of refuge". Meanwhile, the whole population of Rabaul, New Guinea, turned out to watch the New Guinea quota of the Australian Imperial Force march through the town before embarkation for Brisbane.

But Fiji soon learned it was going to pay for its defence forces. The Government announced an increase in personal income tax of 25 per cent. (to 1/3 in the £), an increase in company tax by 50 per cent. (to 1/6 in the £), an increase in the residential tax from £1 to 25/- per year per individual, and also increased port and import taxes. Unofficial Legco members protested.

The shortage of shipping in the Pacific meant a big pile-up of copra in the Islands, and the situation was becoming serious. It had been worsened when the British Government took command of all merchant shipping, including three of Carpenter's copra ships which had been picking up in Islands' ports.

The Japanese were reported to be planning to introduce a civil airline into Australia by flying south from the Carolines and through New Guinea to the Australian mainland. "PIM" editorially was bitterly against the plan, warning that the Japanese pilots would make very good use of the knowledge they gained if war broke out.

William ("Sharkey") Park, one of the discoverers of the Morobe goldfields in New Guinea, had died in Vancouver, Canada, in February.

An Apia correspondent reported that with cases of beer, pots and boilers stacked in the Court Room, Apia High Court looked and smelled like a brewery when a dozen Europeans and Samoans were charged with having manufactured home brew. The correspondent attacked the situation whereby drinkers were forced to make their own because of Samoa's peculiar medicinal-purposes-only liquor laws. Things haven't changed there in 20 years.

IN recent years there has been quite an amusing crop of stories concerning people being in aeroplanes at the wrong times.

Or, more precisely, as one airline officer put it: "The stories are amusing in retrospect, but were not always funny at the time."

In the recent Sydney to Port Moresby episode, a young wool classer and a law student simply walked out to a Qantas Lockheed Electra at Kingsford Smith Aerodrome in Sydney, and went aboard. They hid in one of the toilets while the aircraft left for Hongkong (and first stop Port Moresby).

One remained hidden throughout the flight, but the other claimed he mingled with the passengers.

They walked away from the aircraft when it landed at Port Moresby, but were later picked up in the town. They were charged, convicted, and deported.

On many internal New Guinea services the purser is usually held responsible for the fare of any extra passenger who slips in without paying.

Trials and Tribulations

This happened to well-known Qantas officer Mr. Pat Henry some years ago when he was purser on a New Guinea Mainland flight. He took a count of heads after take-off and found there was one extra.

A show of tickets narrowed the culprit down to a native passenger who admitted he hadn't paid, but said he had no money anyway. Pat naturally did not feel like footing the bill, so he put a bit of verbal pressure on the fellow in case the money was hidden away.

Sure enough the native (who had been mumbling away as though he had a plum in his mouth) finally agreed to pay. Pat held out his hand and the native spat out of his mouth a one-pound note and a few shillings.

A veil has been drawn over subsequent events in this little story.

Much more recently—only a month or so ago, in fact—a local agent for one of the Territory airlines found himself in a bit of trouble over the loading of a native labour line into a charter aircraft.

There were so many extras in the cabin compared with the number of passengers listed on the manifest that the situation had ceased to be funny.

Strong Tactics

In the absence of any ability to sort out who was rightfully on board and who wasn't, he adopted strong tactics and ordered an entire group clustered in the after end of the cabin to get out and stay out.

They got out quickly enough, but one little bloke kicked up a dickens of a row.

Luckily for the little bloke, the

Anything For A Free Ride

From a New Guinea Correspondent.

Headlines greeted an amazing story recently of two Sydney youths who stowed away in an aircraft and reached Port Moresby before detection, but the stowaway problem within New Guinea itself is not new.

First Officer of the aircraft came across at that moment—and identified him as the cabin boy.

One of the smartest pieces of work recently was that carried out by Burns Philp's labour supervisor at Rabaul, Mr. Harry Hugo, in dealing with a couple of native plantation recruits who were causing a fuss.

These two had arrived at Rabaul from Wewak with a contingent of others on their way to take up a contract on a Bougainville plantation. They deserted in Rabaul during the overnight stop, and the aircraft left without them the following morning.

Subsequently the two deserters re-appeared at Harry's compound and told him they were sick and tired of the whole business and wanted to be returned to Wewak.

Listened Gravely

Harry listened gravely to their troubles, nodded his head wisely, and said he would not only arrange the tickets for them but would drive them out to the aerodrome to join the next available aircraft.

He even looked after their luggage for them, and later saw them safely on to the aircraft. They left in high spirits—no doubt pleased with the way they had handled the White Masta like putty.

It was not until they landed that they woke up to the fact that the strip didn't look much like Wewak. This was not surprising, because they were in Bougainville—as Harry had planned.

But the master-stroke was revealed a few hours later when District Service officers questioned the two natives and found a letter hidden in their luggage addressed to the Bougainville Native Labour Officer.

The letter had been written by Harry and slipped into the luggage while in his care. It explained how the two had broken contract by deserting at Rabaul, and named the plantation to which they should be sent. And that's where they are today.

Another native stowaway story occurred a couple of years ago at

the height of a search for a prisoner who had escaped from gaol at Rabaul.

Moving Mailbags

Police officers and constables were patrolling possible hiding areas near Lakunai Airstrip at Rabaul early one morning as a Qantas aircraft prepared to leave for Kavieng.

A Qantas officer was checking small freight compartment aft of the main cabin when he saw a pile of mailbags moving.

He called over the police, the mailbags were pulled away—and there was the escaped prisoner.

On a more serious note was the occasion in January this year, also at Rabaul, when airline officers found three Japanese seamen in the cabin and on the flight deck of a DC3 which had been standing at Lakunai strip overnight.

A complete instrument, equipment, controls, and engine check was carried out on the aircraft immediately. Even then the captain made a test flight before passengers and freight were taken on.

From a Ship

The Japanese proved to have come from a ship wrecked off Fergusson Island several days earlier. They had been rescued and brought to Rabaul, and were living at Rabaul waiting for a Japanese ship to pick them up.

An airline officer said: "There was nothing in the incident as far as the men were concerned. They apparently got up early, went for a walk, and quite by accident slipped past the normal police guard at the airstrip."

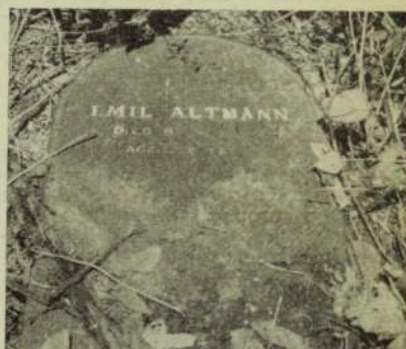
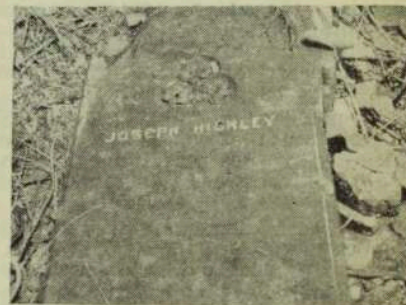
"They evidently entered the aircraft out of curiosity to have a look and that's where they were when we came on the scene."

"Unfortunately there was no telling what they might have fiddled with, particularly as they did not speak English."

"We had no alternative but to do a thorough check on the aeroplane before we could possibly put it in service again."



This photograph of the Mortlocks from the air, taken by Stuart Inder a few years ago, shows clearly the vast lagoon in the centre of the atoll. The Mortlocks are about 200 miles north-east of Bougainville, on the eastern extremity of the New Guinea Trust Territory.



Gordon Bladen, of Rabaul, recently took these photographs of the headstones of Highley and Altmann, on Kapiartu Island, in the Mortlock group. The stones are on the ground. He also took the photograph below of what is left of Mrs. Calder's five-roomed home of cement coral and local stones. Vegetation grows through it.

"TOLALA" (GORDON THOMAS) COMMENTS ON

The Mystic Mortlock Islanders

Dr. Peters' assertion that the Mortlock Islanders are the "prettiest girls in this part of the Pacific" (PIM, Jan., p. 79) suggests the need for organising a beauty contest amongst Territorial Island belles.

FROM my thirty-odd-year-old memories I would be inclined to back the Maty Island lasses. Stuart Inder, in the same story, links these outlying islanders of the NG with Polynesia; I have always looked upon them as blown-away Micronesians. I don't know what the expert anthropological opinion is if there be one—for I do not remember any expert having made a study of these outpost isles: Maty, Ua, Feads, Nissan, Mortlocks and Asmans. The origin of their people have always been shrouded in a certain mystery.

And the Mortlocks Group has combined with its mysterious background, romance and tragedy.

Together with Feads, Nissan,

(Over)



Carterets and Tasman the Mortlocks was a part of the E. E. Forsayth ("Queen Emma") domain at one time and was given by Emma as a wedding present to one of her accountants, Joseph Highley, who married one of Emma's countrywomen, who accompanied her from Samoa.

Highley was an educated Englishman, but as time went on suffered from an ailment which necessitated certain drugs being administered at regular intervals. In 1894 there was an interruption of regular communications with the Mortlocks and the non-arrival of the drugs for Highley caused his death.

He is buried on the island and his tomb-stone reads: "Sacred to the memory of Joseph Highley, born Halifax, Yorkshire, England, Died 19th November, 1894, aged 48."

A direct descendant of this romance was a daughter, Frances, who at an early age was sent home to England to be educated and who returned about 1914 (just before the First War) and married Dr. Kroening, the Medical Officer at Kieta (Bougainville), and after the War lived at Taboroi, near Kieta.

Tragedy Stalked

After the death of Highley, his widow married Calder, and for some reason the Expropriation Board took over the property, allowing Mrs. Calder to manage it. In the late 'Twenties, tragedy again stalked the Mortlocks and Mrs. Calder died as the result of a dynamite accident.

With the passing of Mrs. Calder, the old-time colourful associations on the island disappeared; the property was advertised for tender by the Exproboard, and the successful bidder was Jock Goodson, a one-time Board plantation inspector, who succeeded in establishing very friendly relations with the Islanders, despite the fact they had always been "wary of strangers" and "difficult" to get on with.

Jack later disposed of his interests in Mortlocks, which are now controlled, I believe, by one of the Big Firms.

Mortlocks has always been a navigator's head-ache; not only for its low-lying terrain, but for years it was wrongly charted, being about 10 miles out of its correct position.

And whence the name: Mortlock? There is another Group so named in the Carolines.

Population has been gradually stepping up in the Group over the past few years. Query: On what are the indigenes to live? Does overpopulation mean a transfer to another group? And how will they like that?

Modern hygiene and preventive measures is a two-edged sword. But it must be carried out, adding, often, confusion to confusion.

THE MONTH'S NEW READING

The Pacific theatre of war produced some scores of men entitled to be called heroes — ordinary people who when the moment came acted courageously, even beyond the call of duty.

MANY of these heroes were Islanders—men born in or who lived pre-war in the South Pacific territories. The ranks of the Coastwatchers contained many of them.

The Heroes, by Sydney journalist and author Ronald McKie, tells the extraordinary story of the heroism of the men who took part in two of the war's most daring cloak-and-dagger raids, which resulted in some of them dying at the hands of the Japanese in Singapore in 1945. Among those who died was an Islander, Captain Robert Charles Page, DSO, son of Harold Page, Government Secretary and Deputy Administrator of New Guinea (who was captured when the Japanese occupied Rabaul and was lost with others in *Montevideo Maru* on the way to Japan).

The two raids, known as Operations Jaywick and Rimau, were both long-range attacks, from Australia, on shipping in Japanese-held Singapore Harbour. The raiders were members of the Z special unit of the Inter-allied Services Department. (Eventually IASD became part of the Allied Intelligence Bureau, under the cover name of Services Reconnaissance Department.)

One Success, One Failure

Operation Jaywick was an unqualified success; Operation Rimau failed.

A second year medical student at Sydney University when World War II broke out, Page joined the AIF and was with the 2/4 Pioneer Battalion on his way from Northern Australia to Dutch Timor when Jap bombers attacked the convoy and forced it back to Darwin. He volunteered for service with the commandos and, as a lieutenant, eventually was posted to Z Force.

During the blackest days of the Pacific war, in September, 1943, the "Jaywick" party, comprising 10 Australians, including Page, and four Britishers, under Major Ivan Lyon, ex-Gordon Highlanders, who had been in Intelligence in Singapore before its fall, set out from Exmouth, West Australia. Their transport was a Jap fishing boat, *Krait* (formerly *Kofuku Maru*), that had been seized in Malaya.

Lieut. H. E. Carse, skipper, and Leading Stoker "Paddy" McDowell coaxed the cranky, dilapidated 70-footer northwards into the Indian Ocean and through the Jap-patrolled Java Sea and South China Sea to Rhio archipelago and the

maze of islands that guards Singapore. The party stained their bodies brown to conceal their identity when sighted by other craft.

At the end of a 2,000-mile journey, *Krait* dropped three two men teams with their rubber canoes and supplies and, after arranging a rendezvous, headed south in concealment among the Borne islands.

Crippled The Japs

The raiders paddled to Dong and Subar (five miles from Singapore) and, using these islands as bases, crept into Singapore harbour. They fixed limpet mines to freighters and an oil-filled tank and made their getaway.

Some 39,000 tons of shipping were either sunk or badly damaged, crippling the Jap supply organisation and seriously denting J morale.

The canoeists kept their rendezvous, rejoined *Krait* and, despite an intensive, swarming search by the Japanese (at one time a destroyer looked them over on a parallel course a hundred yards off), returned safely to Exmouth.

Page, married to a Canberra girl and promoted to captain, again volunteered, the following year, to accompany Lyon (then lieutenant colonel) on a second raid on Singapore—Operation Rimau (Tiger).

In September, 1944, the party (including Page and five others from the Jaywick raid) left West Australia in a British submarine carrying 15 new, secret one-man underwater craft, canoes and supplies. They made Merapas Island, 70 miles south-east of Singapore the forward base and, from it, in pirate fashion, captured a Malay junk, *Mustika*. In her, they pressed on to Singapore.

The War Went On

It had been arranged that another British submarine should collect the 23-men party on November 8; but she did not keep that rendezvous date.

Arriving on the 22nd, she found evidence that some of the raiders had been there earlier but apparently had left hurriedly. Thus, nothing was definitely known of the fate of Operation Rimau, except an intercepted, brief Jap radio message that there had been an attack on Singapore and a British Officer, Lyon, captured. (Actually, he was killed.)

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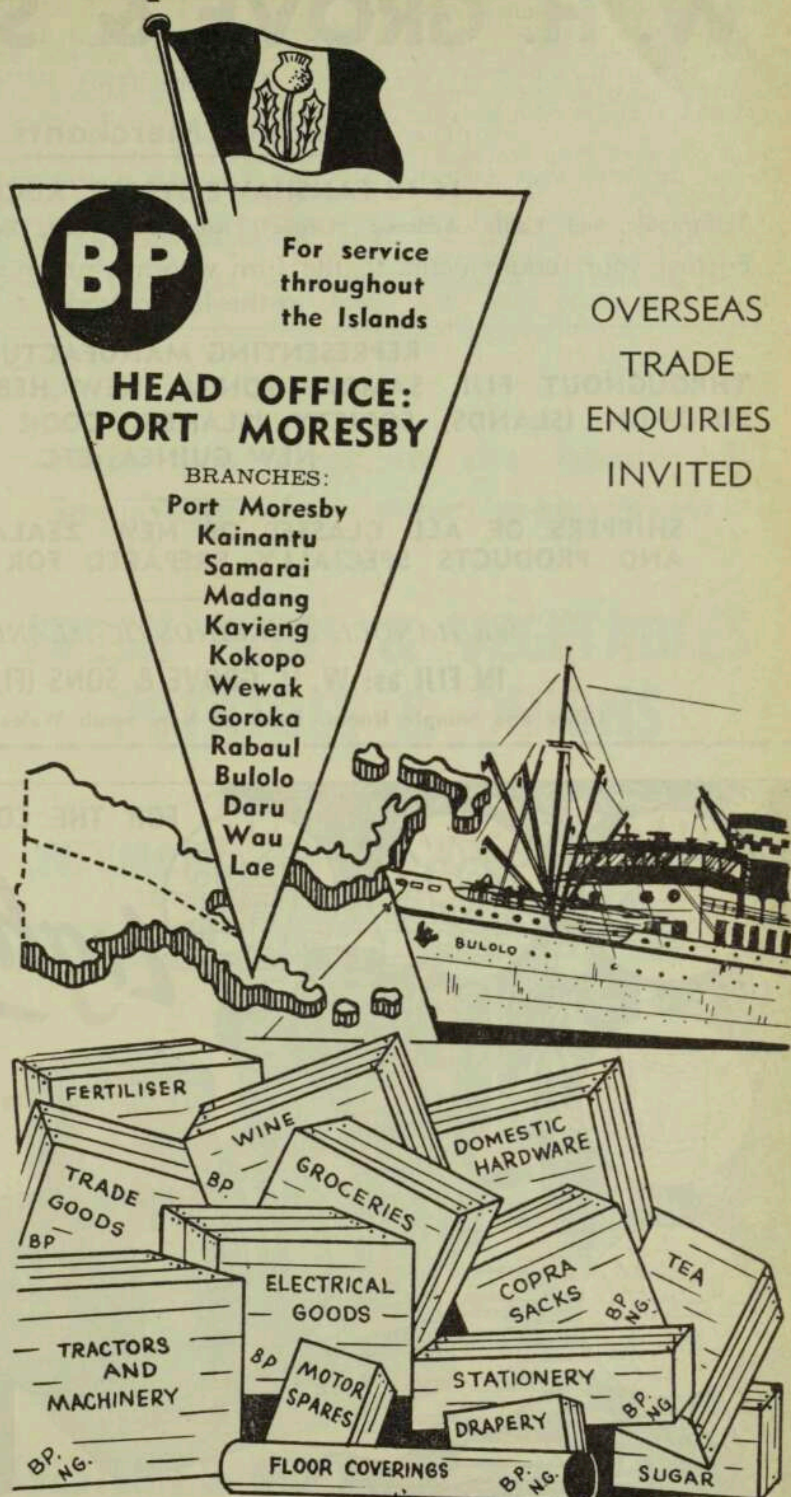
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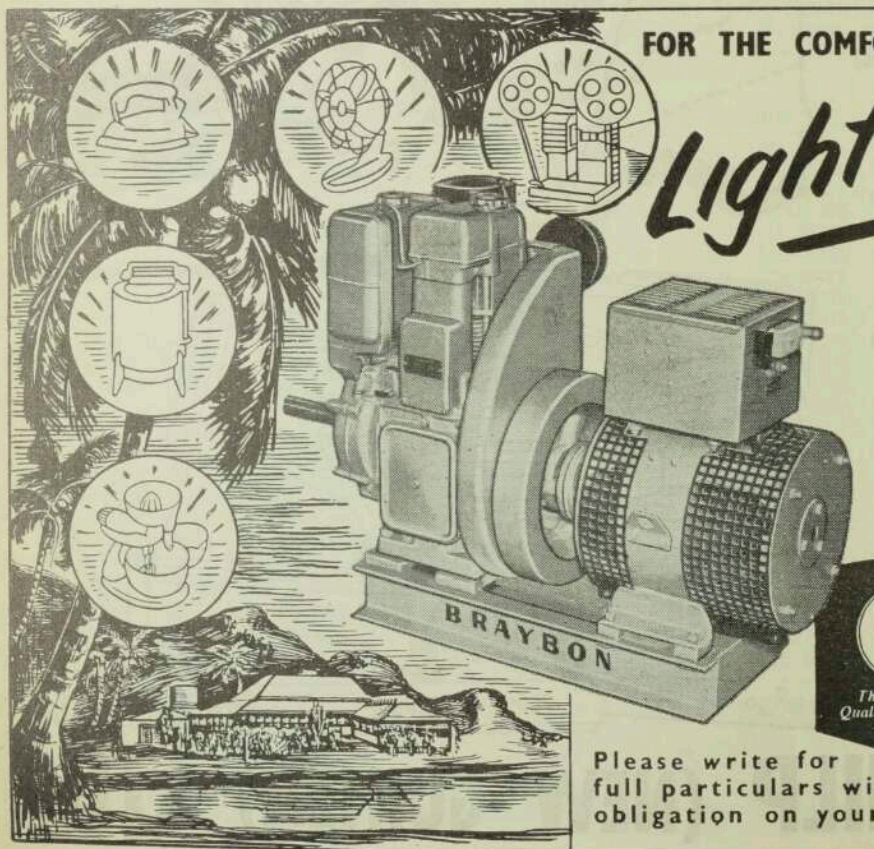
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a skirmish with a Jap patrol). After the Pacific war ended, Australian and British Army investigators learned the story. With sight of Singapore, a Malay police patrol launch went out to find *Mustika*—they were at anchor, apparently, and, in the melee that followed, the launch was fired on, sunk, and two of the three policemen killed. The third swam away and escaped, to give the alarm. With their secrecy gone, they drew up *Mustika* and her cargo of underwater craft and took to the seas in an endeavour to scatter and escape through the Thousand Islands archipelago to rendezvous with the submarine on November 8. But it did not turn out that way. The Japanese hunted them down with a battalion of battle-trained troops and flotillas of patrol boats. Some were killed in various small actions; 10, including Page, were captured. Held in prisons, but well treated since the Japs did not regard them as usual prisoners of war, they were court-martialled seven months later on charges of espionage and murder. The evidence was presented that they killed the Malay police patrol while flying the Rising Sun flag on their junk. Judged guilty, they were ceremonially executed.

Japanese Impressed

It transpired that the Japanese, impressed with the raiders' bravery, regarded them as heroes comparable in every way with their own heroes of military tradition. Engaged in writing *The Heroes*, Donald McKie pieced together the outline of Operation Rimau, but it still would have been a shadowy outline except for an extraordinary incidence. Most of what was known to the Allies about the outcome of Rimau had stemmed from the researches and the pen of Colonel Cyril Wild, of the War Crimes Commission, who examined a number of Japanese documents connected with the raid, the capture, and the court-martial. Wild was killed in a 1946 plane crash in Hongkong; but his reports several times mentioned a Japanese interpreter named Furuta. At a dead-end in his search for authenticated material on Rimau, McKie talked with a fellow pressman in Sydney who suggested he write about Furuta to the Associated Press office in Tokyo. Back came a letter with the amazing news that, among all the millions in Japan, Furuta had been located. It appears that the AP chief had telephoned the Japan Veterans' Association and they had written back that it would be practically impossible to find Furuta without some more solid clue than that he was once an Army interpreter in Singapore. As fortune would have it, a girl member of the AP staff saw

the note and recalled that her former English teacher, a man named Furuta, had been in Singapore.

Then ensued lengthy correspondence between McKie and Hiroyuki Furuta, during which it became quite evident that this Japanese, who was Director of Public Relations of the Japanese Red Cross from 1948 to 1953, had been a civilian interpreter in Singapore when the Rimau raiders were interrogated in prison. He had apparently befriended them and developed an admiration for Page.

From Furuta, McKie learned the story from the Japanese side about

Operation Rimau, the search and the capture; the details of the court-martial; and the bravery of the men who resolutely refused to plead for mercy; and of the effect of their bearing on the top-ranking Japanese at Singapore. Even the Japanese C-in-C, General Itagaki, addressing his staff, acknowledged their bravery and courage.

A month after Page and his companions were executed, the atom bomb burst over Hiroshima; nine days later Japan surrendered.

McKie graphically and movingly reconstructs the two raids and their aftermath and tells the fascinating story with clarity and precision.

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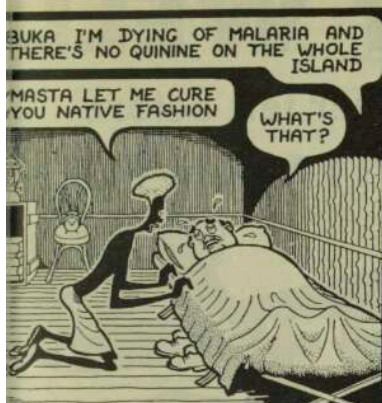
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This piece of war history will be absorbing interest not only to readers in the Islands particularly, but also to men and women everywhere.

THE HEROES. Published by Angus & Robertson, Ltd. Australian price, 20/-.

First Class Canadian Novel

UGH MACLENNAN, who was a Canadian Rhodes Scholar, is being described these days as a Canadian novelist of increasing stature, and we don't wonder if *Watch That Ends The Night* is a sample of his work. It's the first of us we've read.

It tells the story of a marriage between George and Catherine Stewart, begun after a false start and threatened as its height by the return of a former husband and by Catherine's rheumatic heart, which is always been with her. And it tells the story very well, through a series of flash-backs.

The characters are influenced very strongly by the great financial depression of the early 'Thirties—the time between the two wars when there appeared to be no point to anything much, and those who eventually found a point often found the wrong one. In that, the book doubt has something of the autobiography in it—one certainly suspects that the author would have had to live the five years with Dr. Bigbee's fantastic school, Waterloo, and its characters, to be able to write about them!

Little Dr. Bigbee, who in reality had no doctorate, taught a full schedule at the school, "with such enthusiasm that the masters in the rooms next to his were unable to sleep because his voice boomed through the paper-thin partitions and drowned them out. He liked boys and had an uncanny understanding of them, and at least three-quarters of the boys worshipped him. He played cricket,



rolled the pitch himself, watered the rinks and was busy every instant of the day. For recreation he cycled, and I can still see him peddling on his English cycle, which he rode very tall in the saddle, singing sea chantys out of tune. He would have been a great schoolmaster if he had possessed an education, or even if he enjoyed reading. But he was too busy, so he said, even to read the newspapers".

Among the others who will remain in the mind after the book is put down are the gentle Reverend Martell and his loving and understanding wife. Mr. Martell likes an occasional drink of rum but he was a good man for all that. As his wife explains one day to the boy they adopted, "Since our little girl died, Mr. Martell and I have just had each other and a few friends in the Church—I mean I've just had that, for Mr. Martell knows just about everybody in Halifax, or at least he talks to them as if he does. I'm afraid some of the people in the Church don't altogether approve of Mr. Martell, and I can well understand why they don't. But he's a good, good man, Jerome, and you will find out just how good he is."

Perhaps one day the meek shall inherit the earth, but author MacLennan seems to say that the time is not yet.

(WATCH THAT ENDS THE NIGHT Published by Heinemann. Australian price, 20/-.)

Battleship That Stood For An Era

WHEN a shell fired from the German battleship *Bismarck* hit the magazine of the battleship *HMS Hood* during an engagement off the coast of Greenland in May, 1941, the *Hood* blew up, and sank in two minutes, with a loss of 94 officers and 1,321 ratings. There were only three survivors.

The effect of that news when it was broadcast was out of all pro-

and Buka



portion to the loss of one British ship, however large and important she might have been. For 20 years the *Hood* had represented to millions of people, the whole spirit of the Royal Navy. For so long, she had been not only the largest ship in the British Fleet, but in the world.

The greatest and most graceful ship of her time, perhaps of any time, she was the last of the Leviathans—those mighty ships, whose movements on the high seas had determined policy since the last quarter of the nineteenth century. A generation of British seamen had been trained in her. To millions of people she had represented British seapower and imperial might. With her passed not only a ship, but a whole era, swept away on the winds of the world.

Yet the *Hood* was lost in the 1920's just as much as in the Denmark Strait in 1941. Defects in her design, to which attention had been called many years before, were never rectified.

First of all, in the immediate post-war years, there had been the reluctance to spend large sums on capital ships. Secondly, the tide of events had caught up with her, so that it was never possible to take Britain's largest warship out of commission long enough to carry out the major alterations she required.

For nearly a quarter of a century the *Hood* was the most famous ship in the world—a living legend. But one cannot make war with legends, and the fact remains that she was unable to withstand the punishment inflicted by the *Bismarck's* 15-inch shells.

The Mighty Hood, by Ernie Bradford, tells the story of the life and death of the Royal Navy's proudest ship, but it is more than just a biography of one ship. It tells of this whole era—the era described by the young Evelyn Waugh, by Noel Coward, Michael Arlen, Scott Fitzgerald and Ernest Hemingway, the era of goodwill cruises to the Dominions, of the stupidities and unrealism of the Washington Treaty



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which limited Naval power (on paper but not in practice as Britain was to find to her cost), an era when a large section of the Press and public saw every British Army officer as a Colonel Blimp and every Admiral as a ludicrous kind of "program", both of them equally bent on preserving an absurd old-fashioned institution known as the British Empire.

The termination of the Anglo-Japanese Alliance was hardly noticed in the British Press of that time, yet it led ultimately to the American-Japanese rivalry in the Pacific which contributed in no small measure to World War II. Even when the *Hood* was first commissioned in May, 1920, the future of the capital ship was uncertain. Torpedoes, zeppelins and aircraft now constituted a threat to a power such as had never existed before. As early as 1918 there were many who maintained that the capital ship was doomed and that warfare of the future would be determined by airborne missiles. It was not until the close of World War II at the death of the heavy ship was finally announced.

In any case, *Hood* had been deemed before the lessons of Jutland, and went down the ways more than two years afterwards—in August, 1918. It was a few years before experts were to draw attention to the fact that the *Hood* suffered from some of the same defects which had accounted for the loss of the battle cruisers *Indefatigable*, *Queen Mary* and *Invincible*.

This is a book worth having, raising points of view worth debating.

THE MIGHTY HOOD. Published by Hodder and Stoughton, Ltd. Australian price, 24/3.)

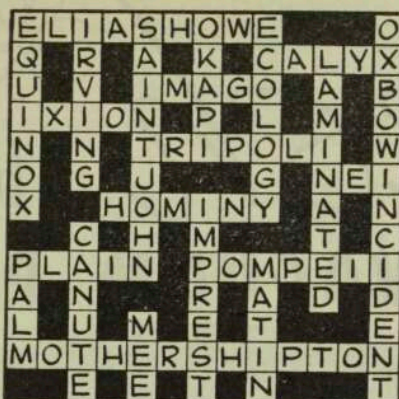
Primitive Man War

THE Mambas were an African unit, lead by European officers, who in Burma during the war and more to fight than the Japanese.

Their officers were a weird lot; the CO a fierce disciplinarian who thought nothing of tying one of the black members of the unit to a tree and birching him; and some of the others annoyed at being posted to the unit, and even more tired of a fight than the troops themselves.

The troops were unhappy because of old tribal enmities, and because of the inroads that white civilisation had made on them. More affected in most by civilisation was young Gabriel Mataza, who had been exiled from a Catholic mission school and who was now confused by the world he found himself in. George Brendon's novel, *The Charm Of Mambas*, puts all this

CROSSQUIZ SOLUTION FROM P. 82



together to make a readable if a weird, and in some respects an unsatisfactory, story. He certainly knows his Africans, and he has met all the officer types.

He is particularly readable on the subject of the effects of civilisation on the primitive—especially when he deals with the primitive attitude to religion. Not only readers with a knowledge of Africa but those who understand the clash of cultures everywhere, will find much of interest.

But Mr. Brendon appears to be so determined to get all his knowledge into one novel that the end is confusion—and what isn't confused is a little far-fetched. This is a first novel, and he may do better.

(THE CHARM OF MAMBAS. Published by William Heinemann, Ltd. Australian price, 20/-.)

One For Mariners And Landlubbers

CAPTAN Joshua Slocum's *Sailing Alone Around The World* is still one of the most fascinating of sea books for either mariner or landlubber, although it is now 60 years since it was first published. It told the story of how the 9-ton yawl, *Spray*, of Boston, flying the US flag, made the first lone-handed voyage around the world—46 000 miles in three years and two months. It's now about nine years since Captain Slocum's son, Captain Victor, gave the old Captain's many admirers a further treat with his own book, *The Life and Voyages of Captain Joshua Slocum*, which told of the *Spray's* exploits and many others, too, involving America's best-known sailor.

That book of Victor Slocum's is now produced in a cheaper edition for the Mariners' Library (as *Sailing Alone* has been) and anyone who didn't get the earlier edition should get this one.

It's first-class reading for those who like adventure, for those who appreciate character, and an honest man.

