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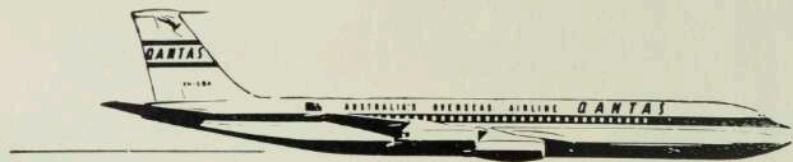
Not a Red Indian  
Chief, but a native  
of New Guinea's  
Eastern Highlands,  
done up in his  
Sunday best.

Photo: N. V. Salt.

Published 1930

Printed at the G.P.O., Sydney,  
and sent by post as a newspaper

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***AROUND  
THE WORLD***

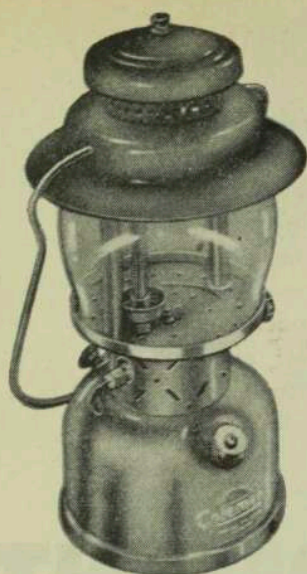
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PACIFIC ISLANDS MONTHLY — APRIL, 1960





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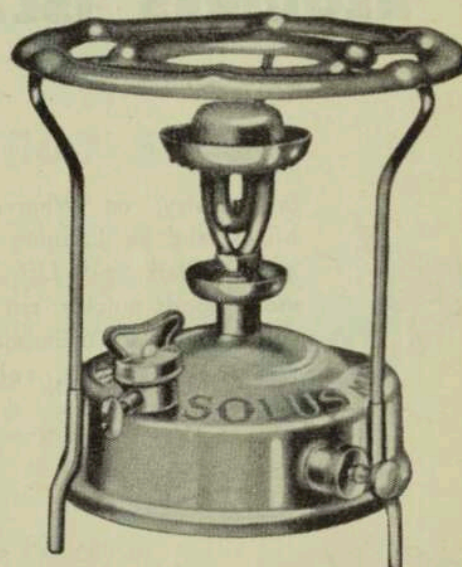


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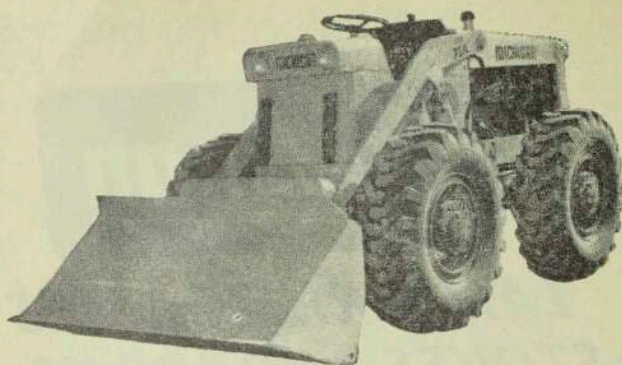
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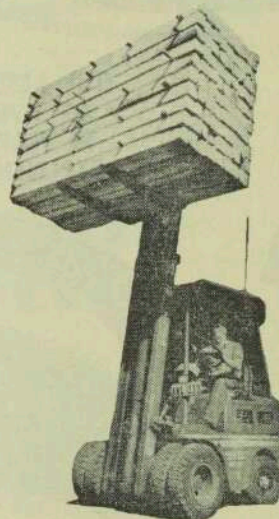




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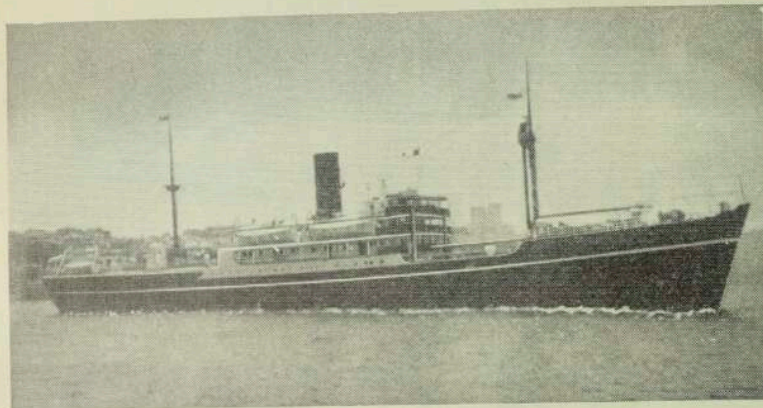
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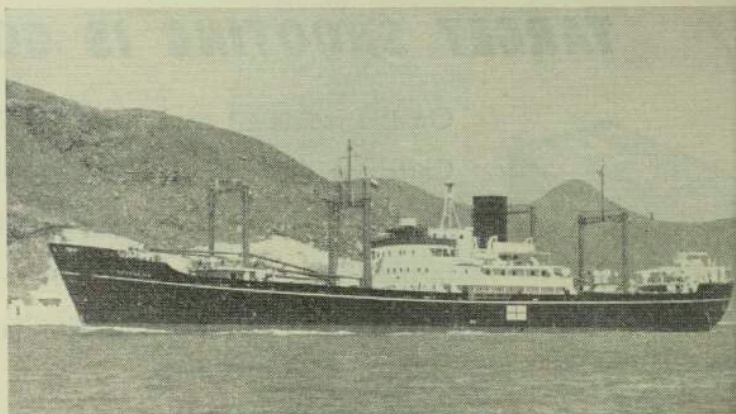
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Cables: "Colyeram".

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

HONIARA: British Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

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## PEOPLE

Probably one of the youngest appointments to the rank of superintendent in any police force is that of Superintendent Brian Holloway, Papua-New Guinea.

Holloway's promotion from inspector to superintendent was conferred in March. He is 33 years of age, comes from Adelaide, and for the past few years has been officer-in-charge of Kokopo Police Station, Rabaul. His new appointment will eventually take him to Port Moresby, where he will become Superintendent Training for the New Guinea Constabulary. About the same time that Superintendent Holloway leaves Rabaul, Superintendent Gray McNaught will take up his duties at headquarters in Port Moresby as Superintendent Investigations.



Her way to England in March—attractive Patricia Bain, of Suva. She probably spent the holiday—she was one of two official reporters seconded to the Commission of Inquiry into the Suva disturbances, which commenced its work on March 4 after taking down pages of typewritten evidence. The other reporter was Mrs. Margaret Gould. The report is expected to be released shortly.

Photo: C. L. Cheng.

The latest appointment of a Fijian as head of a Government department became effective when John Amputch became Commissioner of Labour at Suva early in April. He succeeds Mr. Norman Brown, who left Fiji in March to return to UK. Mr. Amputch has had a varied career—apprentice with a Co., docket checker with Morris

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