For Pacific readers there is a fascinating tale of "Bully" Hayes, whom Captain Slocum met, and a story about the vicissitudes suffered by a certain Mr. Moncton in his attempts to sail from Sydney to New Guinea. The old hands will recognise the misspelled Moncton as C. A. W. Monckton, who later became famous as a New Guinea resident magistrate. In Captain Slocum's day he was a trader and miner.

Victor Slocum also recalls the story of the time when the *Spray* arrived in Cooktown, in Queensland, and a local reception committee volunteered to show him "the very spot where Captain Cook was murdered". The Captain was somewhat disturbed by the 4,000-mile error, which was the distance from Hawaii, but was soon relieved when an informative youth told him in an aside, "E wasn't killed 'ere at all, 'e was killed in Hafrica—a lion ate 'im!"

(LIFE AND VOYAGES OF CAPT. JOSHUA SLOCUM. Published by Rupert Hart-Davis Ltd. Australian price, 15/6.)

A Ballet Dancer Gets Her Chance

THIS is one for the younger teenagers, before they get around to rock 'n roll. Fourteen-years-old Drina Adams (whose real name is Andrina Adamo, and whose mother was a famous English dancer) gets her heart's wish when she goes to study at Dominick Ballet School in London. Then, in her holidays, she visits her Italian grandmother and at Genoa get the unexpected opportunity of dancing with the Dominick Ballet Company itself.

Jean Estoril has published three earlier Drina books in the series, and this one is calculated to make even the most gawky young reader try to pirouette around the dining-room or flutter a *la Dying Swan*.

(DRINA DANCES IN ITALY. Published by Hodder and Stoughton, Ltd. Australian price, 15/6.)

You've Time to Think When Fishing

DR. A. A. LUCE, author of *Fishing and Thinking*, is a retired professor of philosophy and his book is primarily a description of angling for salmon and trout on the streams, rivers and lakes of Ireland. The thinking part ranges from fishing problems to the weightier matters about which all men think at times. The book is a blend of narrative, reflection and speculation, revealing Luce's keen awareness of the world of nature, his interest in

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er-boats.

ISHING AND THINKING. Published
odder and Stoughton, Ltd. Australian
, 24/3.)

at's New in Paper Backs

TEASY TERMS, by Peter Cheyney. A
mother makes a will to keep her
e shapely daughters out of trouble,
non-marrying clauses; but it doesn't
out that way. Then the step-father
shot. Slim Callaghan, British-type
ate eye, steps in and, as usual, shows
eoppers that it wasn't all done with
ors. (GREAT PAN).

ALL RIGHT JACK, by Alan Hackney.
e who chuckled at "Private's Progress"
he same author will guffaw at its
el when Stanley Windrush, out of the
y, becomes an unskilled worker with
ilent for trouble. It allows witty
er Hackney to poke fun, sometimes
e sometimes barbed, at Big Business,
e Unionism and the Foreign Office.
EAT PAN).

IE HORSE SOLDIERS, by Harold
air. In literature, the American
War is America's most popular war.
historical novel (just made into a
icolour film) is a fictional re-
tment of one of the colourful episodes
at conflict. It traces the skirmishes
fortunes of Marlowe's (in reality, it
Grierson's) Brigade in a daring 600
raid through Rebel Mississippi to
the single railroad that was lifeline
he Southern forces still holding out.
EAT PAN).

PPHIRES ON WEDNESDAY, by
olm Gair. Into the already over-
ded profession of private investigator
s Mark Raeburn, tall, dark, ex-Argyll
Sutherland Highlanders, ex-
opolitan Police. This thriller covers
irst case, to find Madame Palatino's
sire-studded collar that went missing
her brother took off for the States.
t, Raeburn overcomes the normal
ational hazards of Pis: innumerable
es of whisky, bashings, murders, fast
with screaming tyres, and spoilt sleek
g ladies who like their men tough
ender. (GREAT PAN).

AITING ON GOD, by Simone Weil. A
ction of essays by a young French
sophy teacher, who died in England
943. Something of a mystic, she
essed an insight that gave her writings
exceptional originality of thought.
TANA, black).

EL IN THE SUN, by Niven Busch.
int of the best-seller, said to be
l on fact. Full of colour and action.
lls the life story of half-breed Pearl
az, "well-shaped but only what you'd
t from French twice transplanted
well seasoned up with Texas sun".
exploits and loves became a legend
e lawless days of America's South-
(GREAT PAN).

LDIERS THREE, by Humphrey Slater.
ldier under escort, facing court-
ial for shooting his senior NCO when
platoon was under fire; a racy young
ral; and a war-weary sergeant of
st. Lost behind enemy lines, in
ce, they wander and flounder. The
ner knew it would be easy to escape
e knew too that if he did the other
would never make the beaches. He
s, and the nightmare journey to the
and back to Eastbourne on a
irk motor-launch is hazardously
nplished, only to find the sergeant
ting to type. (GREAT PAN).

NY BUYS A WOMAN, by Arthur
ld. An Australian outback homestead

housekeeper is horribly slain and her
small daughter vanishes. Detective In-
spector Napoleon Bonaparte, of Queensland
("Bony" to his thousands of reader-fans)
trails the killer through Lake Eyre country
and supplies the answers. (GREAT PAN).

THREE ACT PLAY, by Agatha Christie.
is another by the Queen of Crime which
should please her fans. Somebody knocked
off the local vicar. Hercule Poirot gets
involved in the loose ends. (FONTANA,
yellow).

DESIREE, by Annemarie Selinko, is
another edition of the story of Napoleon's
great loves, which has already been trans-
lated into 11 languages and made into a
film. More than a million copies have
been sold, and no doubt this handy-sized
volume will push sales into the second
million. (PAN MAJOR).

THE SLEDGE PATROL, by David
Howarth, is another of the war stories
that are only now being told. This one
is about an armed German patrol on
the north-east coast of Greenland, given
the job of setting up weather stations, and
how a Danish patrol had to hunt them
out. Illustrated. (FONTANA, yellow).

THE CRIME CONDUCTOR, by Phillip
McDonald, tells of how Sigsbee, a great
theatrical entrepreneur, is found dead in
his bath—and just about anybody could
have murdered him. Who done it comes
clear in the end, despite a maze of false
trails expertly laid. (FONTANA, yellow).

THE WHISPER IN THE GLOOM, by
Nicholas Blake, is up to his usual action-
packed, top-speed, thriller best. This one
is a spy thriller, with some humour to
lighten the pace. (GREAT PAN).

ORDEAL BY WATER, by Peter Keeble,
is another true war story, illustrated. It
tells of naval salvage in the Middle East
... a brotherhood of loneliness, where
the unexpected could always happen and
death could catch up with the most
experienced. Author Keeble was a British
naval commander who went through it all
—and he is welcome to it. (GREAT
PAN).

THE NIGHT-COMERS, by Eric Ambler,
is another spy thriller, told in the first
person with great success. It will be
read through in a sitting. (There's a girl
in it, of course). (GREAT PAN).

(Australian Prices: Great Pan, 3/9; Pan
Giant, 5/-; Pan Major, 7/6; Fontana, 3/9,
except where otherwise marked. Our
copies are from William Collins, Overseas,
Ltd., Sydney.)

Hilder Profile

(Continued from page 84)

whole of Bougainville in fits and
starts.

The District Officer at Kieta took
a party out by sea, and Jack Read
was left in charge of the whole dis-
trict, besides being a Coastwatcher
in a civilian capacity. He had a
small force of police boys, and a
section of 26 AIF Commandos,
under a good, but locally inexperi-
enced, young lieutenant. When it
was realised that the Coastwatchers
would remain on duty despite the
Japanese occupation of the area, it
was decided to give them Service
rank to avoid them being classed as
spies. About this time ANGAU was
being formed, and Read was given
sergeant's rank in it, but he very

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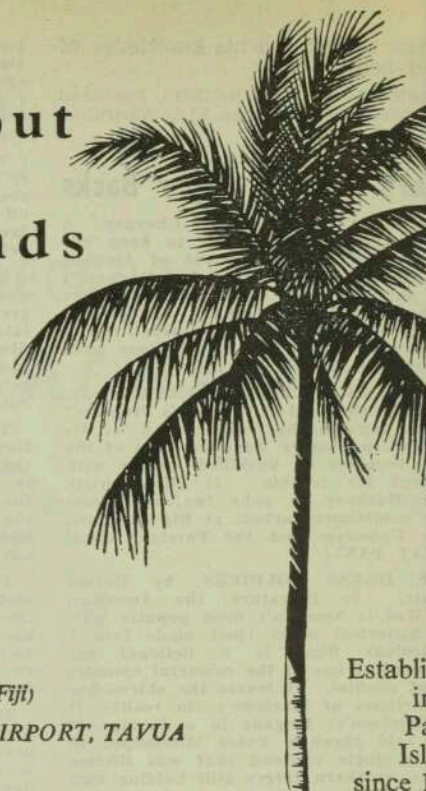


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ely refused the appointment. He
er became a Lieutenant RANVR.
His service as a Coastwatcher in
arge of Bougainville lasted for 17
perate months, and his courage,
esight, initiative and common-
se is well described by Com-
ander Eric Feldt in *The Coast
atchers*. For his outstanding ser-
e under difficulties, many of
ich were not made by the Jap-
ese, Read received the American
C, but no British decoration. He
ally left the island one night in
y, 1943, being taken off by the
Submarine *Guardfish*.

A few months later the American
ces landed and established a
imeter at Torokina. In 1944, the
F took over from the US Army,
i Read became a major in
GAU and was sent to Torokina
District Officer of Bougainville.
his service in ANGAU he was
ntioned in Despatches.

After the war, Jack Read became
istrict Commissioner at Kavieng
three years, leaving there for
g leave and retirement.

The Reads settled down near Mel-
burne, and Jack took a job in Navy
ice in the Intelligence division.
er a year or so the climate got
frigid for him, and he decided
return to the Territory in any
acity. Just at this moment the
tive Lands Commission was set
and Read was appointed Com-
missioner for the New Britain Dis-
t. That was in 1952.

The Reads live at Namanula,
ove Rabaul and intend to be per-
nent residents. Their only child,
lith, now Mrs. Fairhurst, who has
n in the USA for two years with
husband, will shortly be settling
manently in Australia.

The Territory and its climate
tainly agree with Jack, for he
ows no grey hairs.

His main hobby through the years
s been photography, and he has
de a large collection of photo-
phs of natives from remote
as, which I hope will one day
published.—BRETT HILDER.

mouthfuls of coconut into the water.
The fish feed on this furiously.

The fisherman then hastily enters
the water, baits his hook with a
tiny fragment of coconut meat, and
plunges the rod right into the
shoal of feeding fish. If lucky, he
will hook fish as fast as he can
haul them out and re-bait the hook
—which a good fisherman can do at
great speed.

These are but a few of the end-
less methods of the Islands.

But here is a modern Japanese
method of coastal fishing which
could well be tried in the Islands.
It calls for a launch with a source
of electric power. About a dozen
lights spaced 60 ft apart are strung

out on a buoyed line so that they
are suspended about 10 ft below the
surface with one end leading into a
surround-net or trap.

After dark all the lights are
switched on, and after about two
hours, when they should each have
attracted a school of fish, the lights
are extinguished successively from
the distance end, until finally only
one light remains within the netted
or trap area, where—if everything
has gone according to Hoyle—all
the fish are concentrated.

The method is apparently highly
successful in the right location with
the Japanese. But then, the Jap-
anese, like the old-time Polynesians,
have a way with fish.



I'M A HEALTHY CHILD . . .

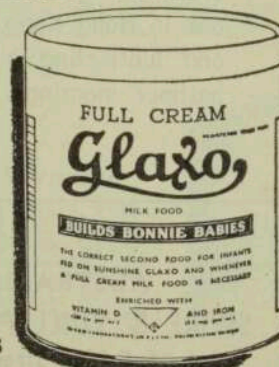
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How To Fish

(Continued from page 85)

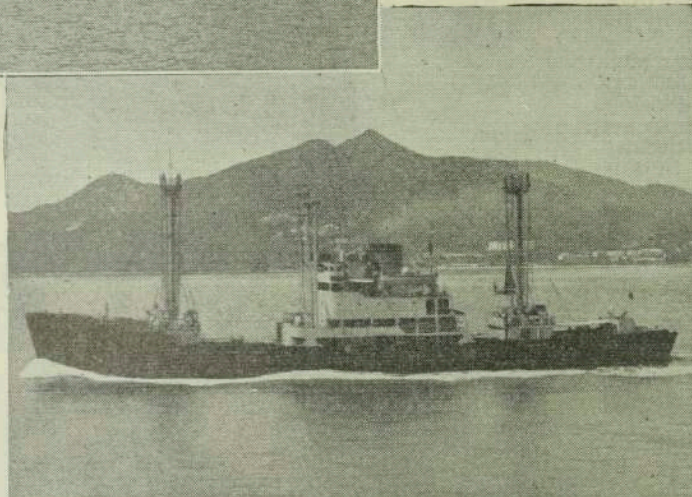
ubtless at many other islands.
ere, as the overseas vessels load
eir cargoes, the fishermen with
eir outrigger canoes are busy
atching a type of small mackerel.
The equipment is a tiny rod not
re than a foot long and slimmer
an a pencil, with a line of the
ne length and a very small hook
ached. The bait is white coconut
sh.

The fish move in dense shoals and
e fisherman, with the aid of a
ss-bottomed shallow box, peers
wn into the clear water watching
the schools. As soon as one
roaches he chews and spits

TAIKOO DOCKYARD HONG KONG

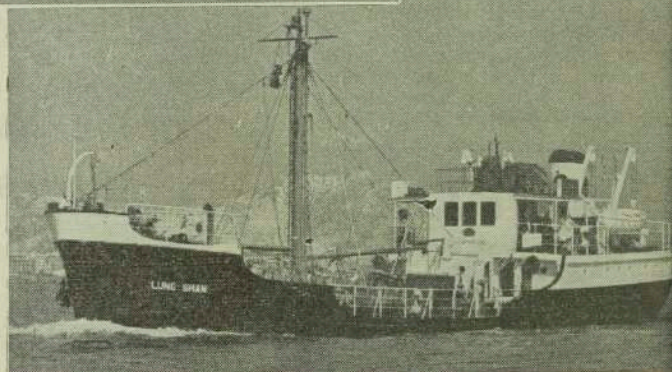


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.



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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CHRISTCHURCH

PACIFIC SHIPPING AND CRUISING YACHTS

Danger from possible mines still exists in many Islands areas as an aftermath of World War II, though the danger to surface navigation is not considered serious.

THE annual summary of Notices to Mariners shows areas unsafe for anchoring, diving, dredging, towing, cable-laying, and submarine-bottoming in the vicinity of: —NG.—Port Moresby, Milne Bay, Vieng, Buka Passage, Bougainville Strait.

SI.—Shortland Is., southern Iaita.

few Hebrides.—Around the northern shores of Espiritu Santo and nearby islands; Undine Bay at Viti.

ew Caledonia.—Along the southern coast of NC and at the extreme northwest.

iji.—At 23 points round Viti Levu, and at points on the north and south coast of Vanua Levu.

& E.—At Funafuti, Ellice Islands, and at Butaritari in the Gilberts.

onga.—The approaches to Nukunono, Tonga.

JS Trust Territory.—At Milne Bay, Wotje atolls, Marshalls, and at Eniwetok, in the Carolines, danger areas do exist.

No mined areas are known to exist in the South Pacific east of Tonga.

FORBIDDEN ZONES: Although there has been no testing of nuclear bombs in the British Line Islands since April 28, 1958 (at an altitude around 50,000 ft. off the southern coast of Christmas) both

Malden—where the first British H-bomb was fired on May 16, 1957—and Christmas, and their territorial waters still are forbidden zones. "Special precautions will be taken to prevent the entry of unauthorized persons" says the Admiralty Notice still in force. GEIC Government vessels and an occasional overseas copra ship require to call at Christmas, but no commercial vessels ever need call at Malden. The curious yachtsman bound from Honolulu to Papeete or vice versa, however, should be aware of these restrictions.

• **HAZARDS AND AIDS:** Among other Notices of recent date, or still in force, is one issued last year concerning a spherical object, a possible mine, sighted floating about 75 miles due south of Aneityum, New Hebrides.

Captain W. Wilding, of MV *Bulolo*, has advised the authorities that a possible aid to navigation—an old lighthouse and a wreck said in official publications to exist on Lihou Reef in the Coral Sea—in actual fact no longer exist.

The Madang Harbour Master has notified the existence of a dangerous wreck a mile west-south-west of the Coast Watchers' Light.

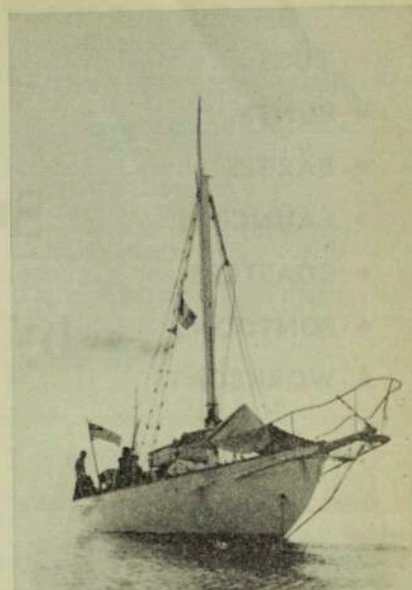
The master of MV *Nankin* has noted that a wreck at the south-east end of Rossel Is. is wrongly charted by about 1½ miles.

There have been alterations to navigation lights at Tutuba, New Hebrides, and at Niu Aunofu, Tonga-tapu. New lights have just been established at Mait Is., off New Ireland, and at Cape L'Averdy, on Bougainville, and one light has been replaced by another 3½ miles away at Tutuba Is., in the New Hebrides.

• **LISTEN—THEN LISTEN AGAIN.** Under existing regulations when a ship is circled by an aircraft which then flies off at low altitude in a certain direction, and repeats this performance, it is a sign that the ship must head in that direction and keep a sharp lookout for someone in distress.

Now, if a vessel in the Hawaii region is circled by a Coast-guard aircraft which is varying the sound of its engines, that is a signal for shipmasters to make contact immediately on the R/T international distress frequency of 2182 kc/s to see what it's all about.

In some parts of the South Pacific, where 2182 kc/s is still not



The Howard Gees on their yacht "Marilen" of Newport, California, had a hectic time on a recent voyage back to Tahiti after a cruise. The yacht was demasted only 100 miles from Papeete. Nobody was hurt, and only harm done was a few thousand dollars worth of rigging and masts. She is now in Papeete awaiting new masts from the US.

Photo: G. R. Lopez.

enforced, it would be advisable for smallship masters to set watch immediately on the R/T frequency normally used in that area—or to listen on 2182 kc/s and reply on the normal local frequency.

• **MARK—AND LEARN:** There is a message for Islands shipmasters in a recent NZ Notice which reads in part as follows: "Recently a small craft struck a charted reef five miles from the mainland and quickly sank. An attempt was made to send a distress message by R/T which resulted in a main coast station clearly receiving the following message repeated twice on 2182 kc/s: *Mayday anyone receiving me?* Essential information such as name of vessel and position was omitted—hence there was no possibility of giving any assistance. Fortunately, it was learned later, the sea was smooth and the survivors managed to row ashore in a dinghy."

(Over)

SUVA JOB

Captain E. K. Anderson, who has lately been acting Assistant Harbourmaster in Suva, during the absence on leave of Captain Peter Hough.

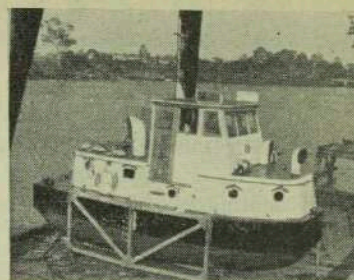


In The News This Month

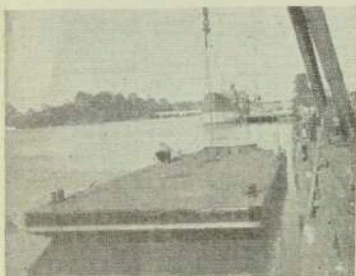
je	Nuguria
ria Manua	Oiseau des Iles II
cal Queen	Oranje
ric	Recorder
all	Reposado
gasa	Romayne
gal	Samoa
na	Sarong
odwinde	Sea Chanty
mutana	Sea Wanderer
tha	Shearwater
Lei	Silver Cloud
bel Rose	Tahi Waitangi
la	Taveuni
is	Teiko
vi	Te Vega
Confiance	Tiare Maori
rien	Toyama Maru
cuata	Tovata
lacca	Trade Winds
arco Polo	Trieste
rgaret	Trewellard
tubi	Umitaka Maru
lanesia	Vaitere
ana Roa	Wakaya
gasaki Maru	Wanderer
reus	White Squall
rides	Witjaz
vehu	Yatu Lau
via del Mar	Zarja

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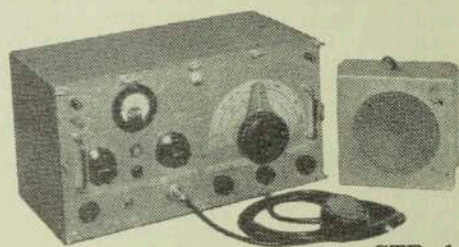
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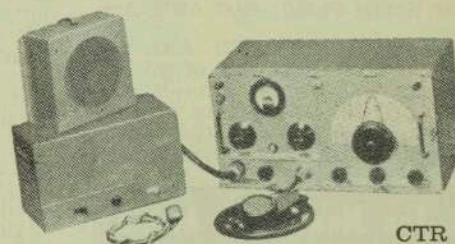
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AUTOMATIC DISTRESS TRANSMITTER: Less likely to forget the correct procedure when sending distress calls is a device lately used by the Japanese Maritime Safety Board. Stowed so that it will be as free as the ship sinks, or alternatively so that it may be used overboard, is a buoy enclosing an automatic distress transmitter. When launched, it projects a 10-ft rod antenna and proceeds to transmit identification signals until the batteries eventually go flat. The idea is not new. The sonar used in submarine hunting, said to have been adapted by the RNZAF in Fiji for air-sea rescue work, is a similar idea, and an automatic transmitter stowed in the tail section of an aircraft which will operate following a crash has been used in US. The Japanese device is specially adapted for ship distress use, especially for those not equipped with radio, or whose radio is out of operation.

P-NG TANKER: In one of the most interesting examples of shipbuilding ever to be carried out in New Guinea, the steel cargo vessel *Duali* is at present being converted into a tanker at Rabaul. She will carry bulk fuel and oil from Rabaul to coastal centres, doing away with the laborious system of man-handling drums which is the usual method today. Some small ships had deck tanks or hold tanks called, but *Duali* is being converted to a true tanker with proper piping equipment, valves, piping and safety systems. Designed in Sydney, the conversion is being carried out in Rabaul under the direct supervision of the owners, G. and M. Shipping Co. will be remembered for the fair job that it did last year when the British Solomon Islands motor vessel *Coral Queen* was holed on a reef during her delivery voyage. The biggest job of its type to be carried out in Rabaul for at least 10 years, enabled *Coral Queen* to proceed to Australia for further work and away before going into service. *Duali* is one of the best known and newest of cargo ships operating out of Rabaul. She was originally an Australian Shipping Board vessel, and was brought to Rabaul by G. and M. Shipping.

CHECK THAT GEAR: In the Cook Islands, where safety regulations have always been lax—though somewhat improved in very recent years—there will be a stir in April, for the first time, marine surveyors from Wellington are to drop anchor and look over the local fleet. Between now and then, there is likely to be some scurrying round talling buoyancy tanks in workboats which are, in some cases, serving a double purpose as life-boats, in putting up life-belts, checking over gear pumps, etc.

The problem of keeping life-saving gear in a state of readiness is a very real one in the Islands. Where large numbers of deck passengers are carried or where it is difficult to keep unauthorised persons from coming aboard at ports of call, life-boat rations are looted and life-belts constantly stolen or taken from their racks and used as pillows, damaged, or lost. Because this is so, it is felt that the authorities everywhere in the Islands should place more emphasis on the carriage of fool-proof automatic distress transmitters by these vessels. There may be no legal machinery for enforcing their adoption, but their ad-

vantages should be constantly stressed and the importation of suitable sets encouraged in every way.

• **THE SAME—BUT DIFFERENT:** If reports that NZ's Island Territories Department is to be disbanded are correct, MV *Moana Roa*, now building in a British shipyard, could technically have a new owner by the time she goes into service. That owner presumably would be the Marine Department, which has operated a passenger vessel between Bluff and Stewart Is. for many years, and which also administers the reserve cable ship *Matai* and some smaller fry. A new vessel for the Stewart Is. service is at present

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WORKBOAT, 20 ft. x 8 ft., recently rebuilt, new twin cylinder Lister diesel, 2/1 reduction. £850.

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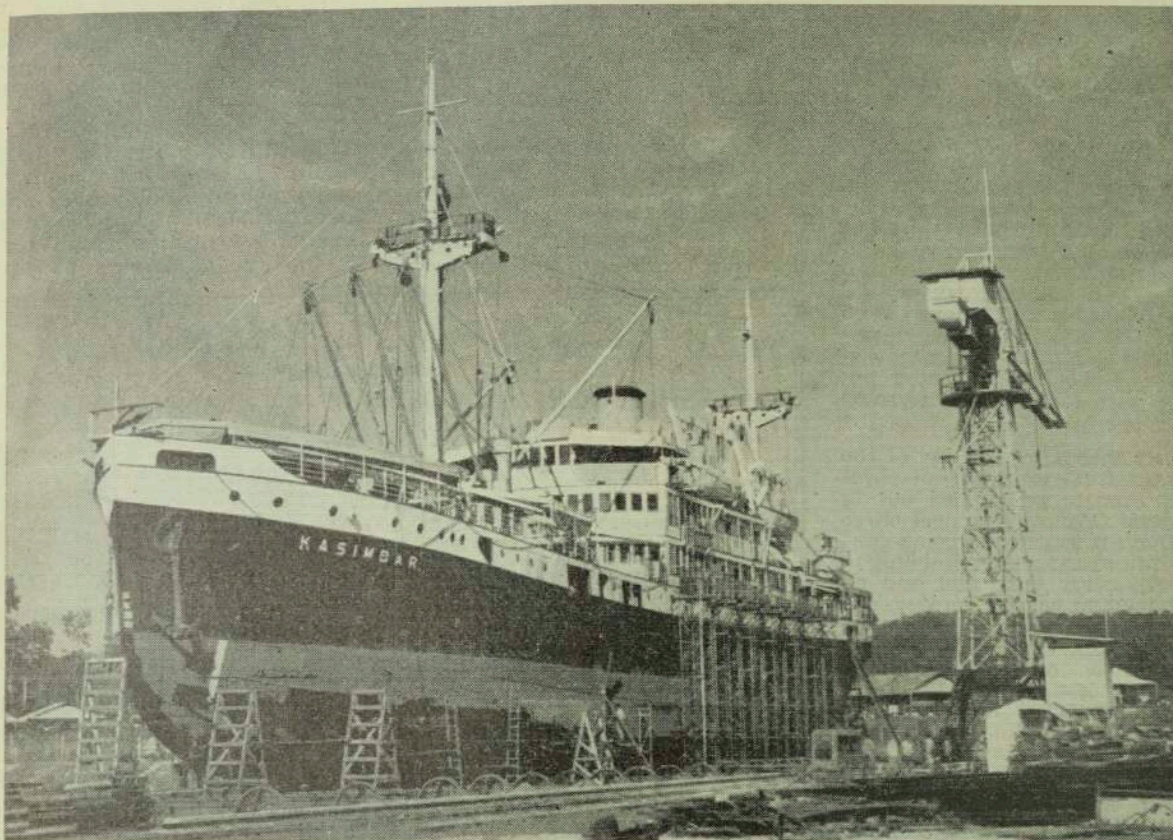
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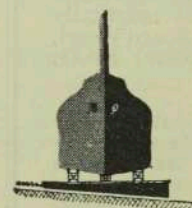
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Telegraphic Address: REPAIRS MANOKWARI.

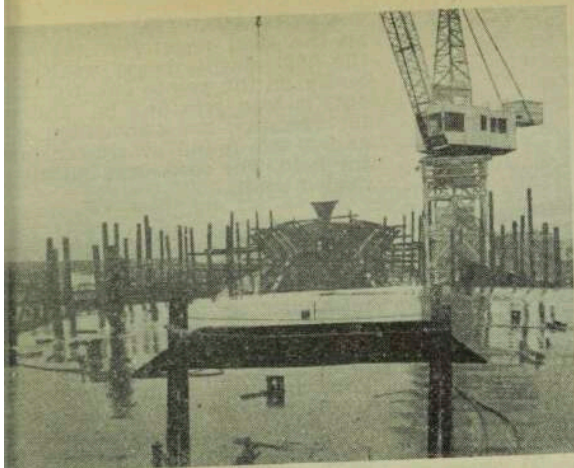
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"MOANA ROA" IN UK

This is how the New Zealand Island Territories Department's new m.v. "Moana Roa" looked in January in its British shipyard. The photograph was taken by a "PIM" reader. The "Moana Roa" is expected to be launched by about mid-March, according to a late report from Scotland. At right is Chief Engineer Fred Evans, of NZGS "Maui Pomare", who has now joined "Moana Roa" at the Grangemouth Dockyard.



building in Auckland, largest ship to be built there for many years. Other departments, however, are not interested in small craft and there is a probability that the Railway Department will operate a big new vehicular ferry on the NZ inter-islands service—so at present there is no certainty about the control of *Moana Roa* in the event of Island Territories disbanding.

Mr. Fred Evans, chief engineer in *Maui Pomare*, which *Moana Roa* will replace, flew to UK in February and is now standing by the vessel. Captain Hare is expected to follow when the ship is nearing completion in the middle of the year. Meanwhile, in January, he took his present command north to the Cooks voyage number 315, following which, she paid off her crew and was on annual survey in February-March.

• **NEW FISHING TREND:** Auckland fishermen reported in February that a Japanese stern-trawler of 2000-3,000 tons was operating west of the North Island well beyond the three-mile limit but on grounds which have long been trawled by Auckland fishermen. A similar vessel was seen there also last year.

The vessel was not breaking international law or NZ law as it stands at present, but the significance of these activities seems to have been overlooked by the NZ public. This is believed to be the first evidence of Japanese trawling activities in the South Pacific. By trawling is meant net fishing for types of fish which remain in the same general area throughout their life cycle as bottom feeders, and therefore can be hooked on as belonging to the continental shelf on or above which they are feeding.

In the past, except for some aiding of trochus reefs, the Japanese have confined their activities to tuna long-line fishing. Tuna migrate far and wide and are true oceanic fish, not associated with any one locality during their life

cycle. In no sense can tuna be considered as belonging to any particular continental shelf.

Little if any trawling is done in the Islands, if only for the reason that the waters are mostly too deep. However, there may be a few potential trawling grounds off the larger rivers of New Guinea and Fiji and, for that reason, any trawling activities in such areas by foreigners—even beyond the three-mile limit—should be of concern to the local authorities. Certainly for New Zealand there should be more interest in Australia's stand in favour of national control of fisheries out to the 100 fathom line at least—and that may be far beyond the three-mile limit.

Description of the vessel sighted near NZ tallies fairly closely with that of the fisheries training ship *Umitaka Maru*, which called at Wellington a year ago, in which case

the present activities may not be on a commercial basis but simply a testing of potential new grounds.

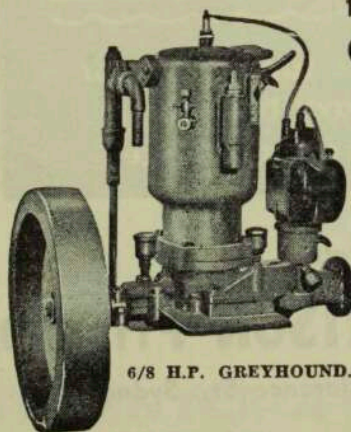
No one can blame Japan for her drive and enterprise in seeking and exploiting unused fishery resources all over the world, but countries with bottom-based resources at their front doors had better look lively if they want them for themselves.

• SHE MAY BE FAMOUS:

South Pacific Trading Company's Rarotonga-based two-masted schooner *Tiare Maori*, 168-tons, may be the subject of a forthcoming new series of Cook Is. pictorial stamps. She has been suggested as one of the acceptable subjects. *Tiare Maori* is already famous as the paddle steamer *Henrietta* of the film *Around the World in 80 Days*. It was after the production of that film that owner Walter S. Johnson purchased her and refitted her as a schooner, with a modern staysail rig and a foremast yard for Trade Wind work. She is one of the few surviving schooners in the South Pacific, Donald's *Vaitere*, 181-tons, based at Papeete, being perhaps the finest. *Tiare Maori* was immobilised at Rarotonga with engine trouble for a couple of weeks in January. She had earlier grounded in Avatiu Harbour for a short period. (Over)

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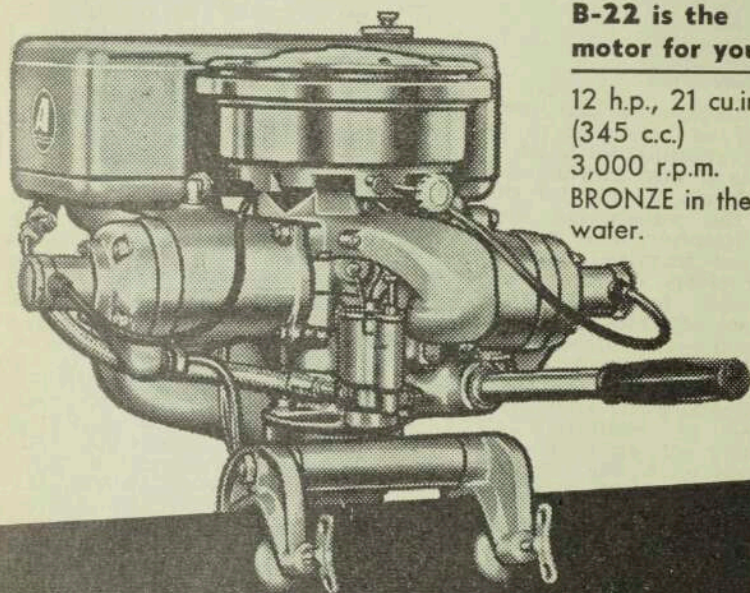
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• **FIRE AVERTED:** A cocoa can on the local vessel *Piri* got wet in the hold, during heavy weather recently, on the way to Lae, N.G. Dr. out, it was reloaded on *Thors* for overseas; but combustion set and it was found nearly red hot in the hold. The cocoa was quickly loaded again.

• **THEY'VE HAD IT:** The storied ex-sub-chaser *Tovata* (which was to have been renamed *Mac II* had she been recommissioned as a barge) and the less-storied *Komaiwai*, both of Suva apparently made their last move to a breaking-up berth in January. Following the lifting off of the superstructures by crane at the wharf, the wooden vessels were to be dismantled by Whippy's boatyard. *Tovata* was laid up by R. Carpenter & Co. last March and purchased for possible conversion to a barge at a low price last July by Mr. A. S. R. Macalister. Carpenter's *Komaiwai* was laid in mid-1959.

• **ADRIFT:** Fijian Affairs Department's Suva-built 84-ton wooden motor vessel *Yatu Lau* was adrift with a disabled engine for two days early in February in the Eastern Lau Group of Fiji. She was bound from Moala, Vanua-i-Colo. In response to a call for assistance, she was taken in tow by Mr. T. Hurley's 39-ton *Melanesia*. By then, *Yatu Lau* had blown to within 200 miles of Tongatapu from where she was towed 245 miles back to Suva, with a call at Moala to land some passengers.

• **IN THE BIG ONES:** John Figgess, son of Rev. H. W. Figgess, chaplain of the Mission to Seamen in Suva, looked in to that port in January as one of the cadets on the Shaw Savill liner *Dorset*. Following navigation studies at the well known Southampton School of Navigation, he had just joined this ship as a budding British Merchant Service officer.

• **IN FOR REPAIRS:** The 18 years-old, 7,264-ton Hain Line British freighter *Trewellard*, with a full cargo of sugar from Fiji for the UK, spent two weeks in American Samoa in January awaiting an engine part which had been flown to Fiji for repair then flown back to Pago Pago.

Also bound for the Pago Pago slipway in January-February was the Cook Is. 128-ton ketch *Taveuni*. Some time ago, this D. C. Brown vessel exchanged her Crossley motor for a new 8L3 Gardner which necessitated a change of propeller. Not capable of drilling out the boss of the new propeller existed in Papeete, where the engine was installed—hence the trip to Pago Pago. She might have to go even further west to get the job done. Under

Command of Captain Archie Pickering of Fiji, the ketch made calls at Palmerston and Pukapuka as she headed towards Samoa.

FISHING TRAGEDY: There was a fishing tragedy off American Samoa recently which was a warning that long-line tuna fishing has perils as well as its profits. George Curry, 52, operating with others from a small launch, was dragging out a Japanese-style tuna line when a hook pierced his thumb behind a tendon. He was pulled overboard by the drag of the gear and, before the launch could be stopped and put about, was drowned under and drowned.

Japanese activities out of Pago Pago have stimulated some interest among local men, and the former inter-island passenger vessel *Samoa*, completely remodelled, under the ownership of a group of business men, is to start long-line tuna fishing at the end of February. Like the other operations, this will be watched with considerable interest.

THE NAME THAT WOULD NOT STICK: Soon after the American ex-sub-chaser *Isabel Rose* arrived at Pago Pago in 1955, she was renamed *Fagasa* by the Governor, at the invitation of the officers. It seems, however, that someone forgot to paint the new name on the hull and people have gone right on calling her *Isabel Rose*—to the confusion of compilers of registers and those interested in Islands shipping. Our information is that everyone had better just quietly forget all about the name *Fagasa*, at least until the officers paint it on their ship. The comments, we understand, still show the original double-barrelled name *Isabel Rose*.

FOR SALE AGAIN: The Auckland-built 207-ton wooden vessel *Lei*, well remembered in Fiji as a unit of the fleet of the unsuccessful South Seas Marine Products, purchased by the Royal New Zealand Navy in 1951 as a fleet tender, was again put up for sale by the Navy in February. She has been used for the carriage of naval stores and munitions in Auckland area since coming south from Fiji.

GONE FOREIGN: The handsome streamlined French-built 500-ton steel supply-ship *Oiseau des Iles-II*, owned by the Makatea phosphate company in French Polynesia and used for the carriage of stores and company personnel between Makatea and Papeete, made her first call at Suva in February, en route to Vila on her first voyage west of the Pacific since she was delivered from France in 1956. Her owners have established a new manganese mining project on the west coast of the island, across the island from Vila. It is not known whether the present voyage was occasioned by the recent hurricanes which damaged the new

base there, or whether *Oiseau des Iles-II* will in future be a regular caller. There was a possibility that she might make a run south to Auckland in March.

The original *Oiseau des Iles* was an equally handsome three-masted steel schooner, sold to Mexico in December, 1957. She went regularly to Auckland for survey. If the new ship does go south, it will be her first visit there.

• STILL SEEKING: The circumstances under which the GEIC Government 126-ton ketch *Te Matapula* was lost by fire in December were still unknown to *PIM* late in February. Captain G. Douglas, the marine superintendent, went to Suva in January to look over the some-

what similar ketch *Macuata*, owned by BP's, and for sale there, but no purchase eventuated. In Auckland, owners of another similar vessel, *Trade Winds*, ex *Aoni*, said that they had not been approached regarding the sale of their vessel. She was for sale at the right price, but a great deal of work had been done on her since she came to NZ some months ago and there was now no eagerness to sell. She was scheduled to sail for Nukualofa, Vavau, Pago Pago and Honolulu in March.

• IGNOMINIOUS END: The woodman's axe bit deep into the planking of *MV Nereus* at Rabaul recently, bringing to an end another ship that has served the P-NG coast well. Once a pretty 64-footer and

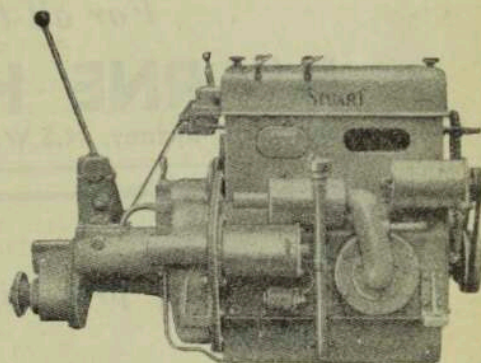
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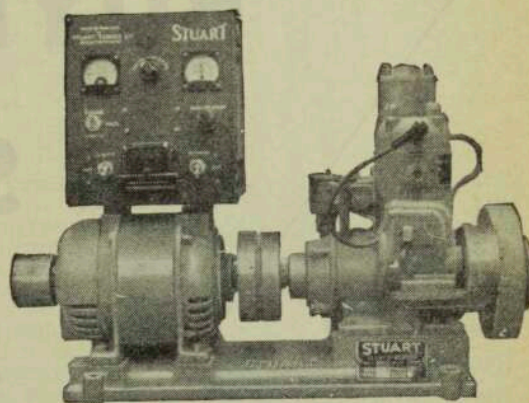
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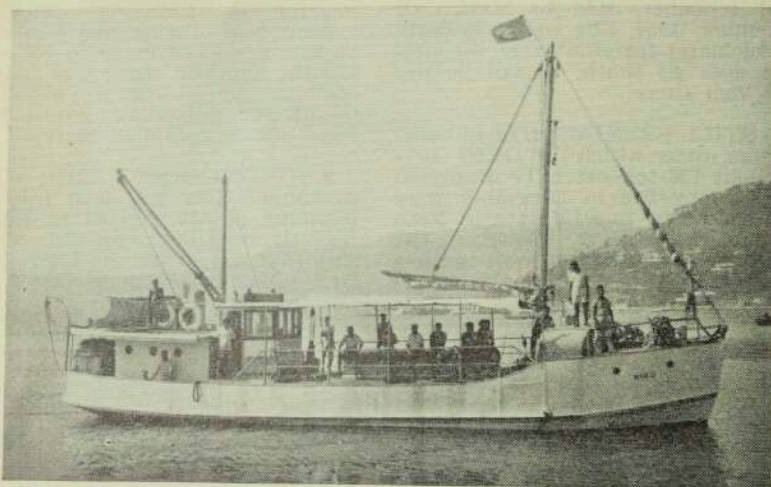


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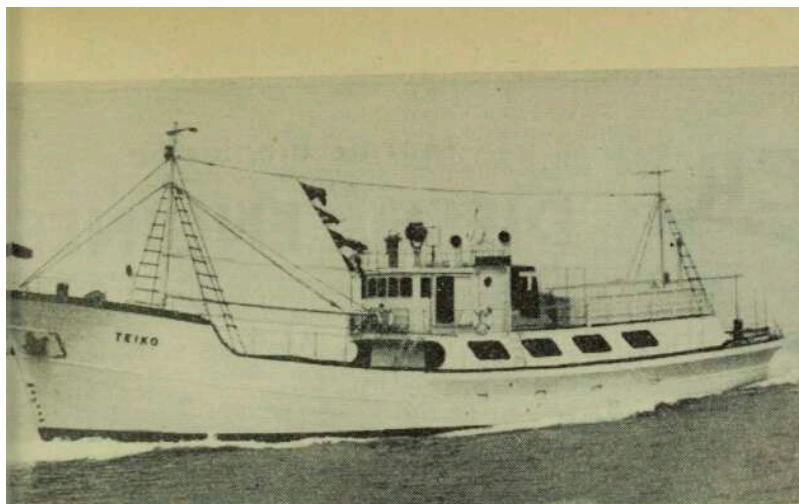
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Tonga Government's 114-ton tuna longliner "Teiko", photographed on her way from Japan to Nukualofa in February. See below.

—Photo courtesy Tonga Government.

pped for sail, *Nereus* was considered beyond economic repair—had been out of survey for more than a year.

Originally named *Himau*, she was built in a Sydney yard 26 years ago. Bernard Chan, of Rabaul, paid \$100 for her soon after the war. A new shipping was urgently needed in Rabaul as copra once again came into production. Later, she was bought by Mr. Bert Wickham, of Rabaul, and became one of the few vessels to visit the Portland Is., Papua, regularly. A special permit was required because of health and immigration regulations affecting the Trobriands. Wickham, a colourful and at times contentious character, took his responsibilities in the Trobriands to heart and undoubtedly did much to help the islanders. On more than one occasion he used *Nereus* to bring food for sick natives, and often helped them with medical supplies at his expense.

Nereus became one of the best known ships in the area, and the natives preferred to do all their dealings in shell with Wickham. It was amply demonstrated one day when another smallship master drifted into the area, creating a dangerous situation in which feelings ran high. The newcomer withdrew after a series of small incidents in which, it is reported, his cabin was overturned and his gear scattered with.

Nereus figured in a spectacular incident some months later when Wickham claimed that an unidentified powerful motor fishing vessel tried to ram him at night. The boat crept up without lights, he said, and moved away when he waved a light from the forward deck.

Later, Wickham had a run of bad luck; his second ship, *MV Nuguria*, sank at sea (no lives lost), and *Nereus* was becoming more expensive to keep in survey. Subsequently, a Rabaul man acquired

the ship, out of survey, and just recently she was broken up for scrap.

• **READY FOR WORK:** Tonga's new 114-ton longliner *Teiko* left Japan on January 28 for Pago Pago, where she was due about February 22 to exchange her Japanese crew for Tongans. An arrangement had been made whereby the Japanese were to transfer to Japanese vessels based at Pago Pago. From there *Teiko* was to proceed to Nukualofa, perhaps after slipping for routine bottom examination.

• **FOR N. HEBRIDES:** *MV Nevehu*, a 60-ft K class scow, especially modified for general cargo work in the New Hebrides, was officially launched at Bjarne Halvorsen Ltd.'s boatsheds, North Sydney, on February 8. Built for W. S. Tait & Co. Pty., Ltd., Sydney, for eventual use by Maison Barrau, of Santo, she is the 11th vessel of this type built for Pacific Islands trade by Halvorsen's since the war.

Present at the ceremony was Mr. C. E. Tait and his son, Mr. Bob Tait, Mr. Bjarne Halvorsen, Mr. Paul Mercier (of A & P Mercier Societe, Noumea) and the crew Messrs. W. R. Womersley, W. Goddard, C. McDonnell, E. Onslow and C. Southwell.

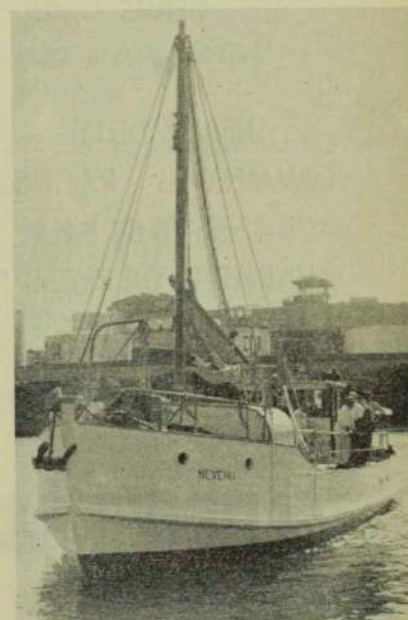
Because of the special working conditions in the New Hebrides, careful attention has been given to the anchor handling gear. The windlass is operated by an electric motor, powered by a Ruston auxiliary 110-volt, 5 kilowatt generator in the engine room, which also powers the electric cargo winch. Main power unit is a 6L3 Gardner diesel, rated 114 bhp and giving a working speed of 7½ to 8 knots when laden.

The crew's quarters are in the deck house aft, which feature a gas stove and refrigerator and berth/ settees with vinyl-covered foam rubber mattresses. A fresh water shower is also provided.

Nevehu is the native name for a tree widely spread throughout the New Hebrides and is considered symbolic of the Group. The English name for the tree is not known, though it is called "Bourao" or "Purao" by the French.

• **PAPEETE CALLS BY DUTCH:** The Nederland Line Royal Dutch Mail motor-vessel *Oranje* (20,600 tons) will make the first of a regular series of calls at Papeete, Tahiti, in Oct. this year. Quarterly calls will be scheduled for 1961 on the Sydney-Europe service. At present, the other Nederland Line vessel, *Johan Van Oldenbarneveldt* (20,300 tons) visits Papeete every three months. Sydney agent is the Royal Inter-ocean Lines office.

• **NEW CABLESHIP BASE?:** When Cable & Wireless Co.'s cable-layer *Recorder*, 3,349 tons, called at Suva in February to renew the shore ends of three transoceanic telegraph cables, Captain P. B. Henderson reported that Suva might become the base for a cable ship within the next few years. There is certain to be a lot of



Top photo shows Mr. C. E. Tait, with his son Mr. R. C. Tait, on board the m.v. "Nevehu" at her launching in Sydney in February. Below, she is seen on her final trials. See story at left.

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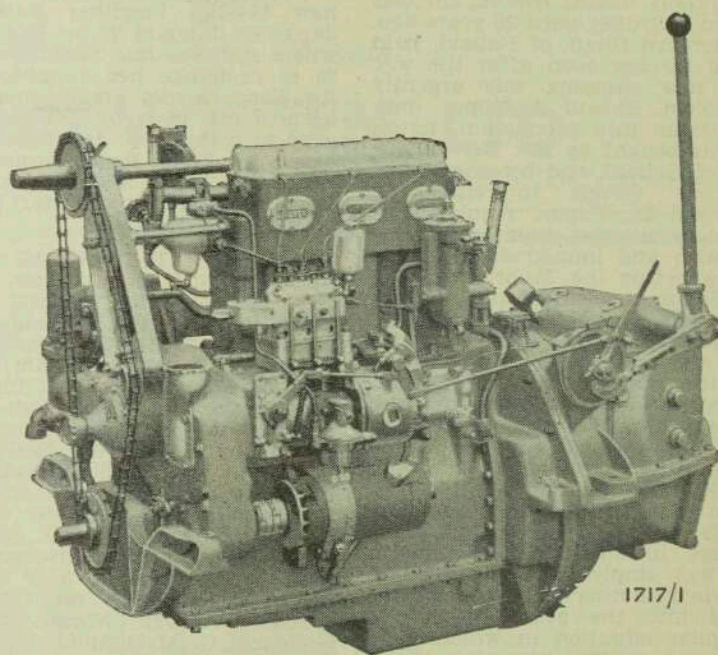
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the ship activity out of Suva during the laying of the trans-Pacific telephone cable which has been approved by the various Commonwealth governments. Up a few years ago, a reserve of cable was kept at Suva in a special "swimming baths" at entrance to Walu Bay—cable is usually stored under water—but though the roofed-over concrete still exists it is no longer in completion of her work near a Recorder was to take soundings south of Fiji in connection with the projected telephone cable. This was a continuation of work finished out last June.

FREE PORT: First free port of the Pacific Islands area came into operation at Naha, Okinawa, by a group on February 20. The free-port area consists of a number of warehouses occupying a part of the port area of this American territory-controlled capital of Okinawa.

SALE OR CHARTER: It appeared fairly certain late February that the 225-ton steel twin screw NZ coaster *Inaha*, now berthed at Vila, would be heading south from Auckland for the New Hebrides probably via Brisbane, in March. Under command of Captain Barnett, part owner, *Inaha* will have cargo for Vila and will be for sale or charter. The cargo presents the owners with the opportunity to "display their wares" in what they consider a potential shipping market. Captain Barnett was partner with other shareholder, Mr. L. Ham, of Auckland, in an earlier vessel. He has also served in the SS Co. Islands vessels.

WATCH THOSE DRACONES: On two past occasions reference has been made in these columns to a promising development in the UK which could have great interest in the Pacific Islands areas. This is the flexible oil barge which has been named the dracone. These barges now seem to have clearly proved their worth and are going into operation in increasing numbers. The experimental work was carried out jointly by Esso Petroleum Co. and Dracone Developments Ltd., and the actual production has been done by P. Cow Ltd., of Southampton. The only one model is believed in production so far—100-ft long and 12 ft in diameter, carrying 9,000 tons of oil. The material used is nylon coated with synthetic rubber. The towline used is 100 tons of nylon and, even in the harshest open-sea conditions, the dracone is reported to tow with the greatest of ease and with very low power requirements in the matter of a tug. Several have lately been sent to West Africa for river use. The towing vessel carries a small cabin on deck, fitted with a

simple type of wide-drummed winch onto which the dracone is wound when empty. Then the whole rig is hoisted aboard the tug for return to the filling station.

There must be many places in the Islands where dracones would provide a relatively cheap answer to the bulk oil problem.

The dracone has presented navigation authorities with the necessity of bringing out some new regulations, as this form of barge obviously cannot carry orthodox navigation lights. By day, the towing vessel will exhibit a black flag, and some sort of float attached to the rear of the dracone must also carry a black flag. The tug will exhibit normal towing lights at night, and an all-round white light

will be displayed from the float at the rear of the tow.

Price of the first dracones was said to be about £2,000, but this may fall as more are produced.

• **NOT QUITE SO DEEP:** After allowing for certain instrument errors, it was found that the US Navy's bathyscaphe *Trieste* actually reached a depth of 35,800-ft—about 2,000-ft less than the depth recorded by the instruments during the January 23 dive into Challenger Deep of the Marianas Trench. The corrected depth agrees more closely with that determined by soundings from the Russian oceanographic vessel *Witjaz* during the course of her Pacific cruise in 1958. (Over)

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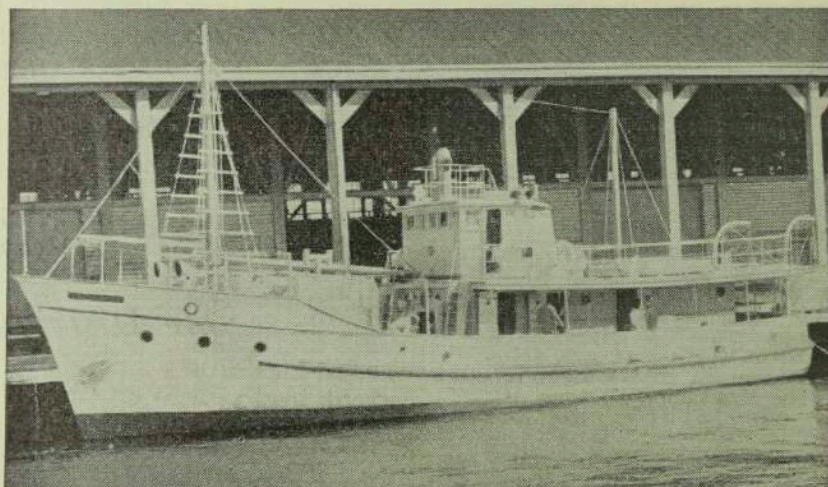
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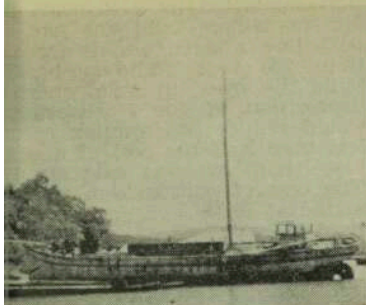
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photograph from Captain Brett Hilder shows auxiliary ketch "Avalon" ex-"Taipan", of TAN, as she was beached on Iririki Island in the La Harbour not long before the December gale blew her into 60 feet of water ("PIM" February, p. 107). Only the top of the mast protruding from the sea in January and the Australian Army soon attended to that by blowing up the "Avalon" so as to clear the channel. Captain Hilder: "I had more than I paid her out of her in teak—which is what she made of—so I have no regrets." The keel had been removed before Captain Hilder bought her.

ZARJA LOCATED: That ice-masted 580-ton Russian icebreaker *Zarja*, world's only non-magnetic vessel, has finally been located. She dropped into Melbourne for engine repairs to her diesel on February 9 and was there again in a few days for part, Wellington, an unstated New Guinea port, China, Japan, and Vladivostok. Melbourne reports indicated a team of nine scientists aboard to handle the magnetic survey research work now carried out. (See *PIM* October, 1959, p. 103).

SPOT OF BOTHER: When the 170-ton fisheries training ship *Yama Maru* sprang a serious leak 170 miles north-east of Myra atoll on February 13 she needed something of a stir. The American Standard Oil Co.'s small 25-ton tanker *M. E. Lombardi* went to her aid. An RAF plane from Christmas Is. and the US Coastguard cutter *Basswood* from Honolulu were also despatched. With aid supplied by the tanker the stern-tube leak was repaired and the training ship with her 40-man crew was able to proceed to Honolulu under her own power. *Yama Maru* belongs to the prefectural government of Toyama, her only ship. The 108-ft steel vessel was built in 1952.

ANOTHER AUST.-P-NG LINK: A new shipping service between Australia and Borneo, to start in April, will call regularly at Port Moresby, Rabaul, Lae and Madang. Austasia Line Ltd., of Singapore, will use two sister ships, *Ms Malacca* and *Matubi* (each 100-tons d.w.), on the run from Adelaide, Melbourne, Sydney, Brisbane, P-NG, Nth. Borneo and rawak.

Malacca will inaugurate the service from Adelaide on April 27,

and *Matubi* will follow six weeks later. Each can carry more than 4,000-tons of refrigerated and general cargo and each is fitted with modern handling gear.

Australian agent is the Blue Star Line (Aust.) Pty. Ltd. and in P-NG bookings will be handled by the New Guinea Company Ltd.

• STILL HARD AND FAST: The ten-year-old 6,589-ton Sawayama Kisen KK freighter *Nagasaki Maru*, ashore on Helen Reef, north of Dutch New Guinea, since December 5, was still very much ashore in mid-February and the outlook for her underwriters did not seem to be particularly bright, according to a Tokyo report.

The owners said on February 12 that several attempts had been made to salvage the vessel and her cargo; however, due to stormy weather, the vessel has been driven farther aground and the original salvage plan has had frequently to be revised. The decisions of the salvage company have been prolonged due to the vessel's difficult position and the geographical isolation of the reef.

The present idea, the owners said, was to blast the reef and excavate a channel over 2,000 yards towards an inside bay. But the owners have a feeling that the vessel may become a total loss. A considerable quantity of cargo had been jettisoned, and jettisoning was still in progress at that time. The vessel was on the New Zealand run.

A fairly large consignment of mail for New Zealand from Hongkong, China, and the USSR, was safely transferred to *Ngato Maru* No. 5, returned to Japan, and eventually reshipped from there in the Nitto Line vessel *Showa Maru*.

• LA CONFIANCE VISITS NZ: Under command of Commander Gerard d'Antin de Vaillac, the French Navy's escort vessel *La Confiance*, 1,450 tons displacement, of the Noumea station, paid a visit to New Zealand waters in February-March on a flag-showing visit. *La Confiance*, launched 1942 as HMS *Mayola* for the Royal Navy, became the French Navy's *Tonkinois* a year later, and received her present name in 1953 prior to replacing the well-remembered *Dumont d'Urville* on the Noumea station.

• NEW PILOT VESSEL FOR APIA: Apia is to have a new pilot vessel, which will be built to an overseas design in the Apia Marine Yard. This was announced by the W. Samoan Minister of Marine (Mr. E. F. Paul) who said that the proposed vessel would be 55 feet long, with a beam of 14 feet and a draught of 4 feet 6 inches. It would be powered by one 6-cylinder Gardner diesel engine of 114 hp.

Mr. Paul said that Cabinet had approved the acceptance of the de-

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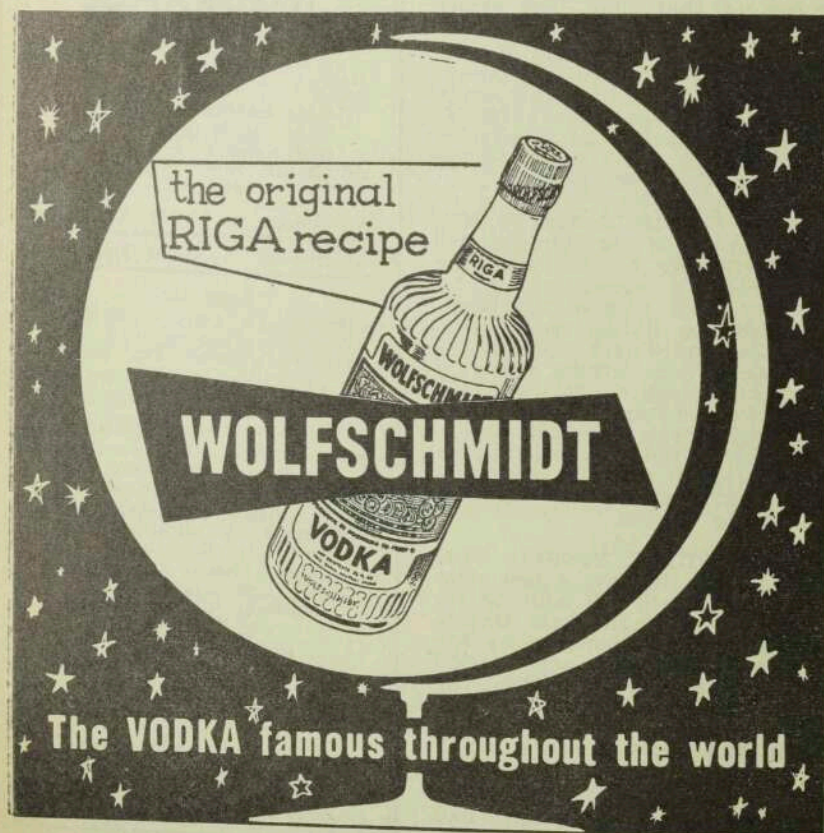
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sign submitted by a Scottish firm, Messrs. Millers Ltd., who had been designing wooden vessels for more than 200 years. The proposal to build the vessel in Apia, under the supervision of the Harbourmaster, would reduce construction costs to less than half the cost of a similar vessel built overseas, said Mr. P. The cost of construction was estimated at £8,275.

News of Cruising Yachts

● SARONG, of Sydney, almost round the world, reached Auckland from Rarotonga on February 20 and was to continue on to Sydney at the end of the month. The yacht arrived at Rarotonga from Papeete on January 29. With owner E. J. I. were three crewmen, one a Dane, and others Australians.

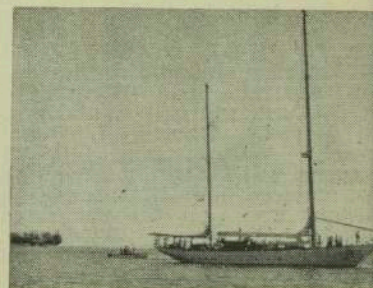
● KIWI, of Auckland, in Islands for the last year, arrived back in NZ waters on February 1. With owner Tom Bott and companions was John Guzzwell, of TREK, who joined at Sydney, having presumably left his own yacht at Honolulu for the present.

● NERIDES, of Auckland, which cruised in Polynesia last year, has changed her name locally.

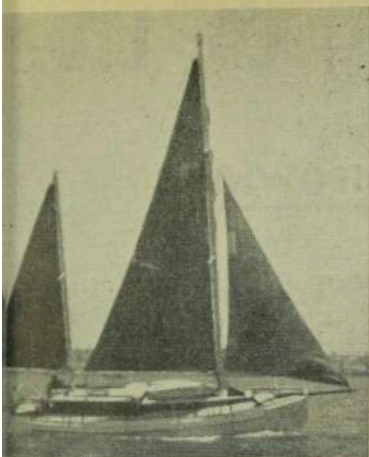
● MARGARET, 25-ft. cutter owned by Brian Small; SILVER CLOUD, a cutter about 30-ft.; WANDERER, with Buchanan and companions; WHITE SQUALL and the Norgroves; and the overseas yachts JANIS, KOCHAB, ROMAYNE, are all lined up for a March-April departure from Auckland to Polynesia and points beyond. In addition, SHEARWATER and the Auckland WAKAYA in which Ted Hayes cruised to the Islands in the past, are clear for Brisbane. The yacht-cum-tracker ketch TRADE WINDS, with Athol Russell of Auckland in command, is listed for a March departure for Tonga, Samoa, Hawaii. Brian Neill's big motor cutter REPOSADO is also straining at her heels with rumours of a departure for Queensland or the Bahamas mooted. This vessel is still on offer.

● HAMUTANA, the 88-ft. steel motor cruiser in which the John Gallagher family cleared Auckland on Christmas Day, is in Queensland waters via Lord Howe, returning home February 8, five days out of Sydney.

● MARCO POLO and Aksel Pedersen were reported at Los Angeles on February 1, bound Denmark via Panama. Pedersen sailed from Auckland in the yacht, which was earlier sailed round the world by Armit and Loe, in July, 1958. The yacht has had various crewmen since then. The yacht was almost lost in French Polynesian waters when it went on a reef at one stage.



The "Novia del Mar" mentioned on page 1



"Marco Polo", reported at Los Angeles early February, bound for Denmark.

AFFJE, of San Francisco, a 60-ft. ketch, was scheduled to sail for Auckland via Islands ports in February.

SEA WANDERER and Edward Allcard, who sailed from UK for the Pacific via several years ago, is still working as charter-boat for Commander V. E. B. Holson and Sons at English Harbour, Papua. The 36-ft. ketch is one of about 10 so employed. Commander Nicholson chased the former Tahiti-based ketch TE VEGA as a unit of his own.

GLINA, 60-ft. Adelaide yacht, cleared port for NZ and Islands ports on February 14. First port was expected to be Russell.

TAHI WAITANGI, 58-ft. ketch manned by 76-year-old retired sea captain Percy London, sailed from Sydney for NZ on February 1. Two years ago Captain London broke his arm while on a similar voyage and was forced to put back. The ketch is 67 years old, but has lately been fitted with automatic pilot, D/F, and other modern conveniences. Both Captain London and the ketch (originally a cutter) belong to New Zealand.

LOS ANGELES-PAPEETE RACE: A second post-war Los Angeles-Papeete race was mooted for this year, probably to coincide with the July celebrations at Tahiti. Details of likely entrants will be given when the race seems certain to take place. Meanwhile, yachtsmen interested in entering could obtain details from the Trans-Pacific Yacht Club, 210 West 7th St., Los Angeles 14, California. The previous event, in 1956 was won by JADA on corrected time; fastest time was made by NOVIA L MAR. The race started at 2000 GMT on June 6 and NOVIA DEL MAR crossed the finishing line on July 7 at 21.01.08. JADA with a handicap of 2 days 2 hours 12 minutes 8 seconds crossed the line the same day at 23.47.04 GMT. NOVIA L MAR was scratch boat. Only previous Los Angeles-Papeete race was in about 1923 and was won by CRINER in an elapsed time of 20 days 12 hours.

CARLA MANUS, 66 ft. aux. schooner, well known in New Guinea where she was used for a year or so by Mr. J. Thurston, Rabaul, was sold recently through Captain W. L. Kennedy, Sydney shipbroker, to Mr. John G. Wotherspoon, of Alton Beach, Sydney. She is being pre-

pared now for a trans-Pacific cruise to California, via Islands ports, with Mrs. Wotherspoon, their 10-years-old son, and a small crew.

SEA CHANTY, of Canada, now at Whangarei, NZ, has been sold by Roy Kempel to one of his sailing mates and the trio has now separated. The yacht will remain in NZ waters for an indefinite period.

GOODWINDE of England, 51¾-ft. x 11½-ft. x 8-ft. cutter, with owner Dr. Keith Laws, Lindsay Gillies, John Hunter, Michael Denny, and Henry Strasburger aboard, cleared Balboa in early January for the Galapagos, Rapa, Pitcairn, Tahiti, and presumably other places to the westward.

FINGAL of Penzance, England, a 33-ft. x 10-ft. x 5¼ ft. sloop, with owner Des McLeod and Dean Van Trease and Dwight Lawton aboard, also cleared Balboa early

January for New Zealand via Polynesian ports.

A CATAMARAN, 35 ft. long, with white twin hulls, each carrying a small cabin and another built between the hulls, was being prepared at Port Moresby, Papua, in late February, for a trans-Pacific voyage to Canada by French owner Henry Maizonnier. A former lieutenant in the wartime Marquis, he bought the craft at Darwin and sailed it to Moresby in 1957. Later, he went on to Samarai, but tangled with a cyclone and returned to Port Moresby with damaged sails. The catamaran now sports a new nylon set for the 32½ ft. mast. With Robert Burke (27), marine and aircraft engineer, of Brisbane, and Keith Bolton, a 22-years-old Englishman, Maizonnier plans to sail to Thursday Is., inside the Great Barrier Reef to Brisbane (to fit radio gear for the Pacific trip), and then via Central Pacific ports and Tahiti to Vancouver.

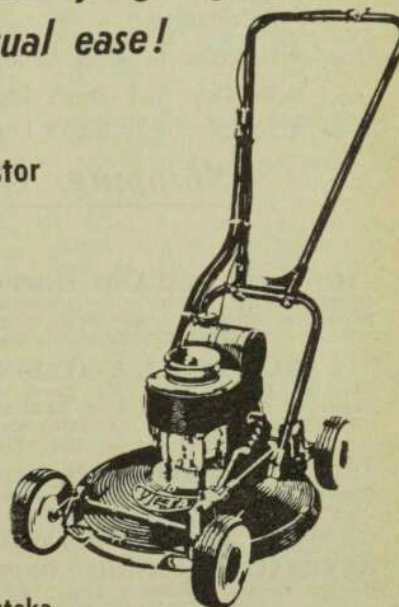
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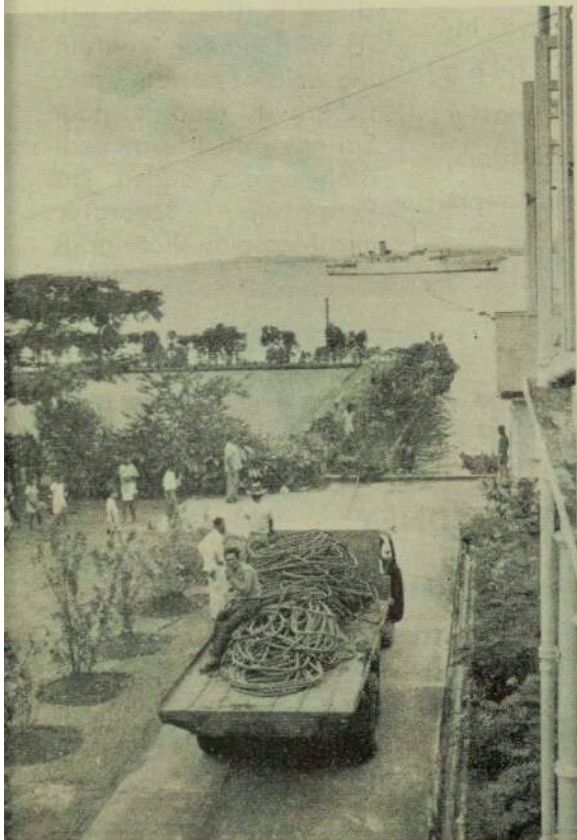
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These photographs taken in Suva in February, show the Cable and Wireless Company's 3,300-ton cable layer "Recorder" laying a new length of cable linking Fanning Island with Suva. The cable was brought ashore on plastic buoys and stowed at the shore end. The photo below shows a view of the "Recorder" from the Suva waterfront.



It's been decided to lay a round-the-world submarine telephone cable linking all British Commonwealth countries. Already the UK, Australia, Canada and New Zealand have taken the lead in developing preliminary plans for the first stage of such a cable—a submarine coaxial cable, with submerged amplifiers incorporated in the cable itself, running from Australia to Canada via New Zealand. Australia relies entirely on radio links for overseas telephone services.

The photo at right shows some of the cables being used in the Pacific cable scheme. On the left of the picture is a section of a new type plastic cable—the others on the right show types currently in use.

Photos: Rob Wright.



Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

The P-NG Multi-Racial Problem

A church leader and a business leader in Papua-New Guinea have made two significant statements concerning multi-racial communities existing in the Territory.

The businessman is Mr. George Clarke, a director and senior executive of Burns Philp (New Guinea) Limited; and the church leader is the Rev. Wesley Lutton, chairman of the Methodist Overseas Mission in New Britain.

Mr. Clarke discussed the present, and Mr. Lutton looked to the future.

Mr. Clarke said that Rabaul in

particular was a town where several races of people lived together, where there had been some serious problems, and where there still were a few problems.

He continued: "But I want to make it quite clear that the problems are leaving us today.

"I believe Rabaul can be held up as an example of a centre in which there is greater racial tolerance than anywhere else in Papua-New Guinea, and greater than many other similar States in the world.

"In sport and in commerce in this town over a period of over 20 years I have seen the increasing tolerance and co-operation noticeable between the races.

"If the town maintains such a common level of interest it will remain happy and prosperous".

Mr. Clarke's statement was made shortly before he left Rabaul to take up a new executive position with his company in Port Moresby.

The Rev. Wesley Lutton's statement on inter-racial development was made at a meeting of the Rabaul Parents and Citizens Association, of which he is chairman.

Mr. Lutton told the meeting that the time was fast approaching when the Government would have to make a definite decision one way or the other on fully-integrated schools.

Education of children was not simply a matter of going to a school and learning material facts, he said.

Mr. Lutton continued: "True education means learning to live, and if children are going to grow up in a multi-racial world it is obvious they should be educated in a multi-racial school. (Over)

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Earthquake Build-Up In Rabaul?

Back in November last year the Government Vulcanologist at Rabaul, G. A. Taylor, warned of an expected build-up in earthquake activity—in February this year there were signs that his prophecy was coming

New Britain and parts of the Solomon Islands reported a series of quakes over a period of more than a fortnight, and some were registered at the Geophysical Observatory in Port Moresby.

At Rabaul in particular the tremors were strongly felt. One reached Balli Strength 5 (approximately the centre of the overall scale) and caused some minor damage.

Buildings shook noticeably for more than a minute, and the actual movement registered for more than an hour on instruments at the Rabaul Observatory.

Damage was confined to broken crockery, a few pipes coming away from water tanks, but little else.

Mr. Taylor said later that Rabaul had been lucky to a certain extent. He placed the epicentre of the earthquake at only 150 miles away and out to sea. If it had been only 150 miles away on land the story might have been different, he said.

(The epicentre is on the surface of the earth in a straight line with the point of origin of the shock and the centre of the earth).

It helps them to learn to live if they are taught with children from different cultures. The principle involved here is deeper and more basic than a mere racial problem."

Tafuna Airport Land Settlement

The longest court case on record in American Samoa, litigation concerning 550 acres of land taken over for extensions to Tafuna International Airport, recently ended in Pago, when Chief Justice Thurston A. Morrow handed down a 100-page judgment.

The land was owned by 17 families who felt that the valuation set by the Government was inadequate.

Under Judge Morrow's ruling the valuations have been set at from \$150 to \$380 per acre depending on the nature and development of the area concerned. The government must also pay 6 per cent. interest on this valuation from the date of taking over several years ago.

In all, the land taken over will cost the government about \$140,000. By February, about half the claimants had accepted the new valuations and had collected their payments.

Rewa Valley Shows Interest In Processed Bananas

The possibility that the Rewa Valley farmers of Fiji might switch their interest from an unwanted sugar mill with poor outlook to a dried-banana industry of much brighter prospect seemed very real in February, following a public meeting at Nausori.

If the market for dried bananas

is as good in America and elsewhere as has been stated by Mr. B. Proweller, of Suva, who made investigations last year, such an industry, employing the capital already subscribed for the proposed new sugar mill, plus other capital which would undoubtedly be forthcoming with this change of plans, would seem to be a perfect answer in the

rehabilitation of at least part of the former sugar lands of the Rewa Valley.

There is no doubt that much of this area is ideally suited to banana growing, nor does there seem to be much doubt that a dried banana industry would be far more satisfactory to Fiji growers than a fresh fruit export industry.

It cannot be denied that experience has shown that Fiji simply cannot deliver a consistently high quality banana to the overseas fresh-fruit consumer. New Zealand is apparently Fiji's only possible fresh-fruit consumer. New Zealand does not need Fiji bananas; all that she needs can be obtained from other sources.

The dried-fruit trade would handle the Fiji fruit before it deteriorated. There would be an end to the constant war between the growers, the export inspectors, and the overseas importers and consumers. Fiji growers would know that they had an assured market for their produce right at home.

Dried bananas can be stock-piled for a considerable period. Thus, the overseas buyers need not be faced with the effects of hurricanes and floods to anything like the same extent as applies to fresh fruit.

Export shipments could be evened out so that a certain reserve of dried fruit would always be on hand



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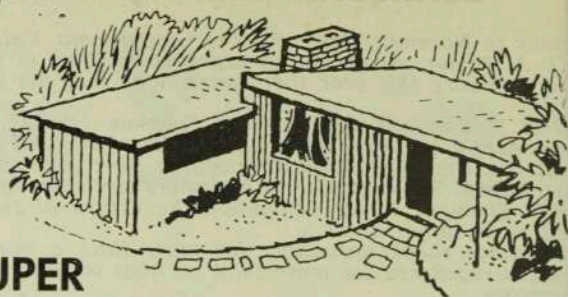
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New Source of Pacific History

Australian and New Zealand students of Pacific history of the century will soon have ready access to a valuable new source of information.

The Mitchell Library of Sydney, the Turnbull Library of Wellington, the Australian National University Library of Canberra and the Auckland Museum Library have jointly arranged with the Peabody Museum of Salem, Mass., USA, the microfilming of 20 large volumes of newspaper clippings from the American Press of last century referring to the Pacific islands.

Each library will be supplied with a copy of the microfilm.

satisfy overseas export contracts times of poor harvest.

all this, of course, rests on the existence of a good long-term overseas market for the dried fruit, which Mr. Proweller has insisted exist—and he seems to have documentary evidence from potential buyers to prove it.

Mr. Proweller told a PIM representative last year that he did not intend to organise the formation of a company himself. He holds certain patent rights on the drying of bananas.

He claims that only his system proved to be satisfactory in ensuring that weevils do not infect dried fruit. It was the appearance of weevils some time after drying and sealing in packets which ended the Western Samoa industry, and it has also killed the industry in other places.

Mr. Proweller wants to see the industry operated by the producers, who would pay him a royalty on every pound of dried fruit exported. He would ensure that the processing is performed correctly, and he would find the overseas markets.

Undoubtedly there are certain difficulties associated with the fact that the whole success of the industry might rest on Mr. Proweller's process, which has not been extensively demonstrated to the complete satisfaction of all possible investors.

What might be the situation, for example, if, after a great deal of money had been invested in a factory, the produce did by some chance develop weevils?

A small-scale pilot project would seem to be essential for perhaps a year or more. But someone would have to find the capital for the pilot project.

If the success of the processing

and marketing can in fact be assured this industry could give a new look to agriculture in Fiji.

There is evidence already that the Fijian growers are keenly interested, and Indian farmers and others associated with the proposed new sugar mill have also indicated that they are ready to look into it.

Trusteeship Representative Takes a Look at NG

A member of the United Nations Trusteeship Council strongly denied in New Guinea in February that the council lacked information about New Guinea or the problems of New Guinea.

The speaker was the United Kingdom representative on the Council, Sir Andrew Cohen, who was making an official tour of the New Guinea Trusteeship Territory.

He said that the main purpose of the tour had been to inspect the Trusteeship Territory and then to discuss matters which Australia and Great Britain had in common as administering members of the

Trusteeship Council. He nevertheless stressed that actual inspections of the area such as he was making were invaluable.

He made the same point to native leaders when he addressed them during various stages of his tour.

At Rabaul he told members of Rabaul Native Local Government Council that he was impressed with what he knew of the council system and with the way in which he had seen it operating at Rabaul.

Sir Andrew declined to give an overall outline of his impressions of the Trusteeship Territory and its development on the grounds that he had not been in it long enough, and that the main reason of his visit was to discuss matters of mutual concern on a general plane between Australia and the United Kingdom.

Sir Andrew's travelling tour occupied seven days, after which he spent several days in discussion with senior Administration officers at Port Moresby.

Sir Andrew was formerly Assistant Secretary of State in the British

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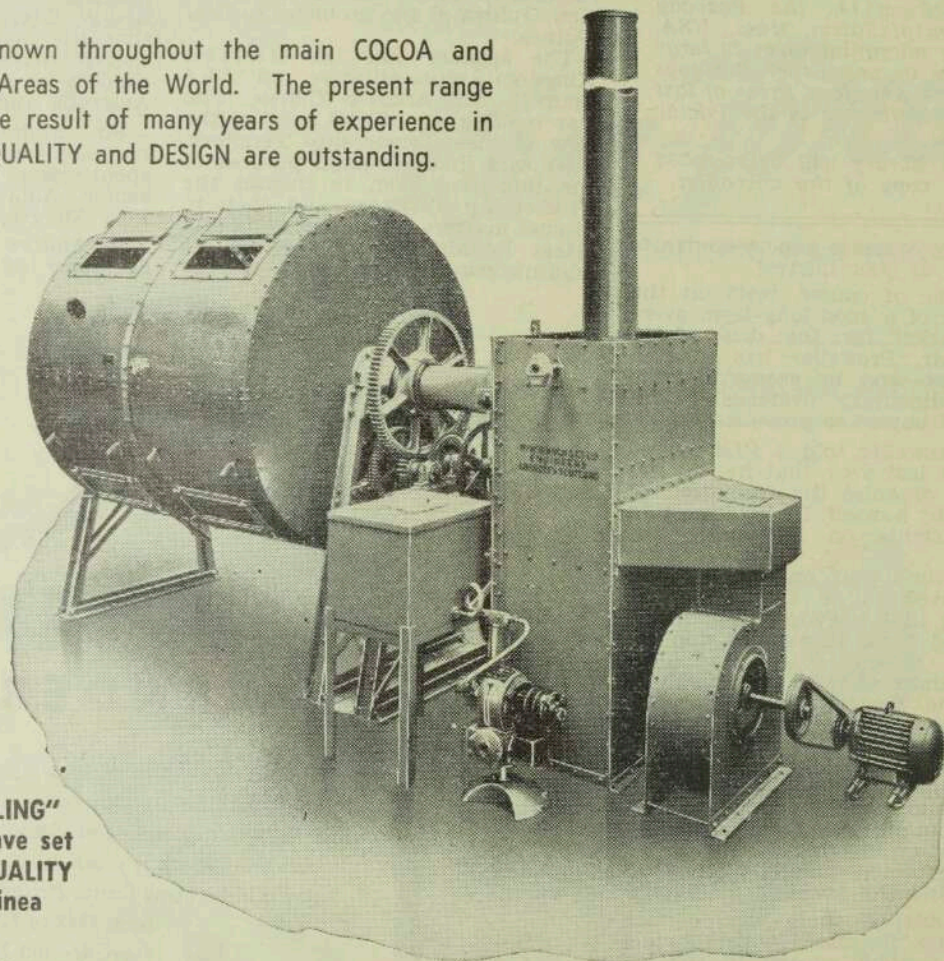
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g Population For W. Samoa

The population of Western Samoa, 102,195 at the end of 1958, will be about 109,000 by the end of this year, and is expected to reach 188,500 by 1980.

This is the population trend seen by the New Zealand Government Statistician, based on the increase in recent years. Detailed figures have been submitted to the Western Samoa Government, which Prime Minister Fiame Mataafa says will be of the greatest assistance in government planning.

The Prime Minister said that the figures emphasise the problem facing the government in developing agriculture, industry, and social services to keep pace with the increase.

Colonial Office, and for five years was Governor of Uganda. Footnote: At Rabaul he heard five councillors discuss damage caused to their gardens by pigs. He told them: "This sort of pig is not new to me. I have heard from councillors in Africa. The only difference is that you are carried by pigs—they are worried by phantoms."

Old Army Huts Are Going

A building with an interesting story was removed piecemeal through the side door of another building in Rabaul, New Britain, recently, and carted to a North East plantation where it will become a produce store.

The building is one of the fast-disappearing army-style prefabricated huts, which originally came from Australia to Manus Island during the Pacific War.

The Returned Servicemen's Club in Rabaul bought the building in 1949, and for 10 years it was the club's premises in Central Avenue. But the affairs of the club prospered, and the hut finally became a cinderella building standing aside the walls and under the very roof of a fine new club building. (See PIM, January, p. 140).

Recently the committee of the club called tenders for the building, with the successful bidder to carry it away as soon as possible. It went to Mr. Allan Reilly, of Pokaiya Plantation—himself a member of the club—and was carried out the side door of the new building during the last week of January.

Said a member of the committee:

"It's been a good old building, and has seen many good times. We are sorry to see it go, but it must make way for progress."

Chatham Islands in More Trouble

Because of shipping difficulties, high transport costs, and uneconomic prices in New Zealand for Chatham Islands sheep—which have a high reputation in New Zealand—the Chatham farmers are facing a severe depression, according to Secretary of NZ Island Territories, Mr. J. M. McEwan, who recently visited the group.

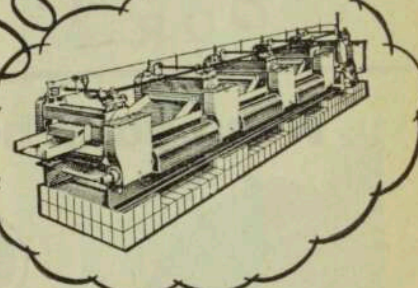
Last month PIM reported that mainland capital was not interested in any Chatham Islands projects. The Government investigated the possibility of establishing a mutton boiling-down works, a meat cannery, or a freezing works, and found the outlook poor for each of these projects.

Now, according to the Minister, there is a very real possibility that the Chathams farmers will be forced to slaughter hundreds, if not thousands, of their sheep and toss their carcasses into the sea. It is not considered advisable to turn the sheep loose onto tussock country to fend for themselves, and the practice



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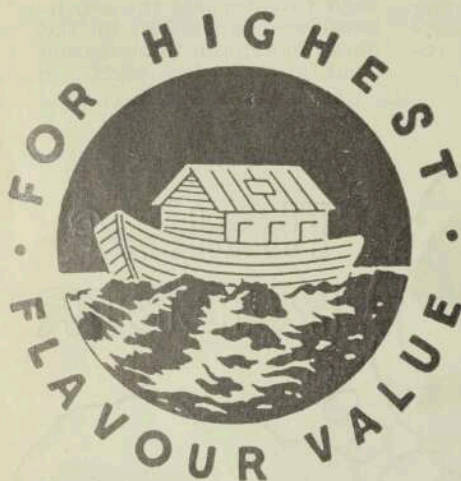
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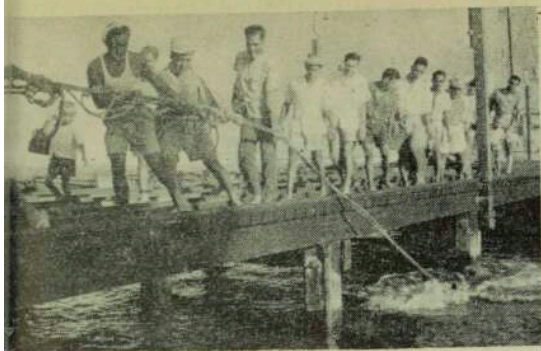
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and result in an excess of sheep
disposed of later.
The Minister said that because of
freight rates in New Zealand
islands, and the necessity of meeting
the problem somehow, inquiries had
been made with Japanese interests
to transport sheep to the mainland
at a cost of 10/- per head, but it had not been
possible to reach an agreement with
Japanese shipowners on this basis.
The Government is now setting up
a new sub-committee to go further
into the shipping problem to try to
minimise transport at rates which
will allow the sheep to be marketed
profitably in New Zealand.

Now They're Fishing with Electricity

What yesterday seemed fantastic
sense is today commonplace in
many fields of life. Certain it is
that in the world of tomorrow,
Pacific populations are going to have
to pay more and more attention to
fish as a food source. Thus de-
velopments in this field are—or
could be—of particular interest to
islands administrations.
After years of experimentation a
New Zealand doctor has apparently
mastered the technique of catching
sharks with the aid of electricity. He
has discovered that if the positive
and negative conductors from a
source of direct current were in-
serted in a tank containing fish, the

fish would always head towards the
positive electrode.

This seemed to hold possibilities
in inducing fish to congregate in a
certain area while they were trapped
or otherwise caught.

Next move was to wire up a net
trawl so that fish approaching its
mouth as it was drawn along would
be attracted into the back end of
the net and so caught. But there
were technical difficulties. If the
two electrodes—such as the wire
round the mouth of the trawl net
and the other wire at the rear end
—were more than a short distance
apart a considerable amount of elec-
tricity was called for. This involved
heavy generators and danger to
fishermen from electrocution.

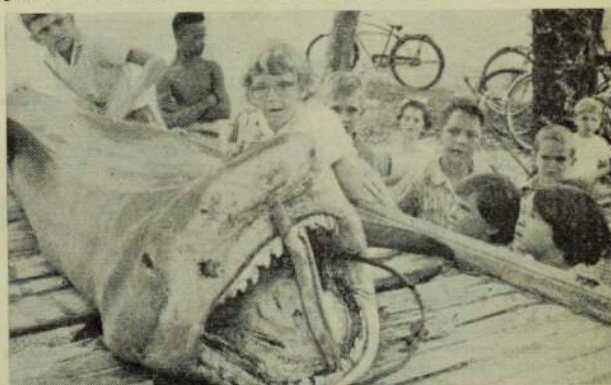
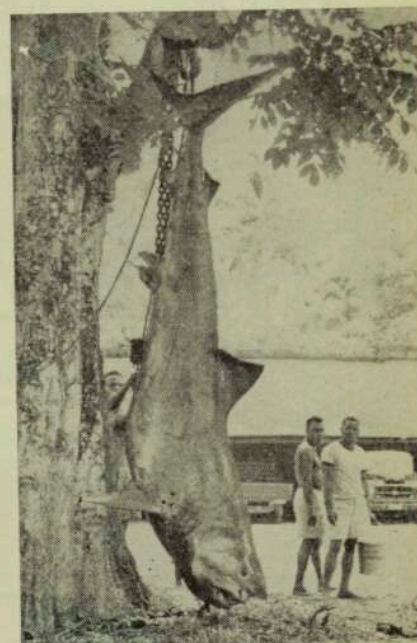
Next it was found that short
pulses of current would do the trick,
and this reduced the electricity re-
quirements, but there was still the
problem of inducing the fish to
come near enough to the net to fall
under its attractive influence.

Now it appears that the system
has at last been perfected to the
stage where the equipment is ready

NG AND THE COOKS GO SHARK FISHING

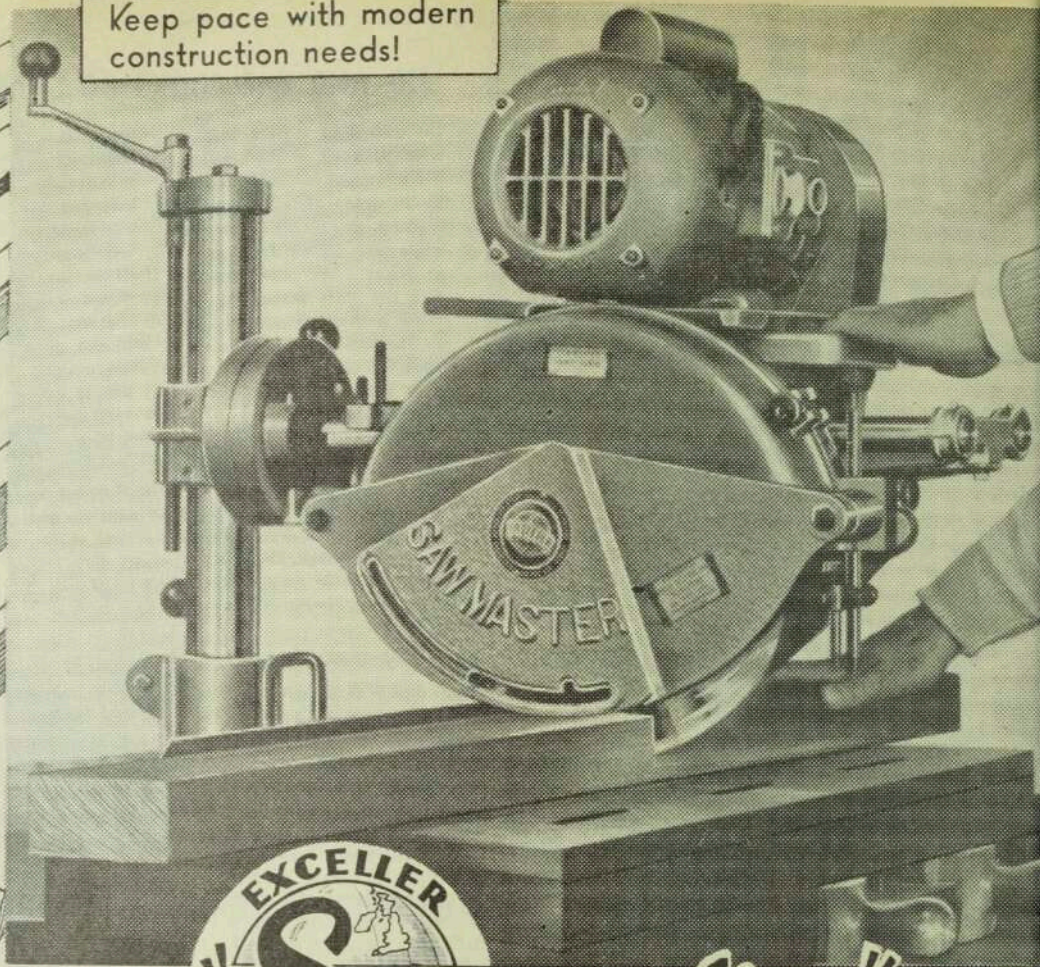
The two Tiger sharks in these pictures together weight 1,469 lb—
which is a lot of shark. The one on the left—12 ft. long and 930 lb—
—was caught in the Cook Islands, at Rarotonga, and the fellow strung
up in grand style below—12 ft. long and 539 lb—was captured at
Madang, New Guinea. Mr. Ron Powell caught the Cook Islands monster
while out fishing for flying fish, with a nylon fishnet off the reef
at Nikao. The shark wrapped itself in the net, and the fisherman
tied two lines around its tail and towed it back to Avarua with the
shark putting up a good fight all the way. Even though it was tied
to the main wharf all night it still put up a fight in the morning
when it was pulled up on the slipway (left). Its stomach contents
gave a clue to what Tiger sharks like to eat—or Cook Islands' Tiger
sharks, anyhow. There were two rusty salmon tins, a small log of
wood, a turtle back, some cellulose paper, a rusty fish hook, several
small fish and a nylon fish net with a fish caught in it. The Madang
shark was caught by Mr. Tom Huxley, who went shark fishing off the
coast from his plantation with the aid of a dead goat on a hook.
Mr. Huxley finished the shark off with his shot-gun, and the stomach
was found to contain only the remains of the goat and nothing else.
In Madang they think it might be the same shark that has made
several attacks on native children along that coast, mauling one boy.

Photos: Marie Powell (Rarotonga) and S. Diczbalis (Madang).



Tiger sharks, like
this one at Madang,
are voracious
scavengers, and one
of the fiercest
sharks in the sea.

Keep pace with modern construction needs!



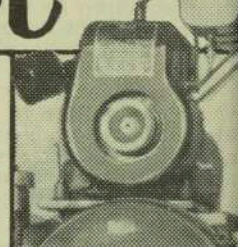
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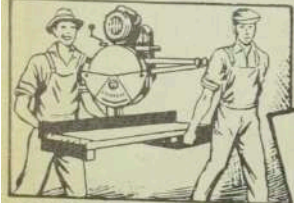
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be marketed. It is only of use where there are shoals of fish of shallow water or surface-feed-types.

The fishing vessel is fitted with a powerful suction pump whose mouth is a 3-ft diameter metal pipe projecting a few feet below the hull. Near the entrance to this pipe is a bright electric light. The light attracts the fish into the general vicinity. The electric pulsator and the suction pump do the rest. No nets are called for. No gear is lost through fouling reefs and rocks. No telegraph cables are damaged.

What is more, by varying the speed of pulsations and the voltage of specified size of fish can be attracted, and the undersize fish rejected!

On the basis of extensive tests in the North Sea it appears that the invention could well revolutionise the type of fishing where competitively dense shoals of small fish are involved, greatly reducing the manpower and equipment costs.

Big Time Coming For American Samoa

Pago Pago does not often go gay, but there's a big time coming in April, when, on the 27th and 28th, American Samoa will celebrate Flag Day.

For technical reasons the date of the celebrations has been advanced from April 17; it was on that date in 1900 that the American flag was officially raised in this territory following the signing of a Triplice Treaty between Britain, Germany, and the US in the previous year. Under that Treaty Tutuila and its neighbouring islands eastward came under full American control. The US had possessed equal coaling-station rights at Pago Pago from 1872.

Under US Navy administration until July 1, 1951, this territory is now administered by the Department of the Interior whose secretary, Mr. Fred Seaton, is scheduled to be present at this year's celebrations.

Amongst other events will be American Samoa's first beauty contest.

Prince Tungi Still Looking Ahead

A coconut processing industry is forecast for Tonga's not too distant future.

Prince Tungi, Tonga's Prime Minister, returning from a trip through Asia to as far west as Ceylon, said in Suva at the end of January that Tonga would probably be entering the coconut processing field before very long.

He had been much impressed with what he had seen in the big coconut

producing countries of his tour, in the matter of utilisation of all the by-products of the coconut, and also in the matter of developing more productive strains of coconut palms.

Prince Tungi mentioned specifically that he was interested in production of fibre and desiccated coconut. A button industry, like that existing in Honolulu, in which the hard coconut shell was used, was also a possibility.

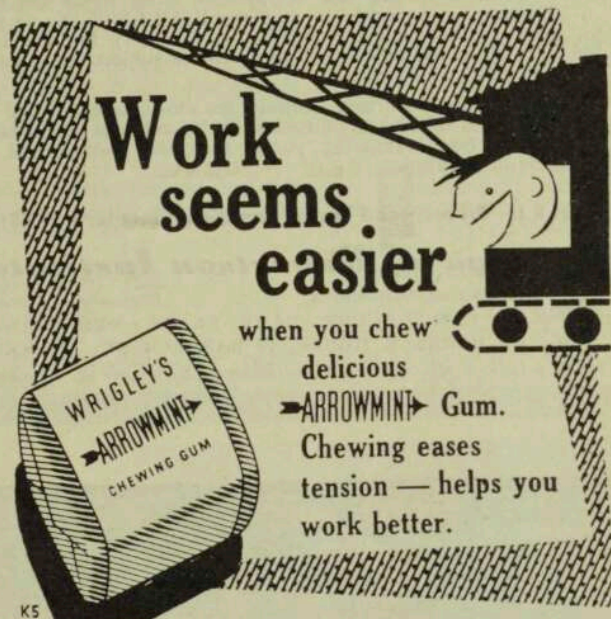
Prince Tungi would not confirm or deny reports that the Tonga Government might soon order another larger ship for the carriage of Tongan cargoes to and from overseas markets.

Last year Prince Tungi reported that the Copra Board's Aoniū had shown a substantial profit in her first year of operations.

They Want a Hospital Board

The Administrator of Papua-New Guinea, Mr. D. M. Cleland, has refused a request that Port Moresby General Hospital should be administered by a hospital board and a manager operating on similar lines to Australian hospitals.

The hospital is at present administered directly by the Department



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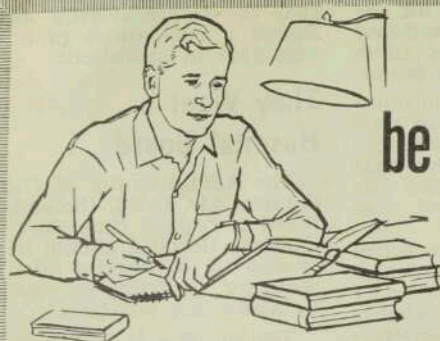
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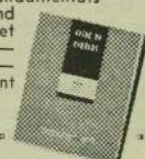
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Norfolk Island Hotel Venture

A new hotel, to be known as the Hotel Paradise, should be opening for customers in Norfolk Island by next September, according to Mr. J. Hamilton, who visited Auckland and Sydney in February arranging for materials.

The hotel will be located at Kingston, the old convict station, facing across the golf links to Emily Bay and Phillip and Pelepele Islands.

Mr. Hamilton envisages a steady expansion of the tourist traffic, 95 per cent. of which at present comes from New Zealand, he said. In Sydney he was arranging floor-show acts for the hotel's South Sea room.

Health. It has no committee or other means of administrative liaison with the public.

The suggestion for appointment of an administering committee came late last year from Port Moresby Town Advisory Council, which appointed a sub-committee to make investigations and recommendations.

Mr. Cleland said in reply recently that the request had been refused because it would conflict with statutory law and would cut across the authority of the Administration. The chairman of the Council, Mr. P. W. Kirke, described the answer as a "red herring".

The council has decided not to drop the matter, and has referred it to the special sub-committee for further consideration.

Members of the council said after a meeting that under present circumstances it was probably quite likely that the proposal would conflict with statutory law and cut across Administration authority. That was not the point, however. Said one member: "When we ask for a hospital committee we naturally infer that the machinery of administration will be changed here necessary to permit the appointment of a committee."

"Mr. Cleland gives no reason at all against a hospital committee as such. In effect, his letter merely explains why we haven't got a committee at present."

Banno In Big Coal Deal With NZ

Banno Trading Co. Ltd. associated with the well known Japanese Banno firm in the mining and importing business in Fiji, was about to sign a contract with the New Zealand Government in February, whereby Banno will take 50,000

tons of Paparoa coal of a grade not much used in New Zealand. Banno will also be granted licences to import certain kinds of Japanese goods into New Zealand up to half the value of the coal purchased.

The coal, which will be used by Japanese steel mills, is a good coking grade. Last year steel mill representatives visited New Zealand, examined the deposits and the port facilities, and arranged for sample shipments. The subsequent report on the tests was highly satisfactory.

Banno have a number of time chartered vessels of several nationalities currently operating to Fiji via South East Asia ports and loading ore for Japan. These vessels will in future apparently load coal in New Zealand as well as ore in Fiji.

Last year Banno brought an agricultural scientist from Japan to look into the possibilities of the sugar industry and other potential crops for the Rewa Valley of Fiji. Later one or two representatives of a Japanese bank arrived, but no public announcement has been made of any plans as yet.

The Mystery of the Speckled Band

"Make 1960 Museum Year," said the Chairman of Trustees of the Papua-New Guinea Museum, Mr.

Justice A. Mann, late last year; and already the new year has started off with a first-class museum mystery.

Mr. Mann's "Museum Year" suggestion was part of his plan to encourage Territory people to donate articles of interest as museum exhibits.

The present mystery concerns one of the exhibits, a native armband, which Mrs. A. Lumley, of the Trobriand Islands presented to the museum in January.

The bracelet is stored in an Administration safe pending the completion and opening of the new museum building.

MRS. LUMLEY SAYS:

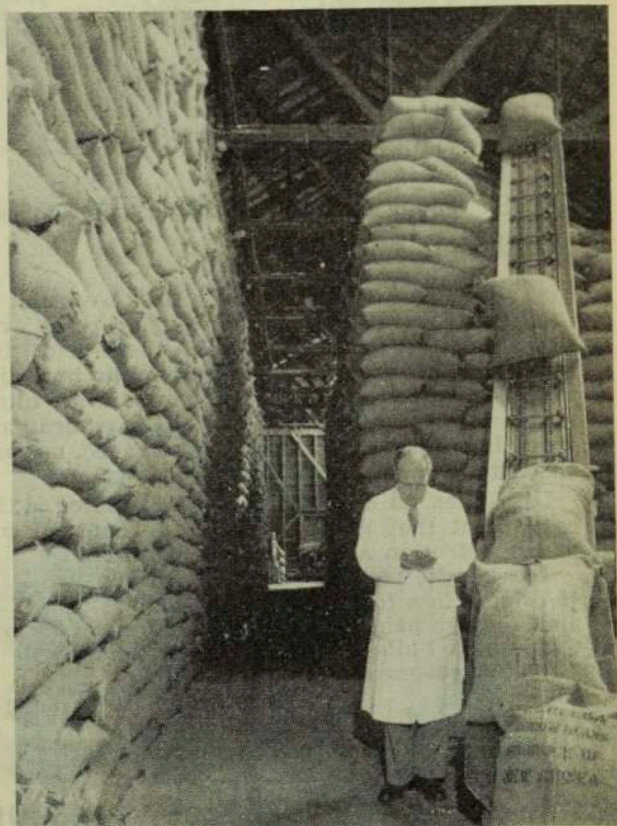
That the bracelet is one of two worn by hereditary Trobriand chiefs, and was presented to her more than 20 years ago by Chief Touawala after she had helped avert a crisis in his tribe.

ELLIOTT ELIJAH, A TROBRIAND ISLANDER, SAYS:

The hereditary armbands of chiefs are mystical and sacred and would never under any circumstances be given to any one but a succeeding chief.

Elijah, who is a Department of Education teacher living at Port Moresby, said recently that he could freely understand how Chief Touawala would give a valuable gift to any person who helped his tribe. (Over)

Export of New Guinea cocoa beans is on the increase. 3,380 long tons were exported in 1958, compared with 1,635 long tons in 1956. But this picture tells the story more graphically. All the bags contain New Guinea cocoa beans. The photograph was taken at Cadbury's factory in Claremont, Tasmania, which is the largest Australian buyer of Territory beans. The man in the picture is Cadbury's chief chemist, Mr. K. E. Holmes, who spent several months in New Guinea in 1958, relieving Mr. Wilfred Smith, who is Cadbury's permanent cocoa buyer in Rabaul.



"Tropic tests" prove extra durability of Taubmans glossy enamels!

(All Taubmans paints now in Spectrocolor)



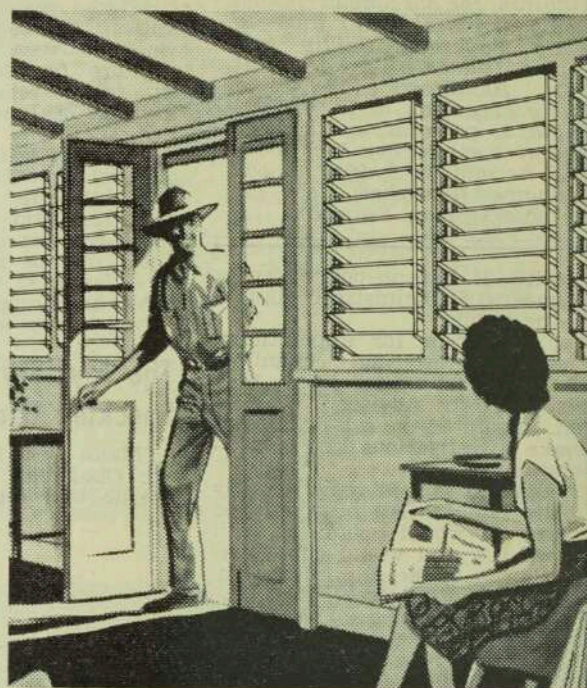
"Weatherometer" test demonstrates the amazing durability of Butex Full-Gloss!

Sample panels of Butex Full-Gloss were put in the most severe "climate" an outside paint ever has to endure. In Taubmans Weatherometer, the temperature was turned up to 100°, the humidity to 95%. The panels were bombarded with ultra-violet rays for the equivalent of 5 years' ordinary wear! But when the panels were removed, not one showed any sign of flaking or cracking.

Use Butex on any outside surface. Butex is the only paint that gives years more beauty, years more protection against tropical erosion.

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

Butex for outside



"Sun-drench" test demonstrates the extra fast resistance of Revelite colours!

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

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42 colours in Full-Gloss and Semi-Gloss. And both finishes are so easy to apply! A gallon covers approx. 800 square feet.

Revelite for inside



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could not believe, however, any chief would give away one of his sacred armbands.

Was A Good Year For The Cooks

Last year was a prosperous one for the Cook Islands, according to Deputy Resident Commissioner, L. K. Pitt.

Mr. Pitt said that the year had been marked by citrus exports reaching the highest level for nearly 20 years, and by a record high price generally speaking, an increased interest in copra making.

Many people throughout the group during the year, built themselves substantial new homes, or made substantial improvements to existing homes, and many more are now waiting to take advantage of the Government's Housing Scheme as soon as it is legally available for them to do so.

On the health side, said Mr. Pitt, the territory was spared any serious epidemics, and TB, while still a major problem, is being steadily brought under control and is no longer the major killer that it was a few years ago. In the field of social welfare great progress had been made during 1959.

Looking ahead, Mr. Pitt said that a new central fruit packing shed which has been years in reaching completion—will come into use at the commencement of the 1960 season. The new Islands Hotel *Moana Roa* will come into service before the end of the year. Work will be made on an urgently needed new general hospital at Apia.

At the Areora College, established in recent years, will for the first time see pupils reaching Fifth Form standard and the college will see the commencement of a full school certificate course.

Provided that these islands are spared hurricanes, there was the prospect of another prosperous year of advancement in 1960, Mr. Pitt said.

They Are Going Ahead With The "Tessyfon"

The Fiji Housing Authority has awarded a contract for the construction of the first 19 houses at Avuni Street, Lautoka, in the new housing scheme, to Narain Construction Co. Ltd. The contract price is £44,768, completion within 12 months.

The houses are of the duplex type, similar to those erected at the Raiwaga settlement near Suva, and they are intended for low-income residents.

The Authority also proposes to erect an experimental group of nine houses made from treated local timber, at a substantially lower cost than houses so far built.

It is also intended to design a group of ctesiphon houses suitable for residence. A number of demonstration concrete plaster houses of this dome-shaped type have been erected in Fiji over the past several years. There is one at the Raiwaga housing settlement in use as an office.

Intended for the lowest income group, these buildings require no painting or maintenance, are extremely strong and weather-proof, and easily built at low cost. The cost is claimed to be far lower than that of any other building of comparable durability, in fact the only factor that is causing some reluctance in their adoption is their unusual shape. It is this shape which gives them their great strength and

utter simplicity of construction. The concrete plaster may, of course, be painted or overgrown with creeper if desired.

The ctesiphon (pronounced tessyfon) is looked on as a potential replacement for the basic native type of house, or, in larger form, as suitable for a hall or warehouse or small church. It is particularly promising in areas where basic housing is urgently required and the finance is restricted. Such a house can apparently be erected at considerably lower cost than a traditional Fijian bure and would outlast a bure many times and face any hurricane. Its shape, and the fact that its floor is combined in a single unit with its concrete body makes it an ideal choice in hurricane-prone areas.

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Went Up For Lost; Sailor Arrives

Bearded Rarotonga-born sailor, James Moore, 43, now of Wellington, sailed his 30-ft yacht *Drifter* into Auckland on March 6, four months after he had been given up as lost at sea. (PIM, shipping section, February).

Moore left Rarotonga in the yacht on August 16, saying he was going to "Gisborne or possibly Wellington" and then went missing. There was an air search in the second week in October after the British freighter *Cornwall*, between Auckland and Wellington, had intercepted a garbled distress call which included the word "drift" in some form.

In Auckland, Moore said that four and a half weeks after leaving Rarotonga he had reached Cook Strait, a few miles from Wellington, where he was headed. But he could not fix his position and spent more than two months trying to find Wellington Harbour. Since then he had been lost until he sighted North Cape, on the northernmost point of New Zealand, at the beginning of March.

Moore's daily diet for two months had been one large cup of unspiced weevily rice and a pint of sea water. He had two handfuls of rice left on arrival in Auckland.

Until a downpour a few weeks previously gave him plenty of rain water, Moore distilled sea water by boiling it in a pressure cooker.

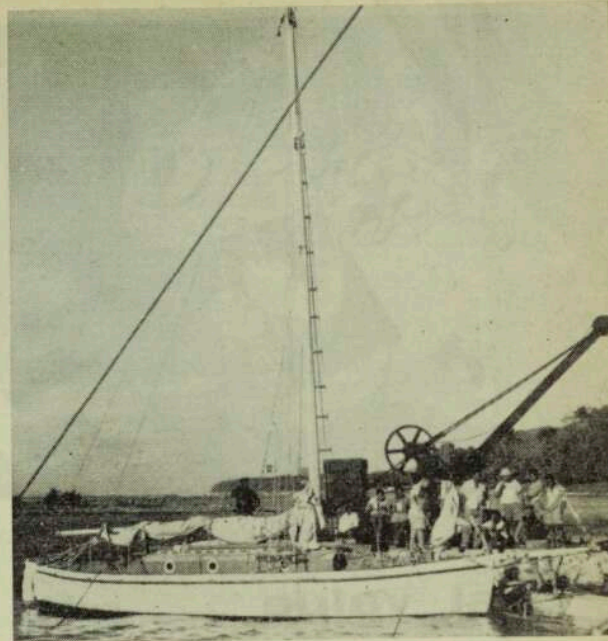
He added that he spent most of his time simply reading and steering, expecting to sight land every day or so.

Cook Is. Schooner In Trouble

A. B. Donald Limited's Rarotonga-based schooner *Tiare Taporo*, north-bound for Penrhyn atoll with the new Resident Agent, Mr. J. MacCauley, included in the passenger list, was in trouble 40 miles south-

The 30 foot yacht "Drifter", which turned up on March 6 after being missing for four months and given up for lost. This photograph was taken at Rarotonga before Moore's departure.

—D. C. Berry.



west of Penrhyn on March 2 (local date).

Captain Andy Thomson, veteran American-born skipper of the *Cooks*, reported by radio that the 47-year-old, 173-ton, two-masted, wooden schooner was making water in heavy weather and that all hands had formed a bucket brigade to assist the vessel's pumps. Cause of the leak was not stated.

A further message 12 hours later reported that the atoll was in sight and that shore boats were arriving alongside to take off the passengers, but that the schooner would not be able to enter the lagoon until daybreak the following morning, when she arrived safely. Fortunately, Penrhyn is one of the very few places in the *Cooks* where a vessel the size of *Tiare Taporo* can be beached on an inside beach for repairs if necessary.

Tiare Taporo returned to the Cook Islands trade last year after an ex-

tensive overhaul and following some years in French Polynesia service.

Some Fiji Indian Schools Criticised

Many unaided Indian secondary schools in Fiji are adopting the wrong policy and their usefulness is suffering as a result, according to Mr. J. G. Rodger, Director of Education in Fiji.

Opening the Suva Sangam High School in February, Mr. Rodger said that the unaided schools were in many cases employing teachers from India who had a poor knowledge of spoken English and were poor teachers of English, whereas there were many Fiji-born Indian teachers who had received their training in New Zealand or Australia who were better qualified and available for these posts.

The schools were also in many cases accepting primary pupils whose level of education was much too low. As a result there was a high percentage of failures in these secondary schools, and the percentage was increasing. Where Government and aided schools were not allowed to accept pupils of less than 160 marks in their entrance examination, some unaided Indian schools were accepting pupils much below this rating.

Mr. Rodger said, in urging that more of these schools pool their resources, that in some cases it was difficult to avoid the conclusion that they were more interested in fee income than in providing education. He urged parents not to waste their money in sending insufficiently qualified primary pupils to secondary schools.

(Over)



ON THE JOB IN VILA

Photographed by a Royal Australian Air Force photographer in Vila in February were these New Hebrides police. They are, from left to right, Constable Tatu, Constable Graham, Assistant Superintendent C. Hayes, Gendarme Auclain and Constable John.



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ISLANDS WEDDING

Recent Islands wedding at the Rabaul Memorial Church: Rev. Bray (who officiated), Mr. James Seeto, Mr. Michael Seeto and his bride, formerly Betty Leong of Sydney, and Miss Lydia Tam the bridesmaid.

Photo: Larry Chin.

Mr. Roger said that there were 1,100 Form III places a year available in Government or aided schools, which was more than enough for the 664 children who needed the desirable level of 200 marks or more in the 1959 examinations, and there were almost enough places for the 1,270 pupils who had gained the minimum acceptable level of 160 marks.

More Fiji Police—And Perhaps More Again

The Fiji Commissioner of Police is seeking a substantial increase in the Colony's police force to deal with the disturbing increase in crime and hooliganism.

The finance for the full plan proposed by the Commissioner has not been granted, but the Government has made provision for an immediate interim increase of 50 men and for doubling the strength of the Special Constabulary from 300 to 600 men.

A sum of £2,500 has also been allotted for the immediate extension of the police VHF radio network. The present strength of the force, including the Special Constabulary, is 539 officers and men.

Offences against property have increased in Suva from 385 in 1956 to 478 last year. Cases of disorderly behaviour increased from 180 to 287.

New Citrus Industry for Rarotonga

Rarotonga is likely to have a small new citrus industry in operation this year with a citrus juice extraction plant.

Following a visit to the Cooks last year by a company representative, the big juice and essence manufacturing firm of W. Gregg & Co. Ltd., Dunedin, NZ, is understood to have decided to go ahead with the establishment of a Rarotonga factory in the near future.

It is believed that the factory will handle only citrus fruit at first, but the range of its activities may be extended later.

Fifty years ago large quantities

of lime juice were exported regularly from Rarotonga—until the suppliers began to lace it rather too liberally with water and killed the industry. That was followed by a disease which killed the lime trees or most of them.

Since then small quantities of orange juice have been shipped to New Zealand fairly regularly but only as a side line and never as a well organised industry. The industry now intended is expected to develop to something much bigger and might become a valuable means of using the fruit at present wasted through shipping difficulties or irregularities, especially fruit from the outer islands.

The arrival of the new *Moana Roa* later this year is not expected to greatly aid shipments from these outer islands.

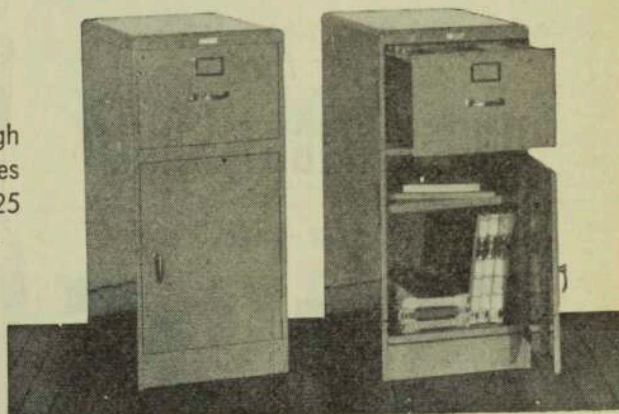
It has never paid the present *Maui Pomare* to uplift small quantities of fruit at those places, and it is even less likely to pay the much larger ship to do so. It seems likely in fact that with the arrival of the

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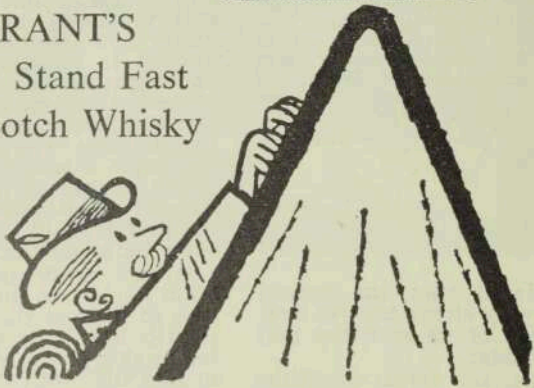
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new ship the outer islands will not to make more use of the local inter-island shipping to get their produce to Rarotonga on the first leg of journey to the New Zealand market.

Freight rates on cargo from New Zealand to the outer islands and vice versa would thus be increased but the money saved by sending *Moana Roa* only to islands where payable cargoes are offering, might be diverted in some way to subsidising these increased freights; at the same time it would provide work and encouragement for local small-ship owners.

The Twist Smokers Don't Like It

Because the former growers of twist tobacco, widely smoked in Fiji, are receiving better inducement from a Suva tobacco cigarette factory to transfer their efforts to another grade of tobacco the price of twist has risen in the Suva market.

A large part of the twist tobacco through the Suva market is grown in the Sigatoka area of Viti Levu. A couple of years ago one of two recently established cigarette firms launched an experimental project to see whether a satisfactory grade of Virginia leaf could be produced in Fiji. Seed beds were established and the seedlings were farmed out to local growers, the cured leaves eventually being purchased from them by the factory.

The project is still in the experimental stage but is evidently having some success and could develop into a useful new small primary industry.

But the twist smokers—and there are a great many of them—do not like it a bit. They have recently to pay as high as £1 per pound, depending on supplies which is more than double the earlier price.

Lower Air Fares At Last? Paris Meeting

The International Air Transport Association was scheduled to meet in Paris in late February to discuss the vexed question of international air fares. The results will have a lot of interest for the Pacific.

The meeting follows a similar meeting held in Honolulu last October during which fares in Europe between Europe and the Middle East and across the South Atlantic were agreed. But the Honolulu meeting failed to agree on fares between Europe, the Far East, Africa, Australasia, within Australasia across the Pacific and the North Atlantic. These were the routes to be discussed in Paris.

The Honolulu conference failed largely because of a British proposal that economy-class fares which have proved so popular

Loan Cash From P-NG Natives?

The P-NG Legislative Council in Port Moresby in February passed a bill giving the Administration power to raise loans within the Territory.

The Treasurer, Mr. H. H. Reeve, who introduced the bill, said the Administration hoped many natives would invest in the loans.

"Much of the increasing cash income of the Territory is being obtained by native producers who are still largely dependent on their own produce for their everyday needs," Mr. Reeve said.

"Their application of the cash they earn is still quite limited.

"It would be most desirable from the points of view both of the Administration and the native population if this money could be coaxed out of hiding places and put to work in the Territory for the provision of development works," Mr. Reeve said.

the North Atlantic—should be extended to cover other routes. A unanimous agreement, which is necessary to implement IATA proposals, was not reached.

Since then, however, permission has been granted to BOAC by the British Government to introduce lower fares on cabotage routes (those between the UK and British Territories and colonies), routes that are not subject to IATA jurisdiction. Although reduced cabotage fares can be applied only for travel over the whole route, and not over its component stages, BOAC will nevertheless have a marked advantage over its competitors, and the Paris Conference may force IATA to agree to economy fares on these routes. This would mean reduction not only of end-to-end fares but over intermediate stages.

A year ago, a jet surcharge fare was agreed for certain routes, notably the North Atlantic and Pacific. This agreement was due to expire at the end of February and already North Atlantic operators have decided to scrap this excess fare as from March 1. So the Paris conference will have to resolve the future of the jet surcharge on other routes and, if it is abandoned, the question of jet/turboprop differential may have to be considered once again.

Another matter for debate in Paris is the number of classes on international routes. The economy fare has tended to encourage a two-class structure—first class and economy—and has led to a reduction of tourist class popularity.

The 1960-61 traffic year begins on April 1, and as it is unlikely that

decisions made at Paris can be implemented by that date, the existing fare structure may be extended for a further month or two.

Fiji Customs Makes Every Post a Winner

The Fiji Customs Department has lately ruled that the leather or plastic protective carrying cases which go with the popular little transistor portable radios are to be classed as a separate item for duty purposes "because the radios worked and were complete radio receiving sets without a carrying case". The cases are being charged at a different rate.

Does the case, with all its holes and apertures for knobs and dials, "work" in any other function but enclosing the particular set for which it was designed? Could it be used as a purse or handbag, for example? It certainly could not be sold as such.

The subject received an airing in Fiji's newspaper in February, but the Commissioner of Customs had the last word, ensuring that reams of extra documentation will be required for the importation of the cases as a separate customs item.

The ruling might be logical if the cases were imported entirely separated from the radios, as an extra, but where the cases are

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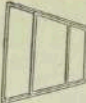
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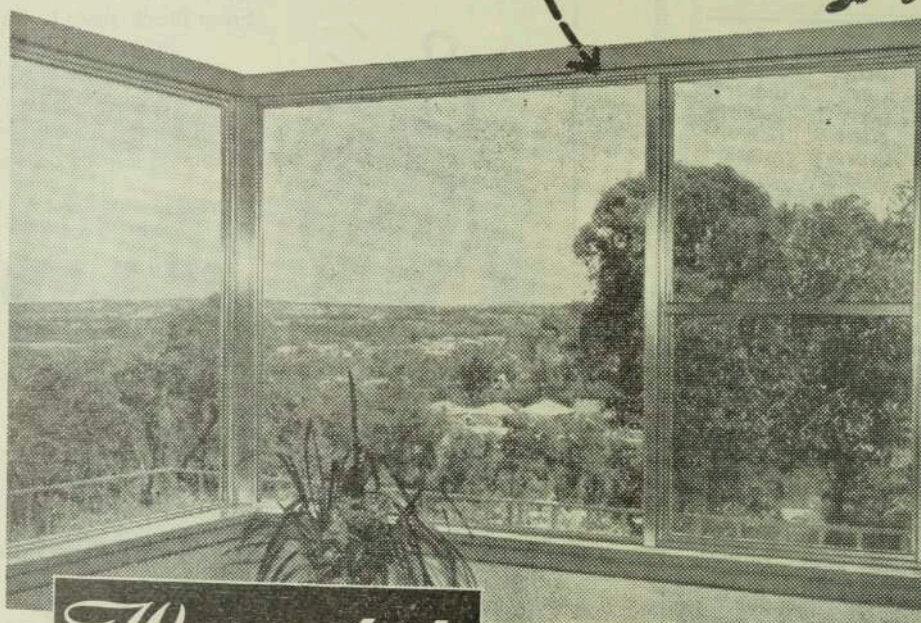
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ally fitted to the sets, or en-
in the same carton with them,
ruling seems equivalent to
ing extra duty for the un-
sary nickel fittings on the set

Debate Was out "Security"

"feeling of insecurity" is a
se that has been heard more
more frequently in Papua-New
ea these days. What it means
ly depends a lot on the cir-
stances in which it is used.

Australian Territories Minister
Hasluck doesn't like hearing
phrase at all, but he heard little
during a tour of the Territory
the end of last year, and later
mented on the fact that with
y people the phrase has no
ing.

vertheless he said (PIM, Jan-
o) there was some genuine doubt
o what was going to happen to
Territory in the future, and to
e people who felt insecure he
d say that Australia was not
g to walk out of New Guinea.
ralia was there to stay.

it if the Minister thought this
the end of it, he would have
a little insecure after reading
Hansard reports of the February
ting of the P-NG Legislative
ncil.

a unofficial member representing
planters, Mr. B. Fairfax Ross,
an of wide Territory experience
respected as a straight-shooter
d incidentally the Legco's most
ng debater) told the Council
a feeling of insecurity existed,
something should be done to
y it.

ncertainly, said Mr. Fairfax
s, could be put in a simple
sion. "What is going to happen
Europeans here when the Terri-
attains self-government?"
any Europeans whose future was
to the future of P-NG wanted
answer to that question now.
e answer they sought was noth-
less than a statement of Com-
wealth policy.

he suggested it would be fair to
to the native people: "When
are competent to administer the
ritory we are pledged to give you
-government if you seek it, and
will do so, but because in the
ence of this land thousands of
dead lie in your fields, because
our trusteeship hundreds of our
ple have grown old in your up-
ping, because generations of
stralians have contributed
lions of pounds to your advance-
nt, and because from worthless
gle thousands of acres of your
d have been turned to orderly
duction, a condition of your
t-government will be that our
dionals will remain on terms and
h title no less favourable than
y now hold."

Mr. Fairfax Ross said Australia
would continue to put millions more
pounds into the country than it
could possibly ever regain in ulti-
mate goodwill. It would be fair to
take a little of that goodwill now
to dispel a feeling of insecurity.

He asked that the Minister should
say, with the full support of the
Commonwealth Government, and
that it should be taught in the New
Guinea schools, that when the
native people attain self-government
a condition would be that all pri-
vate interests of nationals would be
maintained "as heretofore".

The reply come from Assistant
Administrator Dr. John Gunther, no
mean debater himself.

Dr. Gunther said Mr. Fairfax

Ross' demand for a Government
statement was unrealistic. The
movement towards determination
was by evolution. When the time
came for determination it was then
that they could know what pro-
visions could be negotiated.

What had to be worked for, when
the time came, was for the people
to say to the Europeans, "We are
thankful for what you have done.
Our thanks are such that we re-
cognise your rights to stay among
us as partners and to retain your
assets".

Said Dr. Gunther: "I ask Mr.
Fairfax Ross, and others who think
with him, to look at any country
where the die has been cast and
see if he can find if those condi-

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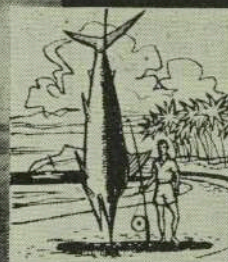
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NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

140

MARCH, 1960 — PACIFIC ISLANDS MONTHLY

as that are unpopular to the mass
e been acceptable to the emerg-
nationalistic leader group.
ere this group is a determined
only bloodshed has intervened
ween the metropolitan power's
matum and the eventual accept-
e of terms.

The present tragic situation in
ica, and what happened in South
t Asia, are stark reminders that
s up to us to make our continued
sence wanted. We have seen
ionalistic movements that have
nted the British to stay, and this
be our lot. But I'm sure threats
cajolings between now and the
of determination will only put
ple on their political mettle.

What is this so-called security?
y did it start? Who started it?
here any situation in this Terri-
y today that is different from,
ten years ago, when this word
ecurity was never heard? Has
y nationalist party emerged to
eaten the position of the ex-
riate? Has the cry, the equivalent
"Merdika", been heard? Is there
mon talk of exploitation?

I would say there has been the
y reverse! There has been steady
gress in all fields, and the very
tern of that progress must surely
nent good relations."

Dr. Gunther asked whether this
rd "insecurity" was not coined
d used during New Guinea's con-

Couldn't Stand The Strain

Police in February caught a 13 ft python near Lae's Malahang Native Hospital after it had swallowed whole a half grown pig two feet in diameter.

Local authorities intended shipping the reptile to Sydney's Taronga Park Zoo but it died after 24 hours in captivity.

trovery over income tax. It was used and used until some came to believe in it, he said.

"I have no desire to reopen this unfortunate controversy but I have a desire to see this word 'insecurity' dropped from use, since I think the true facts are that there is no reason for any feeling of insecurity. I have no doubt the continuing thought of insecurity will beget insecurity."

Dr. Gunther added that he thought the continuing challenge to the Minister would do nothing but harm. He failed to see how any statement by the Minister today would really affect the political situation two or more generations away. What was wanted was less talking and more application to the job of developing the Territory.

Crime On The Increase In Western Samoa

Statistics just released by the Government show that during 1959 there was a remarkable increase in criminal offences in Western Samoa.

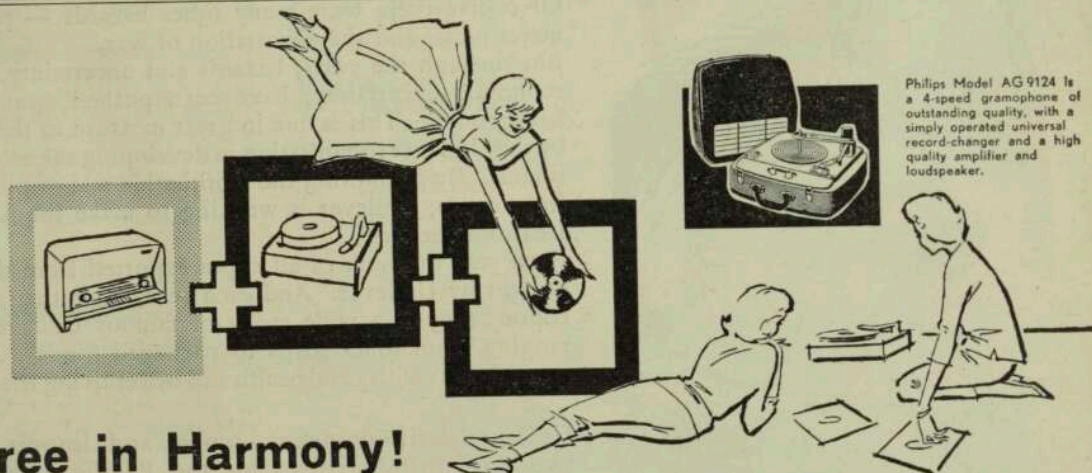
The number of such offences was up by 44 per cent, and the number of police cases by almost 50 per cent. Offences against peace and order showed the largest increase.

Including traffic offences the total number of offences reported was 10,133, compared to only some 7,000 in 1958. Police cases dealt with by the courts were 8,577 as against 5,754 in 1958.

The following are the number of offences, with 1958 figures in parentheses:

Breaches of the peace 591 (478), drunkenness 141 (65), stone throwing 119 (44), failure to pay gun licences 130 (63), assault causing bodily injury 50 (39), common assault 439 (503), rape 4 (9), theft 483 (602), burglary 19 (32).

The increase in drunkenness is attributed mainly to the large increase in home brewing all over the islands. The police have raided hundreds of places where home brewing was suspected. During the last two months of 1959 not less than 232 were raided by the police



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Names of Philips' Agents/Distributors can be found on page 33.



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It takes *fifteen years* for a coconut palm to become fully productive. It takes less than a *second* for lightning to reduce it to a charred stump.

This lesson was quickly learnt by the Lever men, who pioneered the copra industry in the South Pacific. Consequently, wherever possible, they planted their palms in soil containing ironstone. They worked on the theory that ironstone would help to disperse and tame the tremendous electrical charges and thus save the trees.

Of course there were many other hazards — plant diseases, insect pests, and the devastation of war.

But through the years, hazards and uncertainty, particularly economic uncertainty, have been pushed steadily into the background. This is due in great measure to the role played by the Unilever organisation in developing the economy of the islands. By promoting the world-wide sale of products made from copra, Unilever is working to make the future of the area more secure.

Each year the bulk of all copra exported from the Pacific is bought by Unilever. And each year, ships that take out the copra bring in a wide range of famous Unilever products ranging from toilet soaps to packaged foods . . . products synonymous with good health and better living the world over.

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Representatives for the Unilever Organisation, Lever Brothers Pty. Ltd., J. Kitchen & Sons Pty. Ltd. and World Brands Pty. Ltd.



SYDNEY. These four Tahitians from the French Naval vessel "La Confiance" visited the Polynesian Association when the vessel was in Sydney recently. They are, from left, Achille Stergios, John Urima, Maurice Gilbert and Gordien Cadousteau.

—Tele-Photos.

154 of these raids resulted in prosecutions. Home brewing according to the police, carried on nearly every village in Western Samoa and drunkenness has the effect of increasing other classes of crime. The failure to pay gun licences due to the restrictions placed by Government on pigeon shooting, and owners of guns resented pay-licences while not being able to use their guns. Wandering pigs causing damage to plantations proved a great nuisance and police shot 433 wandering pigs in Upolu and Savaii. In spite of all the laudable efforts of the Police Department home brewing has not decreased to a great extent. The Department is handicapped by insufficient staff.

Port Moresby Will Increase Power Supply

Canberra's approval of £A850,000 for the first stage of a scheme to increase Port Moresby's hydro-electric power supply was announced in early March by the Administrator of Papua-New Guinea, Brigadier M. Cleland.

This first stage—the construction of a dam 80 feet high—is only part of the long-range plan to fully develop the Laloki River's hydro-electric potential, he said.

Tenders for the dam, which will take two years to build, are to be opened in August.

At present Port Moresby's power needs are met by a diesel power station in the town and one hydro-station at Rouna Falls on the Laloki.

Brigadier Cleland said the whole scheme when completed would raise the present total power output of 50 kilowatts to almost 44,000

kilowatts.

Future plans envisaged the construction of another three hydro-power stations.

No over-all total cost of the scheme was announced.

Brig. Cleland's news brought the usual comments from "the other side" of the Territory—along the lines of, "Port Moresby gets all the money again!"

Port Moresby's present Rouna hydro scheme is a paying proposition, and money from it subsidises most other Territory electricity undertakings, nearly all of which are packaged power units.

There have been big schemes afoot for supplying hydro power to other parts of the Territory—particularly the Lae-Madang area, from a

scheme which the experts think could be installed around the junction of the Markham and Ramu Valleys. (See PIM October, '59, p. 47).

But nothing has happened yet, and Territory people everywhere, including Port Moresby, complain bitterly about the high cost of electricity.

It was always obvious that a dam would have to be built on the Rouna scheme before the scheme could be properly consolidated. There is enough water to provide for the future but it could never be properly exploited without a dam.

The scheme has been making use of a pond as a temporary measure.

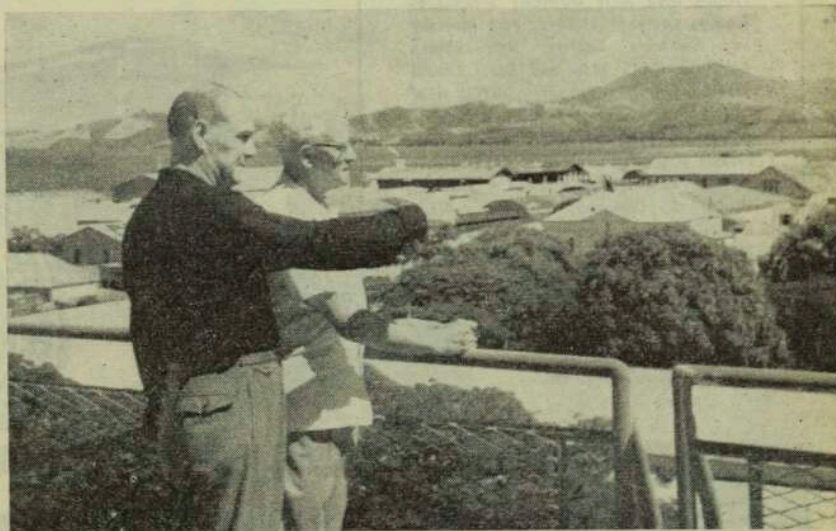
A-Bomb Rumour Won't Be Exploded

The argument debated in Noumea about whether France will use one of its Pacific Islands to test an A-bomb is not yet finished.

Deputy Mr. Maurice Lenormand's news-sheet *Avenir Caledonien* reported the rumour in December, quoting French newspaper sources, and soon received a denial from Paris signed by Mr. Soustelle, Minister in Charge of Overseas Territories. (PIM, January, February). New Caledonia's Governor, Mr. Pechoux, dropped a strong hint at the time that there were heavy penalties for newspapers who spread rumours.

In a radio broadcast in Noumea in February, in which Mr. Pechoux denied a rumour passed on by Mr. Lenormand about the future of the New Hebrides (see page 23), Mr. Pechoux again alluded to the fact that the A-bomb report had been unfounded.

However, immediately following this broadcast, listeners heard an international news session, one of



IN NOUMEA. Mr. Sydney Clark, American author of travel books, has been visiting the South Pacific in the last month or two collecting facts for another of his books in the "All The Best" series. Here he is in Noumea, being shown some of the points of interest by Mr. Jean Brock. Photo: Fred Dunn.

B-250

McCORMICK INTERNATIONAL

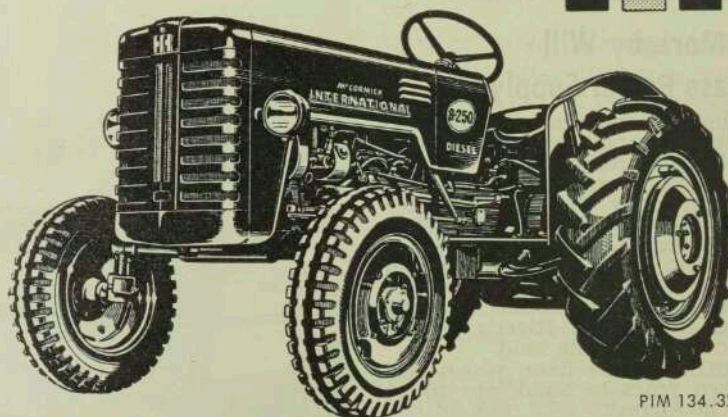
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PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby and Samarai. Dealers: New Guinea Goldfields Ltd., Wau and Lae. Rabaul Trading Co. Ltd., Rabaul. DUTCH NEW GUINEA: H. Englebert n.v., Hollandia. SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara. NEW CALEDONIA: Agence Automobile, Noumea. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney. FIJI: Niranjani's Service Station, Suva.



PIM 134.32

INTERNATIONAL HARVESTER

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Bandenong, Geelong and Port Melbourne, Victoria.

items of which quoted the French Army Minister as saying France would consider the possibility of building an H-bomb, and explosion of such a bomb would only take place in the Pacific. He said he would have to find a place, although no definite place had been considered. The Leftist roneo press in New Guinea, referring to a denial by Governor about the possibilities of an increase in the military force in New Caledonia, also has been saying that the French Army has just taken considerable areas of land in the town of Bourail, and that attacks similar to those in Noumea are shortly to be built there. The press has also added that a high military commander in the Pacific is based in Noumea.

McEachern's Petition in Harvey Trinder-Hamac Matter

A petition by Francis Knibbs McEachern, the former chairman of Hamac Holdings Ltd. of P-NG and two sons, Leonard Francis McEachern, and Colyn Francis McEachern, for the liquidation of Harvey Trinder (NSW) Ltd. will be before the NSW Equity Court on April 4. This cross action follows the liquidation last month by Harvey Trinder (NSW) Ltd. to P-NG Supreme Court for liquidation of Hamac Holdings Ltd., which conducted hotel, trading, and plantation subsidiaries and which now is unable to meet creditors' demands. The McEacherns, in their petition, alleged that they own almost 49 per cent. of Harvey Trinder's "A" shares. The Co.'s nominal capital is £100,000, with a paid-up capital of £24,684 "A" shares and 100 "B" shares. Two of the three petitioners, Francis McEachern (67) and Leonard McEachern (40), both insurance brokers, are defendants in a case listed for hearing on April 14 in Sydney's Central Court, involving charges of alleged fraudulent appropriation of £41,220, when they were directors of Harvey Trinder (NSW) Ltd. The case was set down for March but has been put over to the final date.

Livestock "Better Housed" than NG Workers

Many farmers in Australia house their livestock better than unskilled native workers are housed in Papua," a veteran missionary said in Port Moresby in February. He is the Reverend Percy Chatterton, of the London Missionary Society, who made the statement in evidence before the Native Employment Board, which is inquiring into aspects of native employment in the Territory. Apart from a few rare excep-

tions, the standard of housing for native employees is at the same level here as it was in the nineteen twenties," Mr. Chatterton said.

"I believe there is growing resentment among skilled native workers as they compare their own accommodation with that of even the least skilled European workers."

Mr. Chatterton said native employees in some cases were being intimidated by threats of dismissal into accepting conditions of work which were frequently illegal.

"I am giving evidence because I have spent 35 years here, know two Papuan languages and have an exceptional opportunity of knowing what Papuans are thinking," he added.

Was He Trying To Make The Minister Squirm?

When Mr. J. L. Chipper, of Rabaul, elected to replace one of the "walkout" MLCs on the P-NG Legislative Council, was sworn in on September 29 last, he in turn formally resigned. In a scathing resignation speech he censured the Administration on a dozen separate counts.

During his December visit to P-NG, Territories Minister Paul Hasluck told Mr. Chipper he would examine the speech and deal with the points raised.

Mr. Hasluck's lengthy reply was received by Mr. Chipper early in

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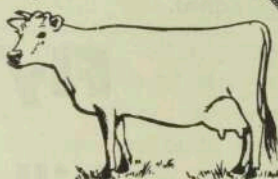


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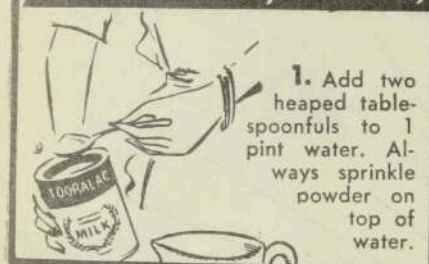
In 12-oz., 3-lb. and 28-lb. tins



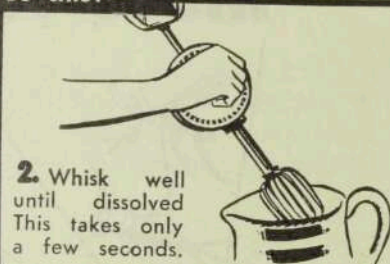
Champion Australian Jersey cow.



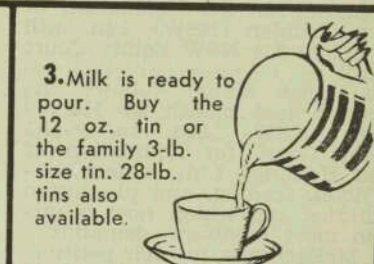
For milk when you want it, do this:—



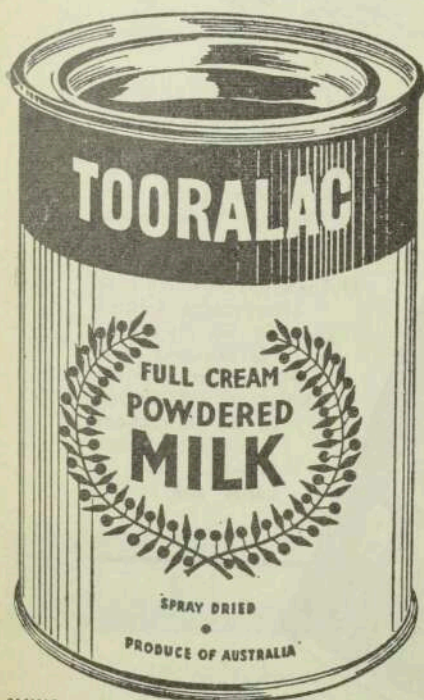
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MARCH, 1960 — PACIFIC ISLANDS MONTHLY

rch. Among points the Minister
xes:

His use of the word "locusts"
ade during a Canberra dis-
sion in 1958), to describe those
o were gathering what they had
sown, did not apply to Mr.
pper or to any other European
private enterprise of his kind.

The Land Development Board
conducting a survey of the
ritories' land needs, but because
survey and soil analysis staff
ortages it is taking longer than
icipated.

Controls have been placed on
ortation of methylated spirits
l other spirituous liquors to help
ve the native drinking problem.
e question is being further con-
ered by the Administration.

Public service morale is not low,
ditions are excellent. He is
stantly endeavouring to find
d leaders from within the
vice.

Delay in producing a workable
tive Labour Ordinance arose
m the Government's efforts to
as wide opinion as possible from
our employers.

Instilling a sense of respon-
sibility into the indigenous popula-
n is not one solely for the
ministration — the obligation is
o on every employer of native
our and on everyone in contact
h natives.

An official inquiry failed to
stantiate that Police Force
rale was low.

The Tax Bill, as introduced,
s workable—the 100 amendments
de were mostly to taxpayers'
vantage, as the result of repre-
ntations made to Legco and
ritory organisations.

Without specific cases, it was
t possible to answer charges of
tile waste of public moneys".
per work has been considerably
luced, especially for field staff.

The Minister's letter ended with
barb in its tail: "Why did you
ke that speech? Simply to make
squirm and relieve your own
lings? Or to bring about improve-
nts in the Territory . . . ?"

Substantial" Bonus for NG Copra Planters

Copra trading results for the
riod July 22 to December 31,
59, should be available shortly,
lowing which a fairly substantial
al price payment for copra de-
ered during that half-year can
anticipated, promised Mr. Ian
Donald, chairman of P-NG
opra Marketing Board on March 1.

In his review of the copra market
ring February, he indicated that
ere appears to be a slight increase
round in copra production in the
acific. P-NG production is being
aintained at around 7,200 to 7,300
ns per month; BSI's 1959 output
se to 27,000 tons, a 15 per cent.

increase on 1958; increases have
been recorded in Fiji and Fr.
Polynesia, with Tonga remaining
steady. New Hebrides, usually about
33,000 tons per annum, will not
reach that level this year because
the December hurricane destroyed
some 30 per cent. of the area under
production.

The European copra market in
February continued quiet, with
practically no business being done
in the regular sense, commented
Mr. McDonald, although there was
fair volume of re-selling to Philip-
pine dealers for March shipment.

None of the tenders for surplus
US Government coconut oil (7,000
short tons) on February 16 was
accepted. It is believed bids were
exceptionally low to test just how
anxious the US is to carry out its
disposal programme. Next tender is
in six weeks' time.

Meanwhile, the market is wait-
ing for the Antarctic whale oil con-
tracts to be concluded, both buyers
and sellers of oil being unwilling to
commit themselves for anything
more than is immediately necessary
until whale oil prices are known.

From all accounts, it appears that
1960 will not be a year of abundant
supplies for oilseeds and vegetables
oils other than coconut oil. There
is no doubt that if coconut oil prices
went lower there would be a much
greater consumption of it, provided
supplies were available.

High Court Action Expected Soon

The Australian High Court
action on the validity of the Papua-
New Guinea Income Tax ordinance
is expected to be heard in Sydney
during the sessions beginning in

March. No date had been fixed in
early March.

The Income Tax Ordinance came
into force in July last year, bring-
ing income tax to the Territory for
the first time.

They Received A National Distinction

On the now lonely beaches of
Manus Island, one-time Australian
defence base for the South Pacific,
two smiling Japanese set off the
other day with cigarettes and
liquor in their hands and glints in
their eyes.

They were deck-hands from a
salvage team clearing war-time
wreckage from Lorengau, but they
felt there should be more in life
than mere deck-handing.

They met up with a couple of the
local native women and prepared
for a cosy chat, but the expedition
came to grief in Manus District
Court several days later.

After a brief hearing, the Jap-
anese achieved the distinction of
being the first of their race to go
behind bars in New Guinea since
the Japanese surrender in the
Pacific War.

They pleaded guilty to charges of
supplying liquor to natives, and
each received a sentence of two
months.

They were still smiling when the
sentence was handed out.

"Thank you, thank you, thank
you very much," they said bowing
from the waist.

Commented a bystander: "They've
probably got the right idea there.
You can be sure the work in jail
won't be as hard as clearing
salvage."

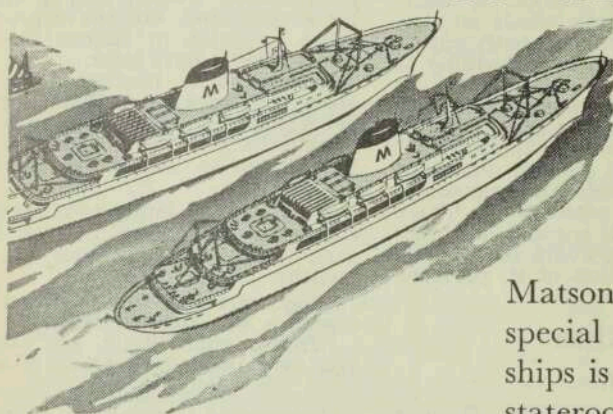
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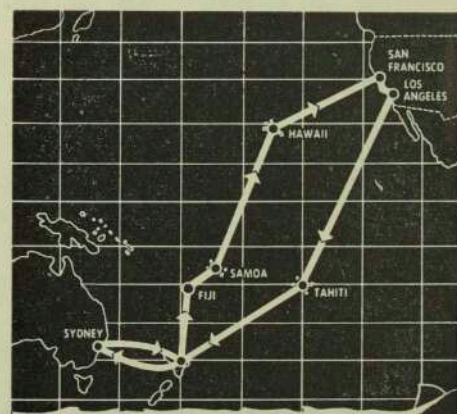
	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MONTEREY	May 11	May 14	May 17	May 18
MARIPOSA	June 8	June 11	June 14	June 15
MONTEREY	June 24	June 28	July 1	July 2
MARIPOSA	July 22	July 26	July 29	July 30
MONTEREY	Aug. 12	Aug. 15	Aug. 18	Aug. 19
MARIPOSA	Sept. 7	Sept. 10	Sept. 13	Sept. 14

and sailings approx. every 3 weeks thereafter.

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Airlines War

(Continued from page 18)

insocan. The Constellation service will cut more than 2,000 miles in the present route to Tahiti in Honolulu via Nadi. The company plans fares with a saving of \$4 for tourist class and \$228 for first-class, one way between San Francisco or Los Angeles, and Bora Bora.

Another significant development is the Comet IV jet service commenced by BOAC from London to Santiago de Chile, via Madrid, Lisbon, Rio de Janeiro and Buenos Aires, placing the West Coast of South America within 24 hours of London, in twice-weekly flights. It seems probable that this service is designed eventually to connect with Australia via Easter Island, Papeete and Nadi or New Zealand.

Samoa Troubles

In February there was no service operating between West Samoa and American Samoa. The service was started last year from the American side by Samoan Airlines, using a DC-3. A West Samoan organisation, the Western Samoa Airlines, using a Percival aircraft, has been waiting authorisation to compete.

But in February the American aircraft was damaged, and Polynesian Airlines, thinking that authorisation had already gone through, started flying passengers to get connections.

But shortly afterwards the American Samoan Government stopped Polynesian Airlines flying, because said approval had not been given and now, the American airline has not permission to fly into Western Samoa, because it has to await "a 30 permit from New Zealand".

There have been suggestions of "personalities" (Gov. Peter Coleman, American Samoa, is the brother of Lawrence Coleman, Samoan Airlines' chief) but this was officially refuted at the American end.

New Guinea Events

In early March no official decision had been made on the Government plan to exclude Qantas from New Guinea internal services and replace with TAA and Ansett-ANA (PIM, Feb., p. 19).

TAA and Ansett have arranged an aircraft swap so that they will both be equipped with DC6B's to use on the Sydney-Port Moresby link—and the Government was under fire in Parliament over this.

But a question which had not been raised was the point that New Guinea people would be far worse off with the ageing DC6B's (carrying as many as 85 passengers) than with the Electras Qantas has pro-

mised to put on the run. Electras could beat the DC6B's by two hours, and will have higher standards of comfort.

There was some evidence in early March that Qantas was digging in its heels over the plan to throw it out of New Guinea. New Guinea is an excellent training ground for Qantas pilots, its services there allow the company to spread its costs better, and it also probably needs New Guinea as a base for projected operations down through the Solomons to Fiji.

But TAA and Ansett are also aware of the costs angle, which is a reason why they want the services.

Man Moon

(Continued from page 20)

vices for the Americans who operate Canton's radio station and maintain the landing strip.

Meanwhile first official announcement of the Mercury tracking stations from the Australian end was made by Prime Minister Menzies in Canberra in late February.

Australian Plans

He said the Australian Department of Supply would build the stations and help maintain and operate them. The sites would be made available to the US, who would supply and equip them. Australian scientists would receive valuable experience working with the Americans on the project.

Australia would not charge for operational costs to an agreed amount.

Space tracking facilities were first operated for America in Australia as the result of co-operation during the International Geophysical Year. Australia also operates a camera which can photograph satellites.

Riot Inquiry

(Continued from page 19)

control from Mr. James Anthony, union secretary, declared Ratu Meli, president of the Wholesale and Retail Workers' General Union. He negotiated with oil companies' representatives and signed an agreement on December 15. He told the Commission that had the union received an early reply to its letter to the police asking permission to hold a public meeting on December 9 (the first day of the riots) then there would have been time to stop it—"there would have been no meeting and nothing would have happened."

• Fijian chiefs could have prevented the December 9 troubles had

they been approached—Fijians are still bound by tradition and customs to be loyal to their chiefs, said Jioji Suguturaga, a former police officer. He suggested that the police, the first day, should not have appeared in riot dress.

• Gangs of hooligans, Fijians, Tongans and Rotumans, who moved around Suva bus station on December 9 intimidating bus and taxi drivers, appeared to be organised, said Mr. Henry Laird, Transport Control Board officer. The gathering crowd at the depot had been in good humour but their mood deteriorated after the arrival of these men who moved around pulling drivers from their seats and shouting, "Strike, strike". Other evidence from police was that police later recovered from the headquarters of "snooker" (hooligan) gangs, large quantities of pillaged goods.

• The pattern of destruction in the disturbances was a concentrated effort on European business. Mr. C. A. Stinson, Mayor of Suva, told the Commission on March 1. The damage to Indian and Chinese property did not resemble the extensive damage to European premises. He added: "There had been deep planning among the crowds assembled. They took advantage of the strike and the disruption it caused to start the attack on Europeans in defiance of law and order generally."

• Mr. Chandra Dip, building contractor, said he had been threatened by a group of Fijians and Indians about giving evidence before the Commission. "They said that if I spoke the facts I would be a sorry man", he stated. He told how he had heard the proprietor of Island Buses on December 9 telling taxi drivers to stop running their taxis then bus owners would stop running their buses. He added that after the tear gas incident, he saw Anthony get into a car driven by Mr. S. Maharaj, owner of Pacific Transport Co.; Anthony lay on the floor as the car drove out of the meeting area.

• Assistant Public Relations Officer George Rawnsley stated he heard Mr. B. D. Lakshman, MLC, at a public meeting on December 11 tell the assembly that soldiers were coming from overseas. As a result, the Government issued a statement denying that the question of bringing in overseas troops had even been contemplated.

• Assistant Superintendent of Police Eric Smith gave details of the riot damage—records showed £16,610 worth of damage was caused, made up of £14,304 to European property, £1,793 to Indian property, and £513 to Chinese property. Stinsons Ltd., photographic store, suffered heavily—£3,146 damage. He added that 242 persons were arrested during the period of the disturbances (128 of them curfew-breakers). Nineteen police were injured, mostly by thrown stones.

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DEATHS OF ISLANDS PEOPLE

MR. ERIC RIECHELMANN

Eric Carl Riechelmann, member of a well-known Tongan-German family (he was a son of the late George and Mrs. Flora Riechelmann), died in NZ in February, aged 34. He had been ill for some time.

As a lad, he went to Auckland to attend Dilworth School. Later, he started a motor firm there; farmed a time at Kumeu; then rejoined Motor Specialities Ltd. at Merston North.

His brother of Mr. Riechelmann's maternal grandmother, Charlotte Riechelmann, was first British Vice-Consul in Tonga.

Mr. Riechelmann is survived by his wife and a young son.

MR. RASUAL BUKSH

At a motor accident on February 11 at a spot near Ba where another crash had occurred six weeks earlier, Mr. Rasual Buksh, probably the best-known chef, was killed. Head chef at the Mocambo, an airport, he was a familiar face to patrons, guests and plane enginers as he presided over the dining tables. Previously, he had worked with Mr. Barry Philp at the Chcomber Hotel, Deuba.

BISHOP WALTER BADELEY

Anglican Bishop of Melanesia from 1932 to 1947, Dr. Walter H. Badeley, DSO, MC, died at his home in Blackburn, UK, on February 11, after a long illness. He was 65.

His headquarters were on Florida and near Tulagi, BSI, and when the Japanese over-ran the Solomons in 1941 he elected to remain there hiding and set up a hidden hospital. All through the Solomons fighting, he continued to minister the spiritual and medical needs of thousands of Islanders, besides caring for Allied wounded from Guadalcanal. After the war, he promptly went to work restoring the battered diocese. Leaving Melanesia in 1947, he was appointed Bishop of Whitby, then Bishop of Blackburn in 1954.

MRS. SHEBA AUSTEN

The death occurred recently in Tonga of Mrs. Sheba Austen, who managed a guest-house in Samarai who was the widow of Captain Austen, ex-RN. Her husband ran Steamships Trading Co. vessel from Samarai up the north-east coast for some years, then later took control of native coffee plantations around Sangara until he was killed by the Japs.

MR. FREDERICK GREEN

Mr. Frederick Green, BSI older, who was a planter at Simbo, near Gizo, before World War II, died at the end of January in Syd-

ney. Since his retirement, he had lived at Bellevue Hill. He is survived by Mrs. Nell Green, two sons (Ronald and Desmond) and two daughters (Ann and Margaret).

MR. ANGUS MADDOCK

The death occurred late last year at Port Moresby of Mr. Angus Maddock, at the age of 82. He went to Papua from Queensland and, as an expert axeman, was in the timber industry for most of his life, though at one time he was copper mining at Bootless Inlet.

MR. LLEWELLYN TRACEY

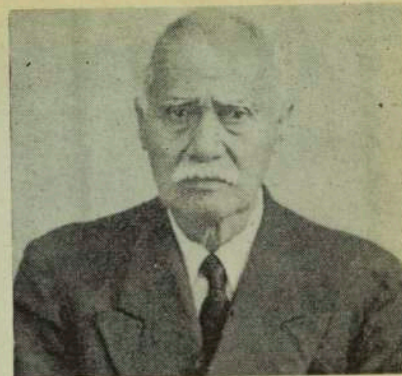
Mr. Llewellyn Tracey, a former director of Steamships Trading Co. Ltd., and three rubber companies in Papua, died in hospital in Gibraltar late in January. He had lived in Malaga, Spain, since his retirement in 1958.

Wounded in World War I and invalided from the army, he became an accountant and in that capacity joined STC in 1924; later he was appointed a director and served continuously until 1958. He also held directorships in Mariboi Rubber Ltd., Rubberlands Ltd., and Kerema Rubber Ltd. He was 78.

PASTOR TUPE

Elder Pastor Tupe, FTS, doyen of the London Missionary Society in Samoa, died recently at Sapa'ali'i Savai'i, aged 84. He served his church faithfully for 54 years and retired only in 1959 after having been three times LMS General Assembly chairman.

As leader of LMS delegations, he travelled widely in the Islands—to



Pastor Tupe.

Niue, Cooks, Tokelaus, G & E, Nauru and Fiji. He also attended the 110th anniversary in New Hebrides, in 1955, that marked the arrival of Samoan pastors there.

A relative of the Royal Malietoa clan, Pastor Tupe was buried alongside the royal tomb of King Malietoa Tavita Vainupo, who welcomed Rev. John Williams bringing the gospel to Samoa in 1830.

MR. ERNEST STANFIELD

One of the true pioneers of cocoa production in the Territory of New Guinea, Mr. Ernest Stanfield, died in Sydney on February 23 after a short illness.

Mr. Stanfield was one of New Guinea's best-known planters, originally developing Boligila in New Ireland and later opening and developing Piera in New Ireland.

Mr. Stanfield is survived by his wife, a son, and two daughters, Mrs. P. R. K. Murray, and Mrs. J. Grose. Another son was killed in action during the last war.

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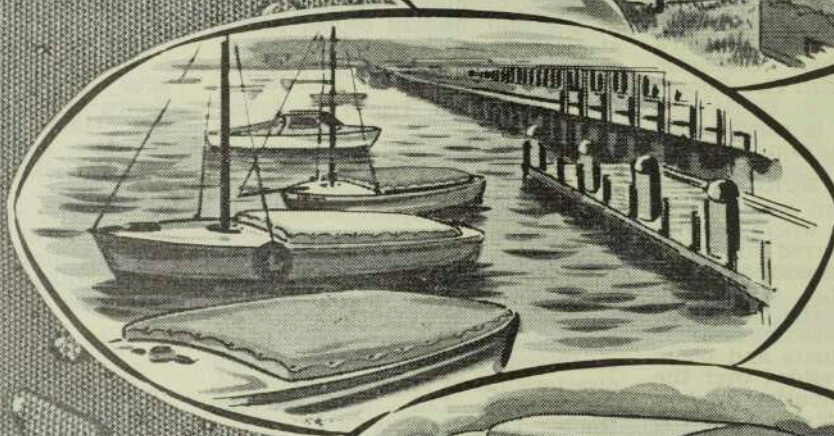
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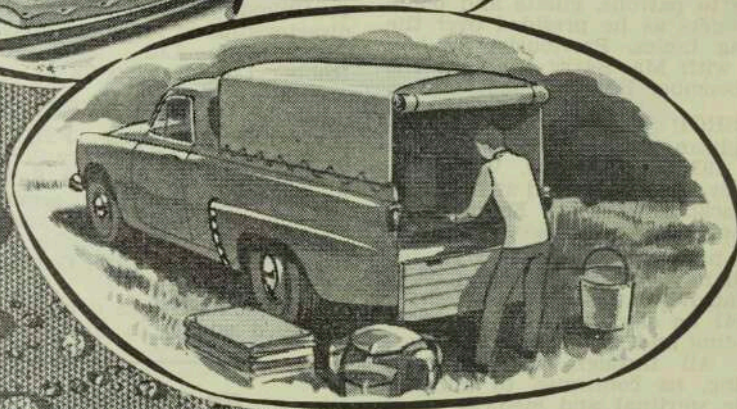
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Sport in Pictures

The Rabaul baseball season has ended (Silver Lions were premiers of Major League and Brown Eagles premiers of Minor League) but interest in baseball in the Rabaul area is leading so fast that a new ground is being prepared in Queen Elizabeth Park for the new season. This action shot was taken at Rabaul.

Below, Vic Zavattaro (left) shakes hands with Harry Starr whom he defeated to become Lae's new singles flying champ in February. It was one of the most exciting games witnessed in Lae.

Lower picture was snapped as star player Melba Pike sits on the ground to recover her breath after being knocked down in a basketball match between Lae and Port Moresby. Team mates sympathise. She threw out of Lae's 32 goals.



Sports Review

Confucius Raised Some Eyebrows

A FEW eyebrows went up in New Guinea recently over the name chosen for a horse race by Rabaul Amateur Turf Club.

The occasion was the club's special Chinese Day Race Meeting which was strongly supported by the Rabaul Chinese Community, and in which each race was named after some Chinese national figure.

The race in question was the main event of the day, which was named the Confucius Cup.

A few people were quick to point out that Confucius was, after all, not only a religious leader but the very founder of the Confucian religion.

In view of this, they said, it seemed hardly apt to use the name of Confucius as the handle for a horse race.

Said one man: "I don't want to be funny or blasphemous in suggesting this, but how would we feel if we went to parts of the world where Confucism still holds sway, and saw a local horse race called the Good Lord Stakes?"

More Tours Needed Between East & West

By a Staff Writer

THE recent visit of a representative Fijian cricket team to NSW whetted the appetites of New Guinea cricketers, who badly wanted to see their fellow Islanders.

While the Fijians were still in Australia the Port Moresby Cricket Association asked if it were possible for them to go up to play a few

games in Port Moresby. The invitation aroused a great deal of interest among Territory cricketers, who had high hopes, but they were disappointed.

The Fijians said that it was "impracticable" to alter the itinerary at that time, but a Territory tour would be kept in mind "if a tour of wider scope were considered in the future."

The Territorians accepted that, but they are hoping the words were not merely a matter of form and that something will, in fact, come out of it.

Territorians, like Fijians and in fact all Islanders, are hospitable people and there should be more inter-territory tours between Eastern and Western Pacific.

The Polynesian areas visit each other. Fiji and Tonga occasionally get together, and a New Zealand Rugby team in May will make a tour of Western Samoa and Tonga.

What a welcome Tonga or Samoa would get in New Guinea or the BSIP! The Territorians would go mad to see them, and the visitors would not be short of a good game.

Mosese Makes It

FIJIAN South Seas heavyweight champion, Mosese Verasikete, finally made New Zealand. He arrived there in February from Fiji after almost twelve months of trouble with authorities over a permit to enter the Dominion (PIM, October, 1959).

After a shake-down in NZ, he went to Wellington by train (the first he had ever been on) for a fight with NZ heavyweight champ. Sonny Pehi, which Mosese was favoured to win.

The result: The Fijian was knocked out in the sixth round.



When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

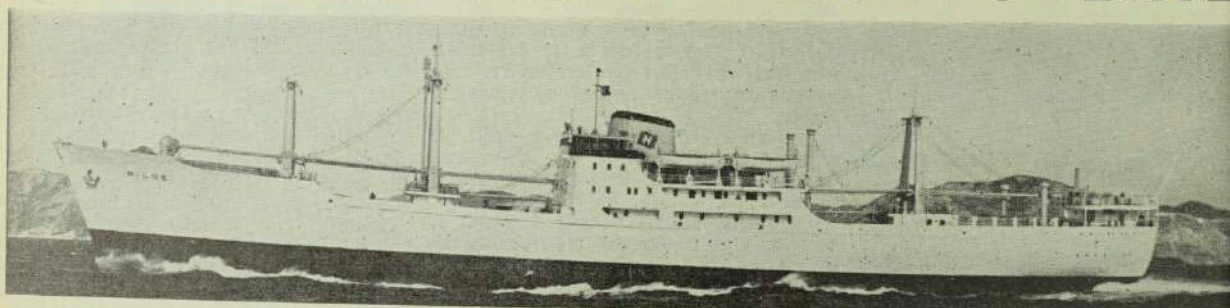
Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff: Singles £2/15/- to £3/15/-; Doubles £7/10/- to £8/10/-. Telephones in every room.

Hotel in the process of complete modernisation.

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AUSTRALIA-WEST PACIFIC LINE



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Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 6301.
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. Lae (New Guinea)—R. W. Tebb. Rabaul (New Britain)—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

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: Mar. 17.

Malekula sails from Sydney for Lae, Port Moresby, Samarai, Lae, Kavieng, Alexishafen, Wewak, Rabaul, Port Moresby. Next Sydney sailings: April 11, 24 (will include Lombrum and Lorengau).

Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Lae, Sydney. Next Sydney sailings: 19, Apr. 27 (will include Bougainville).

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailings: Apr. 11 (approx.).

Sails from Burns, Philp and Co., Ltd., 4 Bridge Street, Sydney.

Pakhoi: Leaves Sydney for Brisbane, Port Moresby, Samarai, Lae, Port Moresby, Sydney. Next Sydney sailings: 8, May 24 (approx.).

Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Madang, Lae, Port Moresby, Sydney. Last Sydney sailing: 8. Next Sydney sailing: Apr. 21 (approx.).

Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Sydney. Next Sydney sailing: Apr. 22 (approx.).

Sinkiang: Leaves Sydney for Brisbane, Honiara (BSIP), Rabaul, Kavieng, Lae, G&E, Rabaul, Lae, Sydney. Next Sydney sailing: Apr. 22 (approx.).

Sails from New Guinea Australia Line (Burns and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

Elizabeth Boye: Leaves Sydney for Port Moresby, Lae, Rabaul, Port Moresby, Sydney sailing: Mar. 11. Next Sydney sailing: Apr. 22 (approx.).

Sails from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Street, Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silindang, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Last Sydney sailing: Sinabang Mar. 12. Next Sydney sailings: Sigli Mar. 29, Sibigo April 24, Sigli May 13, Sinabang June 3 (approx.).

Sails from Royal InterOcean Lines, 255 George St., Sydney.

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Karossa (70 tons) from Hollandia, NNG, on the 5th of each month (approx.) to Wewak,

Madang and Lae, in P-NG; and MV Karossa (2,000 tons) from Merauke (south coast of NNG) about every six weeks to Port Moresby (P-NG), Sorong (NNG), Dili (Portuguese Timor), 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 Apr. 29-30.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

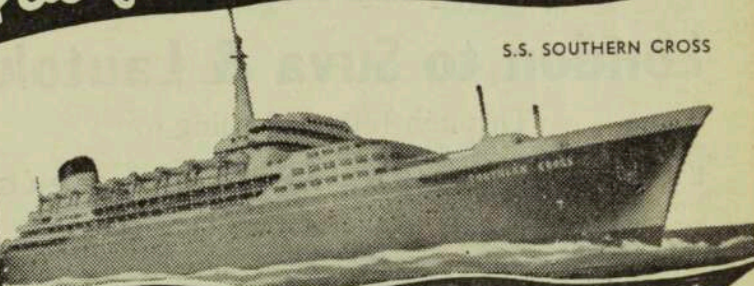
Far East-Sth. West. & Central Pacific

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.

Chefoo: Dep. Japan Mar. 24, via Hongkong, Rabaul Apr. 10, Madang Apr. 13, Lae Apr. 16, Pt. Moresby Apr. 22, Cairns Apr. 24, Santo May 4, Noumea May 6, Suva/Lautoka May 9, thence return to Japan, arriving May 30.

Chekiang: Dep. Japan Apr. 28, via Hongkong, Kavieng (opt.), Rabaul May 15, Madang May 18, Lae May 22, Port Moresby May 25-27, Cairns May 29, Noumea June

Linking the
Pacific Islands with



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NEW ZEALAND, AUSTRALIA
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Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti,
Papeete. Cable Address: Donald, Papeete.

8, Santo June 10, Suva/Lautoka June 13, thence return to Japan, arriving July 4.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Madang, Lae, Rabaul, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Aros: Dep. Japan Mar. 22, via Hongkong, Nth. Borneo ports, Madang Apr. 11, Lae Apr. 13, Rabaul Apr. 17, Honiara Apr. 20,

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1960

		ORSOVA	ORONSAY	ORSOVA	ARCADI
SYDNEY	depart	Apr. 23	June 5	May 25	July 4
AUCKLAND	arr/dep	Apr. 26	June 8	May 28	July 7
SUVA	arr/dep	Apr. 29	June 11	May 31	July 10
HONOLULU	arr/dep	May 4	June 16	June 5	July 15
VANCOUVER	arr/dep	May 9-10	June 21-22	June 10-11	July 20-21
SAN FRANCISCO	arr/dep	May 12-13	June 24-25	June 13-14	July 23-24
LOS ANGELES	arr/dep	May 14	June 26	June 15	July 25
HONOLULU	arr/dep	May 19	thence	June 20	July 30
SUVA	arr/dep	May 26	UK via	thence Japan	thence Ja
AUCKLAND	arr/dep	May 29	Panama	and Far East	and Far E
SYDNEY	arrive	June 1	Canal	July 17	Aug. 25

Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

London to Suva & Lautoka

Through Bills of Lading to

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NUKUALOFA - VAVAU - NIUE

For further particulars apply to

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138 Leadenhall Street
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BURNS, PHILP
(SOUTH SEA) CO. LTD.
Suva

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

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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.

Brisbane Apr. 25, Sydney Apr. 27, Sydney May 2 for Japan, arr. May 29.

Citos: Dep. Japan Apr. 2, via Hongkong, Manila, Nth. Borneo ports, Madang Apr. 25, Lae Apr. 28, Pt. Moresby May 3, Brisbane May 9, Sydney May 30. Dep. Sydney June 7 for Japan, arr. 30.

Milos: Dep. Japan Apr. 10 via Hongkong, Manila, North Borneo ports, Honiara 25, Vanikoro Apr. 28, Santo May 1, May 3, Brisbane May 6, Sydney May 15. Dep. Sydney May 28 for Japan, arr. 15.

Delos: Dep. Japan June 1, via Hongkong, Nth. Borneo ports, Madang June 15, Rabaul June 17, Honiara June 22, Lae June 24, Pt. Moresby July 1, Brisbane July 8, Sydney July 12. Dep. Sydney for Japan July (approx.).

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 and Co., Santo; Wm. Breckwoldt and Co., Vila).

Sydney-New Hebrides-BSIP Bougainville, Etc.

MV Tulagi, 10 passengers, makes a regular trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, Lae, Sydney sailing: Mar. 18. Next Sydney sailing: Mar. 14. Next Sydney sailings: Apr. 28 (extending to Tahiti, Washington Is., Fanning Is. from 1 July 10).

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 ships, Tahitien and Caledonien are chartered vessel, Melanesien. Next Sydney sailings: Tahitien Apr. 1, Melanesien 14, Caledonien June 29.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger services between Sydney and Noumea, the New Hebrides (Vila and Santo). Sydney sailings: Mar. 25, Apr. 14, May 13.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from and to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return. Next sailings from Auckland: 2, Apr. 19, May 17.

Matua maintains a service from and to Lautoka, Suva, Nukualofa, Suva and return to Auckland. Next sailings from Auckland: Apr. 7 (omitting Suva call), May 5.

Sailings from all offices of Union Steam Co. of NZ.

Iney-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger Southern Cross makes four round-world voyages per year, two westward then two east-bound, calling at and Tahiti every trip. On present voyage, due to call at Papeete, Mar. 25-26, Mar. 31, Wellington Apr. 4-6, Sydney Apr. 11, returning via ports to UK, arriving 16. Next voyage: Dep. Southampton 26, via Capetown, Sydney July 1-11, Wellington July 6-8, Suva July 12-14, July 16-17, thence via Panama to Liverpool, arr. Aug. 10.

N. Zealand-Cook Is.

passenger vessel Maui Pomare maintains a regular monthly service between Auckland and the Cook Islands. She withdrawn for survey early Feb. but expected second week in March.

Sailings on application to NZ Government, Department of Island Territories, Wellington, or to any office of the Union Steam Co. of NZ, Ltd.

America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Isle and Thor I (which will replace the latter, now on her last voyage through the Pacific) maintain a regular service Pacific Coast North American ports, sailing over 35-40 days. Some ports do on cargoes offering.

Sailings: Dep. San Francisco Mar. 26, Los Angeles Mar. 27-29, Papeete Apr. 9-12, Pago Apr. 16-19, Apia Apr. 19-21, Nukualofa Apr. 24-25, Suva Apr. 26-28, Lautoka Apr. 29-May 1, Noumea May 3-5, May 9-10, Pago Pago May 17-20, Los Angeles June 2-4, San Francisco June 5-6. Or I: Dep. New Westminster Apr. 20, San Francisco Apr. 25-28, Los Angeles Apr. 30, Papeete May 14-17, Pago Pago May 21-24, Apia May 24-26, Suva May 29-31, Noumea June 1-3, Townsville June 6-9, (open), Pago Pago June 17-20, Los Angeles July 3-5, San Francisco July 6.

Sailings from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

JS-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco maintains a regular five-weeks passenger service from Los Angeles with the Mariposa, Sierra and Sonoma. (Alameda charter to an associate company for indefinite period.) Southern terminal varies with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, and other Australian ports depending on cargoes.

Last Brisbane sailing for USA: Sonoma Mar. 4. Next Brisbane sailings: Ventura Mar. 29, Sierra May 23.

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, 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 the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: July 8 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka, with cargo and passengers (first class accommodation for eight). Last Sydney sailing: Mar. 14. Next Sydney sailing, Apr. 11 (approximately).

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. Next Sydney sailings: Mid-April (vessel to be advised), Waihemo mid-June, Waitomo mid-July.

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: Apr. 7, May 5, June 2, June 30, July 28, Aug. 25, Sept. 22, Oct. 20, Nov. 17, and Dec. 15.

North America-Tahiti-N.Z.-Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Mariposa: Dep. San Francisco 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.

Monterey: Dep. San Francisco Apr. 17, Los Angeles Apr. 18, Papeete Apr. 26-28,

Auckland May 4-5, Sydney May 8-11, Auckland May 14, Suva May 17, Pago Pago May 18, Honolulu May 23-24, San Francisco May 29.

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 Neck Apr. 25, Van Cloon June 24, Van Nort Aug. 3, Van Neck Sept. 10.

Sydney-Tahiti-Europe

The Italian Sitmar Line (Panama flag) MV's Fairsea and Castel Felice sail from Sydney for Europe, via NZ, Papeete and Panama at irregular intervals, providing connection in the eastbound direction only with Tahiti. Next Sydney sailings: Castel Felice Apr. 16, Fairsea Oct. 23.

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

The Nederland Line Royal Dutch Mail's MV Johan van Oldenbarnevelt sails quarterly from Sydney for Europe, via NZ, Tahiti and Panama Canal, giving Sydney-Papeete connection in eastbound direction only. Next Sydney sailings: May 20, Aug. 13.

Details from Royal InterOcean Lines, 255 George St., Sydney.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger

SHIP - AIR - RAIL



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HOTELS COACHES

TRAVEL SERVICE

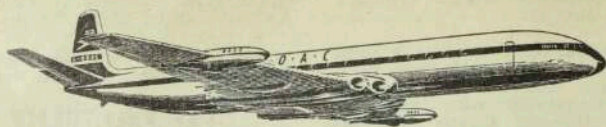
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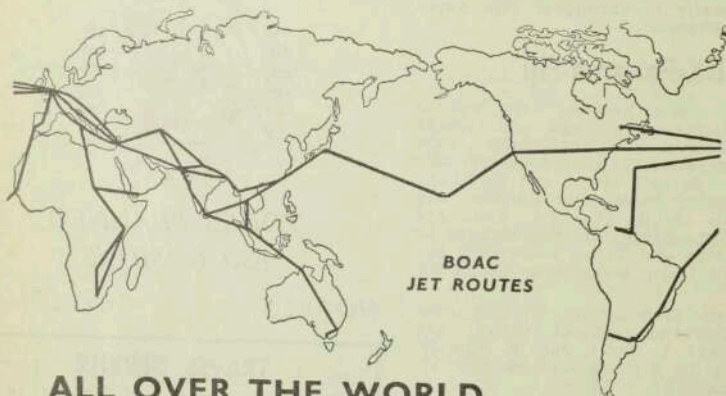
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A33AU

service between Nukualofa and Suva . . . MV Aoni, 500 tons gross. Turn-round Suva is usually two days, and the Agent there are W. R. Carpenter and Co. (P) Ltd.

During the first half of 1960, departure dates from Nukualofa will be Apr. 9, 17, June 4, leaving Suva about four days later in each case.

AIRWAYS TIME-TABLE

TRANS-PACIFIC SERVICE

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available between Australia and Nth. America; De Luxe Economy between San Francisco and London.)

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)

NORTHWARDS

Tues.: Sydney (dep. 5 p.m.), Nadi (F), 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.: 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.: 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 Wednesday with Qantas northbound flights, 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; ex-London Sat. connects with QEA southbound ex-San Francisco Sunday.

BY PAN AMERICAN AIRWAYS

(With Intercontinental Jet Clippers*)

Mon. and Thurs.: Dep. Sydney 5 p.m., Nadi (arr. 10.40 p.m., dep. 11.55 p.m.), Honolulu and Los Angeles (arr. Mon. and Thurs. 4.25 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues. and Sat.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.10 a.m. Thurs. and Mon., dep. 6.30 a.m. Thurs. and Mon.) and Sydney (arr. 8.50 a.m. Thurs. and Mon.).

International Dateline is crossed between Nadi and Honolulu.

* Pan American B-377 (Stratocruiser) is used on connecting services Auckland, Nadi, Tafuna (American Samoa), Honolulu (see table 20).

CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)
Fri.: Sydney (dep. 1 p.m.), Auckland, Nadi, Honolulu, Vancouver (then to Amsterdam).
Sat.: Dep. Amsterdam at 11 p.m. Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Nadi, Auckland and Sydney. See: Crosses International Dateline en

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways
NORTHBOUND
(Super-Constellations)

First Class

Tues. & Sat. Arr.
Dep. 9.30 p.m. Brisbane, 11.45 p.m.
Wed. & Sun. Arr.
Dep. 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. 7 a.m. Lae, 8.20 a.m.

First and Tourist Class

Mon. Arr.
Dep. 9.30 p.m. Brisbane, 11.45 p.m.
Tues. Arr.
Dep. 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. 7 a.m. Lae, 8.20 a.m.

First and Tourist Class

Fri.† Sat. Arr.
Dep. 10.30 p.m. Brisbane, 12.45 a.m.
Sat. Arr.
Dep. 1.45 a.m. Pt. Moresby, 7 a.m.
Dep. 8 a.m. Lae, 9.20 a.m.
Service ceases after Mar. 25 flight.

First and Tourist Class

Thurs. Arr.
Dep. 8 p.m. Brisbane, 10.15 p.m.
Thurs. Fri. Arr.
Dep. 11.15 p.m. Townsville, 2.15 a.m.
Fri. Arr.
Dep. 3.15 a.m. Pt. Moresby, 6 a.m.
Dep. 7 a.m. Lae, 8.20 a.m.

(Jet Prop. Lockheed Electra)

First and Tourist Class

Tues.** & Fri. Wed. & Sat. Arr.
Dep. 11.59 p.m. Pt. Moresby, 5 a.m.
Wed. & Sat. Arr.
Dep. 5.45 a.m. for Manila and Hongkong).
As from Mar. 29.

SOUTHBOUND

First and Tourist Class

Fri. Arr.
Dep. 9.10 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Townsville, 2.10 p.m.
Dep. Arr.
Townsville, 3.10 p.m. Brisbane, 6 p.m.
Dep. Arr.
Brisbane, 7 p.m. Sydney, 9 p.m.

First Class Wed. & Sun.

Dep. Arr.
Lae*, 9.10 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.
Brisbane, 5.45 p.m. Sydney, 7.45 p.m.

First and Tourist Class Tues.

Dep. Arr.
Lae*, 9.10 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.
Brisbane, 5.45 p.m. Sydney, 7.45 p.m.

First and Tourist Class Sat.†

Dep. Arr.
Lae*, 10.10 a.m. Pt. Moresby, 11.30 a.m.
Dep. Arr.
Pt. Moresby, 12.30 p.m. Brisbane, 5.45 p.m.
Dep. Arr.
Brisbane, 6.45 p.m. Sydney, 8.45 p.m.
† Service ceases after Mar. 26 flight.

* Between Lae and Port Moresby passengers are carried in DC4 aircraft.

(Jet-Prop. Lockheed Electra)

First and Tourist Class

Thurs.** & Sun. Arr.
From Hongkong Pt. Moresby, 8.45 a.m. and Manila.
Dep. Arr.
Pt. Moresby, 8 a.m. Sydney, 1 p.m.
** As from Mar. 31.

PT. MORESBY-CAIRNS-PT. MORESBY (Douglas DC4)

Until Mar. 27: Dep. Port Moresby Sun. 12.15 p.m., arr. Cairns 3.05 p.m., dep. Cairns 3.50 p.m., arr. Townsville 5 p.m., dep. Townsville Mon. 9.15 a.m., arr. Cairns 10.25 a.m., dep. Cairns 11.15 a.m., arr. Port Moresby 2.05 p.m.

After Mar. 28: Dep. Port Moresby Sun. 12.30 p.m., arr. Cairns 3.20 p.m.; dep. Cairns Mon. 9.15 a.m., arr. Port Moresby 12.05 p.m.

3. P-NG Internal Services

Operated by Qantas

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori: Alt. Tues., returning same day via Baimuru, Kerema, Yule Is. (Mar. 22, Apr. 5, 19, May 3, 17, 31, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Mar. 29, Apr. 12, 26, May 9, 23, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (Mar. 24, Apr. 7, 21, May 5, 19, etc.), ret. via Baimuru, Kikori, Kerema the following day (Mar. 25, Apr. 8, 22, May 6, 20, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs. returning same day via Balimo (Mar. 24, Apr. 7, 21, May 5, 19, etc.).

Via Kerema, Baimuru: Alt. Wed. (Mar. 30, Apr. 13, 27, May 12, 26, etc.), returning alt. Fri. (Apr. 1, 15, 29, May 6, 27, 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. 23, Apr. 6, 20, May 4, 18, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning

same day (Apr. 2, 16, 30, May 14, 28, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Mar. 26, Apr. 9, 23, May 7, 21, etc.).

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Kainantu, 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, Aiyura, Kaiapit, Rintebe, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed., Sat.: Dep. 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., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues., Fri.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

* Calls Hoskins before Rabaul, on request, on Wed.

RABAU-L-BUIN-RABAU (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakana, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakenai, Buka, arr. Rabaul 3 p.m.

RABAU-HOSKINS-RABAU (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. (Mar. 28, Apr. 11, 25, May 9, 23, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae at 7 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Dep. Lae at 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

LAE-HOLLANDIA (Neth. New Guinea) Qantas, with DC3 aircraft

Dep. Lae 11 a.m. alt. Wed. (Mar. 30, Apr. 13, 27, May 12, 26, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.

Dep. Hollandia 10 a.m. alt. Thurs. (Mar. 31, Apr. 14, 28, May 13, 27, 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.

(Dep. Biak Apr. 7, 21, May 12, 26, etc.; dep. Lae Apr. 8, 22, May 13, 27.)

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Holland with calls at Biak, NNG (arr. Sat. 1.05 a.m., dep. 2.15 a.m.), Manila (Philippines) and Amsterdam (arr. Sun. 3.20 p.m.). Dep. Amsterdam Sat. 6.35 p.m., via Manila and Biak (arr. Tues. 12.05 a.m.) for Sydney (arr. Tues. 12.20 p.m.).

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 Sroci, 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 (arr. Wed., Sun., 1 p.m.). Dep. Amsterdam Wed. and Sat. 10.50 p.m. for Alaska, Japan and Biak (arr. Sat. Tues. 12.25 a.m.).

5. N. Guinea-Solomons

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 Aeriens Intercontinentaux with DC7C aircraft

Dep. Paris every Sat. 1 p.m. for Athens, Karachi, Bangkok, Saigon, Djakarta, Darwin (refuel only), Noumea, arr. Mon. 11.50 a.m.; dep. Wed. 12.25 p.m. on return flight.

6A. Sydney-Noumea

Qantas, with Super-Constellation

Commencing March 18, fortnightly service every alt. Fri. with tourist and first (sleeper-chairs) classes.

Dep. Sydney, alt. Fri. 9 a.m., arr. Noumea 2.45 p.m.

Dep. Noumea, alt. Fri. 4.30 p.m., arr. Sydney Fri. 8.45 p.m.

6B. Noumea-Sydney

TAI, with DC4 aircraft

Commencing March 14, weekly service from Noumea to Sydney and return.

Dep. Noumea, Mon. 3.30 p.m., arr. Sydney 9 p.m.

Dep. Sydney, Mon. 11 p.m., arr. Noumea Tues. 6.30 a.m.

6C. Noumea-Auckland

TAI, with DC4 aircraft

Dep. Noumea Fri. 9 a.m., arr. Auckland 3.40 p.m.

Dep. Auckland Sat. 10 a.m., arr. Noumea 3 p.m.

7. Noumea-Fiji-Papeete

TAI, with DC7C aircraft

Dep. Noumea every Mon. 4.55 p.m. for Nadi (Fiji) and Bora Bora (Fr. Polynesia); transfer to flying-boat for flight to Papeete (Tahiti), arr. Mon. 11.15 a.m.

Dep. Papeete every Mon. 3.30 p.m. on return flight (same route), arr. Noumea Wed. 6.35 a.m.

(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. (Mar. 26, Apr. 9, 23, May 7, 21, 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 dep. 1 p.m., arr. Vila 2.15 p.m., Vila 2.50 p.m., arr. Tontouta 4.45

11. New Caledonia-Fiji Wallis Is.

TAI with DC4 Aircraft

Sun.: Dep. Noumea 6.30 a.m., arr. 11.35 a.m., dep. 12.55 p.m., arr. Wallis Is. 3.45 p.m. Dep. Wallis 9 a.m., 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. (Mar. 26, Apr. 9, 23, May 7, etc.). Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. 27, Apr. 10, 24, May 8, 22, etc.). Auckland 10.30 a.m., arr. Norfolk p.m.

13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed Elec

Daily: Dep. Auckland 9.30 a.m., Sydney 11.20 a.m.

Daily: Dep. Sydney 12.30 p.m., arr. land 6 p.m.

14. Christchurch-Sydney

TEAL, with Jet-Prop. Lockheed Elec

Mon., Thurs., Sat.: Dep. Christchurch p.m., arr. Sydney 9.50 p.m.

Mon., Wed., Sat., Sun.: Dep. Sydney p.m., arr. Christchurch 6.30 p.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Elec

Wed.: Dep. Christchurch 8 p.m., arr. Melbourne 10.35 p.m.

Thurs.: Dep. Melbourne 12.30 p.m., Christchurch 6.30 p.m.

16. Auckland-Melbourne

TEAL, with Jet-Prop. Lockheed Elec

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 chart 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 Bo 707 jet service from Sydney to USA.)

18. New Zealand-Fiji

TEAL, with Jet-Prop. Lockheed Elec and QEA Super Constellations

Tues., Sat.: Dep. Auckland 6.30 p.m., 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. Auckland 2.55 p.m.

Thurs.: Dep. Nadi 11 a.m., arr. Auckland 4.15 p.m.

Wednesday flights ex-Auckland, Thursday flights ex-Nadi are operated Qantas under charter to TEAL.

9. Fiji-Western Samoa

TEAL, with Solent Flyingboats
Suva alt. Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) 1.55 p.m.
Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.
Suva Mar. 31, Apr. 14, 28, May 12, June 9, 23, 30, etc.; dep. Apia Apr. 4, May 2, 16, 30, June 13, 27, July 4, etc.

20. NZ-Fiji-Am. Samoa-Hawaii

Pan American Airways, with B377 (Stratocruiser) aircraft
Auckland 4.45 p.m., Mon. and Thurs., Nadi 10.15 p.m.; dep. Nadi Tues. 11.30 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 5 p.m. Mon.; dep. Tafuna 5 p.m., Honolulu 6 a.m. Tues.
Honolulu 10 p.m. Mon., arr. Tafuna 9 a.m. Tues.; dep. Tafuna 8.40 a.m., crosses International Dateline, arr. Nadi 11.25 a.m.; dep. Nadi 6 a.m. Thurs. and Mon., arr. Auckland 11.35 a.m.

21. Fiji-Tahiti

TEAL, with Solent Flyingboats
Suva 9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 10 a.m. Thurs., arr. Aitutaki (Cook Is.) 9.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.
Suva Mar. 31, Apr. 14, 28, May 12, June 9, 23, 30, etc.)
Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues.
Papeete Apr. 3, 17, May 1, 15, 29, June 12, 26, July 3, etc.

2. Fiji Internal Airways

Airways, Ltd., with Heron and Drovier Aircraft
-Nadi-Suva: Two flights daily—morning and afternoon.
-Labasa-Suva: One flight daily.
-Labasa-Suva (via Matei, Taveuni): One flight—Mon.
-Labasa-Suva (via Savusavu): One flight—Thurs., Sat., Sun.
-Savusavu-Suva: One flight—Mon.
-Ura (Taveuni)-Suva (via Savusavu): One flight—Wed.
-Ura-Suva: One flight—Thurs., Sun.
-Matei-Suva: One flight—Sat.
-Savusavu - Labasa - Savusavu - Matei - Suva: One flight—Tues.
-Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.
Details from Fiji Airways Ltd., Victoria St., Suva.

3. N. Caledonia-Loyalty Is. Internal Service

RANSFAC, with Herons and Rapides
Noumea-Mare: Tues. (dep. Noumea 2 a.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., dep. Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Koumle (Isle of Pines): Mon.,

Sat. (dep. Noumea 10.30 a.m., dep. Koumle, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Galacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Service to the Leeward Group (Isles Sous le Vent).
Mon.: One morning (dep. 7 a.m.) flight Papeete-Raiatea-Bora Bora (arr. 8.45 a.m.); and one afternoon return flight Papeete-Bora Bora-Papeete.
Tues.—One morning (dep. 8 a.m.) flight Bora Bora-Raiatea-Papeete (arr. 10 a.m.).
Wed.: One morning (dep. 7.30 a.m.) return flight Papeete-Raiatea-Bora Bora-Raiatea-Papeete (arr. 11.30 a.m.).
Sat.: One morning (dep. 7.30 a.m.) return flight Papeete-Raiatea-Bora Bora-Raiatea-Papeete (arr. 11.30 a.m.).
Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

25. Samoan Inter-Island Services

Although both services are grounded at present, two airlines operate services between Western Samoa and American Samoa—Polynesian Airlines Ltd., of Apia, with a Percival Prince aircraft, and Samoan Airlines Ltd., of Pago Pago, with a DC3 Viewmaster. Normally, they connect the two Samoas with return flights twice daily, using Faleolo aerodrome in W. Samoa and Tafuna airfield in Am. Samoa.

26. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airways Agana, Guam.

PACIFIC AIR FARES (APPROXIMATE ONLY)

NOTE: Exchange rates for equivalent of Australian currency in other countries: Aust. £1 equals approximately 16/- Stg., NZ, or West Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs., \$US2.25.

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table
	£ s. d.	£ s. d.	No.
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	42 4 0	76 0 0	6a, 6b
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—

	£ s. d.	£ s. d.	No.
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
Noumea	33 15 0	60 15 0	6c
Papeete	114 10 0	206 2 0	18, 21

FROM SUVA (Fiji currency) TO—

	£ s. d.	£ s. d.	No.
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.

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Pacific Commerce and Produce

NZ Still Chasing Fiji's Trade

New Zealand is still keeping up the pressure on its export trade drive with Fiji, begun two years ago. Next month, Mr. K. W. Davies, NZ Trade Commissioner for the Pacific, will make his third trip to renew contact with Suva and Lautoka merchants and officials.

NZ has always had a fair share of the Fiji market for primary products in competition with Australia, UK, USA, and other countries, but the emphasis recently has been on obtaining secondary industry trade.

Mr. Davies said some new Auckland manufacturers had begun trading in Fiji, and the Department of Industries and Commerce had had many requests for market surveys on hundreds of commodities.

Recently, the Fiji Government decided to call tenders for bulk food requirements for its institutions and savings up to 26 per cent., in one instance, have been made. NZ firms have been awarded some of these contracts.

The Dominion is in a favourable position in relation to Fiji as far as shipping is concerned, with an average fortnightly service. Fiji imported £F1,229,036 worth of goods from NZ in 1958 (1959 figures not yet available); and sold £F1,871,149 to NZ. NZ's recent efforts have been directed to closing this gap with a greater volume of exports.

NI Whaling Co.'s Note Issue Succeeds

New issue of 200,000 5/- registered unsecured convertible notes, which closed on February 29, was heavily over-subscribed by shareholders of Norfolk Is. and Byron Bay Whaling Co., Ltd. Each note will be converted into one 5/- stock unit at par on November 1, 1962.

The £50,000 raised will be used to expand the company's whaling stations.

Re-Export Restrictions Lifted in Fiji

Controls on the re-export from Fiji of goods from dollar areas, Japan and Soviet-bloc countries have been removed.

This follows recent relaxation of controls on dollar imports and the fact that all other classes of goods are now generally in ample supply. Import licences are still required for goods from Japan, China and Soviet countries.

Re-export restrictions were designed to protect Fiji's supplies of scarce goods, particularly essential goods from the dollar area, and to ensure that dollar funds were used only for goods needed in the Colony.

Exchange control permission to export or re-export goods to non-sterling countries is still required.

Oil Exploration in Papua To Continue Until 1961

Companies searching for petroleum in Papua-New Guinea have announced their intention of continuing the search in the Territory of a large scale until June, 1961.

Announcing this last month, Territories Minister Hasluck said that, apart from the benefits which would result from the discovery of petroleum in commercial quantities in P-NG, expenditure on oil search makes a substantial contribution to the Territory's economy.

Companies operating in P-NG will receive subsidies in 1959-60 from the Commonwealth totalling £150,039, under the recent Petroleum Search Subsidy Act.

BSI Companies Will Get Tax Benefits

Under legislation recently passed, a Register of Companies will be set up in the Solomons this year and companies at present registered in Australia or elsewhere will be taxable instead in the Protectorate.

Company taxation in BSI is at the rate of 1/6 in the £1, compared with 2/6 in P-NG and 4/6 in Australia. It is anticipated that the new legislation will encourage the formation of local companies and the transfer of capital from overseas.

Mr. G. S. Spragge, a solicitor, who is to take up his appointment later in the year, will combine the duty of Registrar of Companies with that of Registrar of Lands and Titles.

New Payment Scheme for NZ Islands Copra

From January 1, under a new agreement between Abels, Ltd., of Auckland (the crushers), and Cook Islands shippers, the copra price, based on the London price, will be adjusted on a monthly basis instead of half yearly, as in 1959.

Previously, the price paid was the average London price over the previous calendar half-year—in effect the price paid throughout the second half of 1959 was the average London price for the first half of the year, less charges for handling and shipping.

Under the new scheme, the price will change on the 15th of each month and will apply until the 15th of the following month. This price will be the average London price over the preceding calendar month. Thus, for the period March 15-April 15, the price will be the average price for February. The two week's lag in price adjustment is necessary for administrative reasons.

Average London price for the first half of 1959 was £Stg.95, and for the second half of 1959 was £Stg.86/2/11; so if anyone is losing out on the change in method of payment, it is the crushers.

This arrangement will apply also to Niue Is., but for the Tokelaus, where copra is shipped only about four times per year, the price will be the average London price for the month preceding the shipment.

For copra shipped to Abels from Western Samoa, there is an annual agreement under another system, but most Samoan copra is exported elsewhere.

Actual price paid to producers at the various outer islands of the Cook Group varies considerably, not only with shipping charges but with the competition offering. For example, on one Northern

Group island in February producers receiving 3d per lb and on another where loading was somewhat more difficult, and a lower price might have justified, 6d per lb was actually being

Price set for the period March 15-15 for the two grades, bagged, f.o.b. Tonga, was £NZ80/8/3 and £NZ79/13 decline of £NZ2/15/- on the previous month.

BSI Customs Duties Revised—Beer, Tobacco Up

A revised tariff for the British Solomon Islands came into operation recently.

Duties on alcoholic beverages and tobacco manufactures have been increased; duties have been reduced on certain stuffs, building materials, marine and building materials, agricultural requisites, radios, refrigerators, and medical health requisites.

Economic Outlook

Inflation—and the Commonwealth Government's measures to deal with it—been the topic of the month.

Prime Minister Menzies in an economic review, in his usual polished manner, details of counter-measures being taken: abolition of import licensing, government intervention in the Federal basic-wage endeavours to balance the coming budget and further calling up of free liquid capital in the hands of private trading banks.

The fact is, of course, that at the moment there are inflationary pressures on the Australian economy but no real inflation crisis—yet. The Government try to prevent "creeping" inflation becoming "galloping" inflation; if methods fail, it can be taken as a weapon used.

In some quarters it is suggested that the Labour Party will fight the next election on an inflation issue. Mr. Arthur Cope was elected new leader on March 7, replacing Dr. H. V. Evatt, appointed Justice of NSW; surprisingly Mr. Ward, Territories Minister of a decade was defeated for deputy leadership by Sydney barrister E. G. Whitlam.

SYDNEY SALES PRICES

	Feb. 4, '60	Mar. 4, '60
Burns Philp	100/-	96
Burns Philp (SS)	66/9	68
C.S.R.	£81/10/-	£7
Dylup Plantations	29/6	35
Hackshalls	55/3	56
Kauri Timber	22/-	21
Kerema Rubber	10/-	10
Koitaki	30/-	28
Lolorua	13/-	11
Maribol	10/-	9
Norfolk Is. Whaling	7/-	6
Queensland Insurance	94/3	95
Rubberlands	8/-	7
Sthn. Pac. Insurance	51/-	47
Steamships Trading	56/6	55
W. R. Carpenter Hold.	28/-	27
Timor Oil	4/7	4

OIL AND MINING SHARES FIJI

	July 9, '58	Feb. 4, '60
Emperor	b5/0	s6/6
Loloma	—	b40/-

PAPUA-NEW GUINEA

	b35/-	b37/-	b3
Bulolo	b1/9½	b2/6	b1
N.G.G. Ltd.	b2/6	b5/9	b4
Oil Search	b7d	b5d	b6
Ent. of N.G.	b9d	b3/8½	b4
Papuan Apin	b6½d	b1/6	b1
do. opt.	b86/6	b101/-	b1
Placer Dev.	p9q	b2d.	b2
Sandy Creek			

ISLANDS PRODUCE

otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. 18/- Fiji; 20/- Tonga, Solomons & C areas; 196 Pac. Frs.; \$US2.25.)

COPRA

British Ministry of Food 9-years act, which governed Copra prices in New Guinea, Fiji, Western Solomon Islands, and Gilbert and Colony (and, to some extent, in and Cook Islands) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for and marketing of copra.

FIJI-NEW GUINEA:—All production referred to Copra Marketing Board, headed by six members, including three 'representatives'; and the Board distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (under contract covering 1960), (b) Australia (for consumption) and (c) crushing-mill baul. Prices generally arranged in accordance with ruling rate in Philippines, with premiums for hot-air dried.

As of July 1, 1959, P-N.G. Copra's Tentative Purchase Prices, for delivered main ports: Hot-Air Dried, 10/- per ton; FMS, £A71 per ton; Dried, £A70 per ton.

FIJI:—No Government control—producers here they wish. Bulk of copra goes through crushing-mill in Suva, whose price list, Suva, is announced each week. Current 7 prices were: HAD, £F74/17/6; £F73/12/6; FM2, £F72/5/-.

WESTERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at prices FM grade rates, plus premium up to £S3 per ton for hot-dried. Prices unaltered since March. Hot-air dried, £S67/13/8 per ton; dried No. 1, £S65/3/8; sun-dried £S61/13/8.

COOK ISLANDS:—Sales are under Government. Part of production goes to Europe, arrangement with Unilever contract by Philippines prices, and part open market.

SOLOMONS:—All production marketed through official Copra Board, at prices on Philippines market. Price for March: 1st grade, £A86; 2nd £A84/10/-; 3rd grade, £A82 per ton, BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra, at prices based on Philippines, less "stabilisation fund" charges.

WESTERN SAMOA:—Producers receive 7 cents lb, 56.8 or £A70/4/6 approx. per long ton. Periodic bonus, if average proceeds of Govt. buying price and expenses.

NEW HEBRIDES:—Price was approximately £A62/10/- per ton delivered Vila on Feb. 25. French price on Feb. 26 23,000 Metrop. francs per metric ton, Marseilles.

COOK IS. AND NIUE IS.: Subject to provisions of the copra contract between the Cook Islands and Niue Island and Abels, Ltd., of Auckland, operate the only New Zealand copra crushing mill, the price paid is the average on price for the previous month, less charges. The actual price paid to producers varies widely from island to island, currently ranging from £NZ30 to 50 per ton.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Mar. 4, was £Stg.218/15/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney early Mar. £S210 f.o.b., Apia, grade 1; £S205, grade 2.

P.-N.G.: Mar. 4, quote No. 1 £265 ex-wharf Sydney; quote No. 2 £270 (top quality).

COFFEE:—P.-N.G.: Mar. 4, good quality A grade, per lb. 4/2; B grade, 4/1; C grade, 4/- c.i.f., Sydney.

In early Mar. price quoted for Tanga-nika A grade was £Stg.375; B grade, £Stg.355; Undergradings, £Stg.270, all per ton and c.i.f., Sydney. Uganda Robusta was offering at approx. £Stg.171 c.i.f. Sydney.

PEANUTS: P.-N.G., Mar. 4, Kernels: White and Red Spanish 1/6½ lb del. buyer's store; Virginia Bunch, 1/7½ (no recent sales). In Shell, 1/1 lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Mar. 4 was: No. 1 RSS, spot, 118¼ Straits cents per lb (41.41d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, advised Mar. 7: White and yellow label, processed, standard packs, 64/-; green label, 62/-, c.i.f., Sydney.

RICE (Australian):—Price from May 1, 1959—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton,

f.o.w.; under 5 tons, £68/10/- per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton f.o.w., Sydney or Melbourne.

PEARL SHELL:—Firm quotations for Australian White M.O.P. Shell in March by Sydney independent shell agents were: Sound £A850, D £A600, E £A300, EE £A200 (in store Sydney). Penrhyn £NZ400 (nominal), f.o.b., Rarotonga. Manihiki: Lagoon still closed but situation will be reviewed by CI Administration in mid-1960. N.G.: Last sales of Black-lip M.O.P. were made in Sydney recently at £300 per ton.

TROCHUS:—Nominal price c.i.f. Sydney, Mar. 4, £250.

GREEN SNAIL SHELL:—Continuing Japanese demand has increased price to £A420/£A425 per ton. P.-N.G. and B.S.I.: In short supply still.

CROCODILE SKINS: 12 in. and over, small-scale, first quality, 11/6 per in.

PAPUAN GUM: £80 per ton del. buyer's store, Sydney.

London and US Quotations

Copra: London, Mar. 3, Philippines, in bulk, \$248.50 per long ton, c.i.f., UK/North European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.90 per long ton. New York, Mar. 3, Philippines, \$237.50 US per short ton, c.i.f., Pacific coast port. (£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London Mar. 3, Ceylon, in bulk, £Stg.136/10/- per ton, c.i.f., UK/North European ports. Straits crude, £Stg.131, c.i.f.

Rubber: London, c.i.f., Mar. 3, RSS No. 1, Spot 34½d Stg. per lb; Mar. 33½d Stg.; July/Sept. 32½d Stg.

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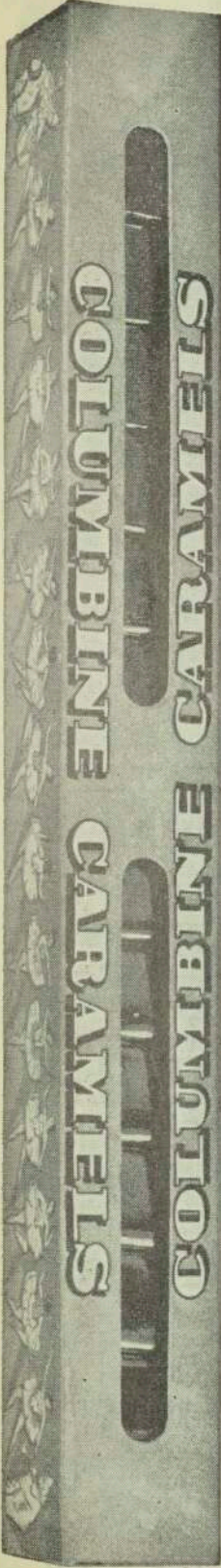
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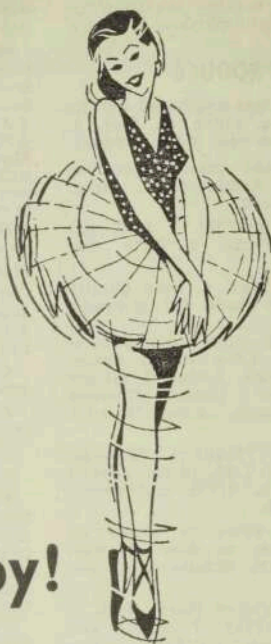
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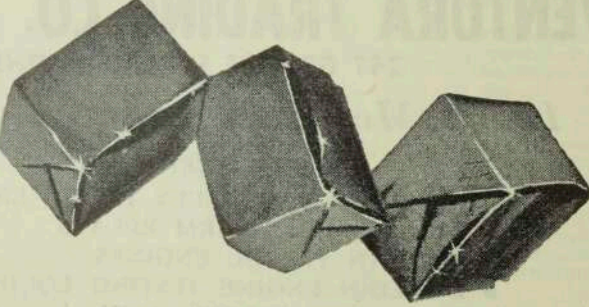


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Index to Advertise

Akta-Vite	94	Malleys Ltd.	
Amal. Dairies	62	Manokwari Slipway	
Angliss, W., & Co.	46	Matson Lines	
Aspro	68	Mendaco	
Arnott, Wm.	80	M. H. Ltd.	24
Aust. Cotton	94	Midget Book Co.	
Australian National Industries Ltd.	38	Millers Ltd.	
A.W.A.	42	Mungo Scott	
Ballina Slipway	112	Nathan & Wyeth	
BALM Paints	124	Nautical Services	
Bank of N.S.W.	73	Nestles	
Bank of N.Z.	98	N.G. Aust. Line	
Berec Ltd.	30	Nile Products	
Berger Paints	120	Nixoderm	
Bethell, Gwyn	156	Norman, Leonard	
Blackwood Hodge	50	N. & R.	60
Blaxland-Rae	105	N.Z.N.A.C.	
B.O.A.C.	158	Ogden Industries	
Bradford Cotton Mills Ltd.	152	P.A.A.	
Braybon Bros.	90	Pacific Islands Transport Line	
Bristol Myers	48	Parke Davis	72
British Dairies	146	Parker Pen Co.	
British Paints	16	Penfold, W. C.	
Brunton & Co.	59	Philips	33
Bunting, A. H.	76	Piccaninny Wax	
B.P. 39, 89, 116, 139		P. I. Society	
Cadbury	13	Qantas	co
Carlton Breweries	78	Qld. Insurance	
Carpenter Ltd.	54	Qld. Milling Co.	
122, 168, cov. iv		Ransomes, Sims & Jeffries Ltd.	
Colgate	74	Rohu, Sil	
Colonial Meat	70	Scientific Services Co.	
Colyer Watson	49	Scott & Bowne A/sia. Ltd.	
C'wealth. Bank	11	Seward Ltd.	
Crammond Co.	102	Shaw Savill	
C.S.R. Co.	165	Scheaffer, W. A. Pen Co.	
Cystex	79	Sisalcraft	
D.A.K. Meat Packers	44	Sparklets Ltd.	
Donald Ltd.	127	Stapleton, J.	
Douglas, W. Co.	55	S. P. Brewery	
Dunlop Rubber	44	Steamships Tr.	
Dunsford, Capt.	103	Stewarts Lloyd	
Econo Products	14	Sthn. Pac. Ins.	
European Express	157	Sullivan Ltd.	
Filmo Depot	57	Taikoo Dockyard	
Frigate Rum	147	Tait, W. S.	108
Gardner Eng.	110	Taubman's Ltd.	
Gilbey, W. & A.	10	Tatham, S. E.	
Gillespie Bros.	98	T.E.A.L.	co
Gillespie, R.	118	Thornycroft Co.	
Glaxo Lab.	99	Tilley Lamp Co.	
Goodyear Tyre Co.	36	Tillock & Co.	
Gordon's Gin	40	Tongala Milk	
G.P.H. (Suva)	154	Tooth & Co.	
Grant's Whisky	136	Turners Supply Co.	
Grove Ltd.	68, 90	Tyneside Eng.	
Halvorsen, B.	108	Vacuum Oil	
Hardman & Hall	12	Ventura	
Harris, K.	76	Vi-Stim	
Hastings Diesels	166	Victoria Mowers	
Hellaby Ltd.	67	Walkers Ltd.	
Hemingway Robert-son Institute	128	Warnock Bros.	
Hytet Co.	12	Webster, D.	
I.C.I.	134	Western Barbed Wire & Nail P/L	
International Harvester	144	Westfield Freezing	
Kanimbla Hall	63	Weymark P/L	
Kennedy, Capt.	103	White, J.	
Kerr Bros.	137	White Rose Co.	
King, R. W.	163	Whites Aviation	
Kitchen, J. and Sons	142	Wills Ltd.	
Kiwi Polish	137	Wilhelmsen, W.	
Kodak P/L	56	Wrigley's	
Kopsen & Co.	167	Wunderlich	
Lawrence, A.	124	Yardley	
McIlraith's	35	Yorkshire Ins.	
Mac. Robertson	164		

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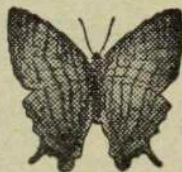
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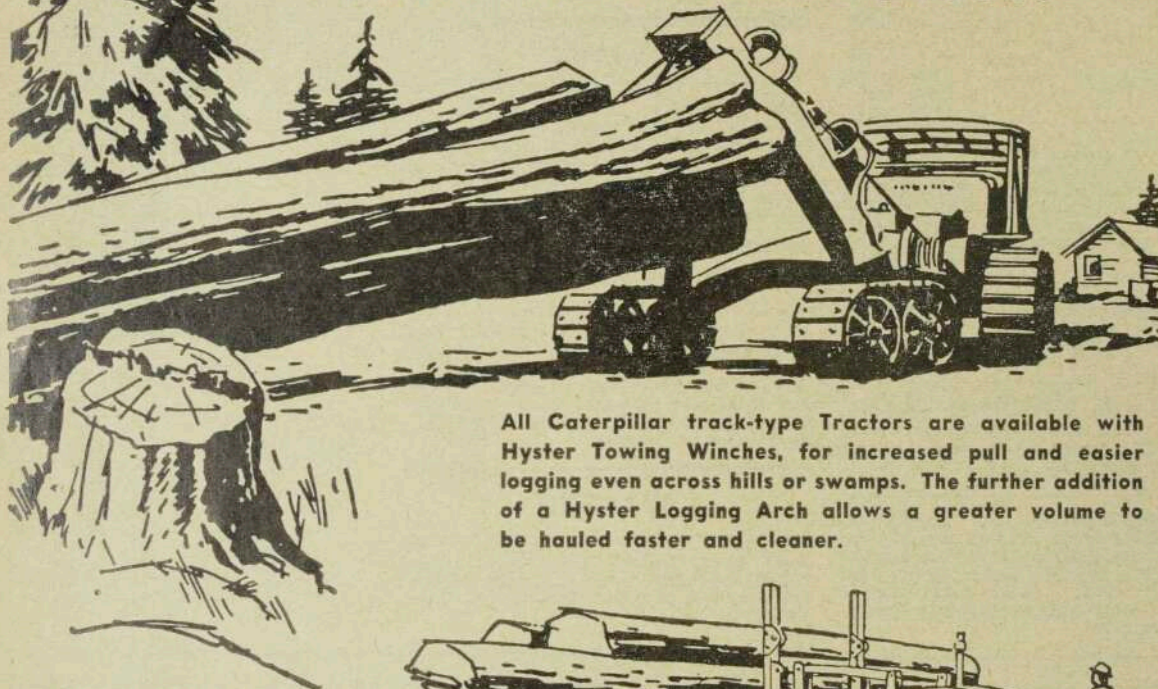


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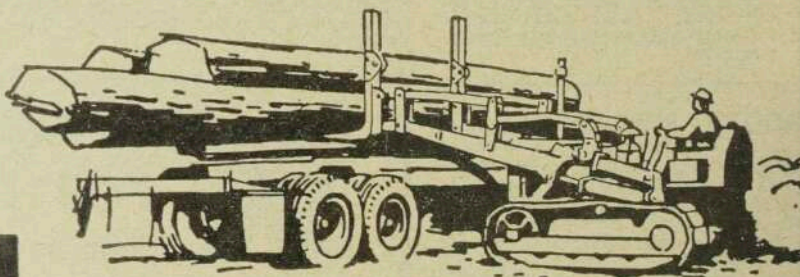
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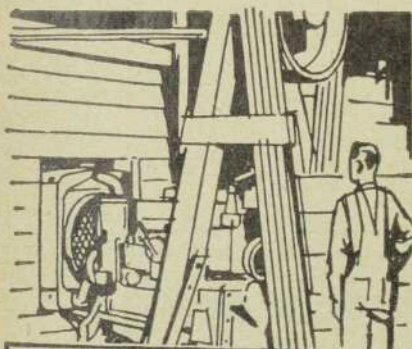
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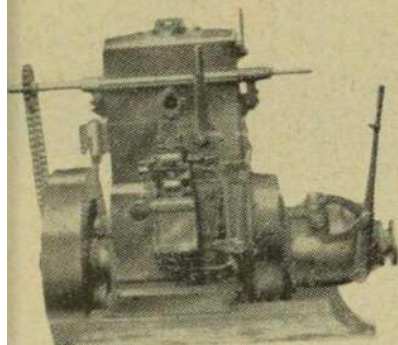
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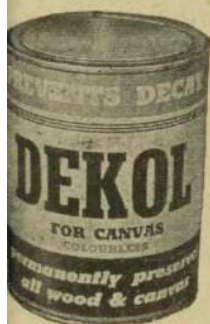
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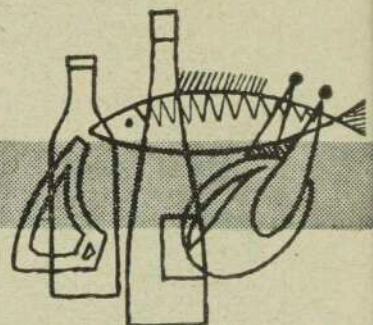
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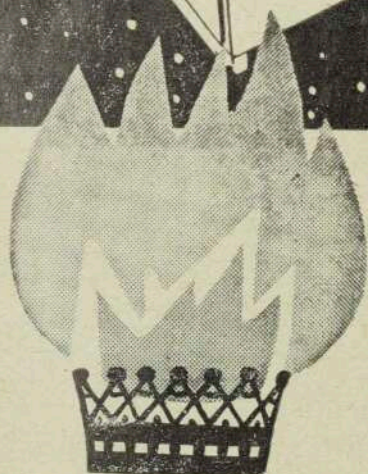
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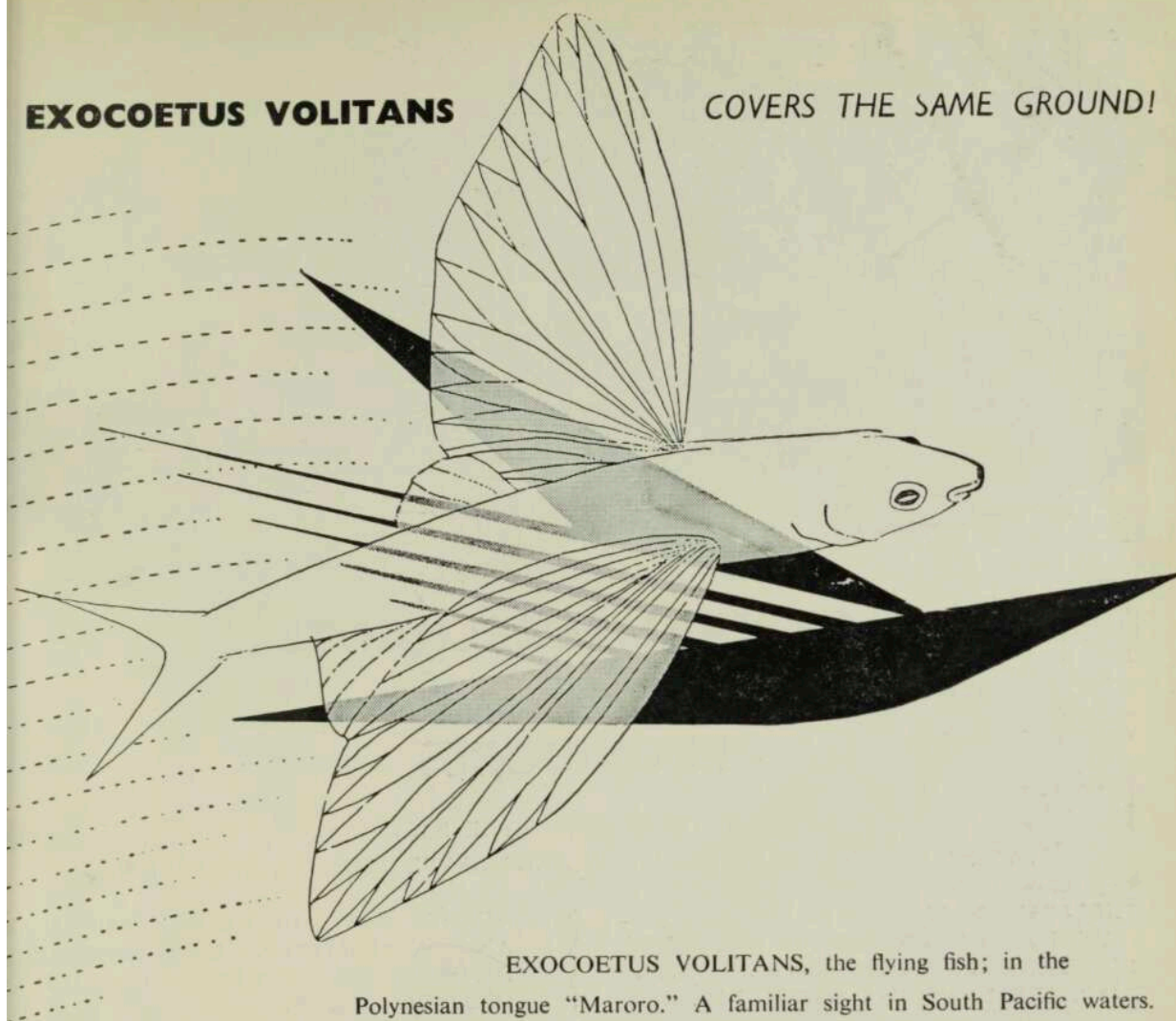


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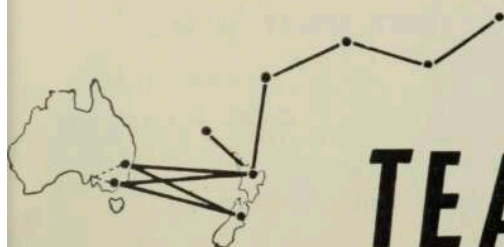
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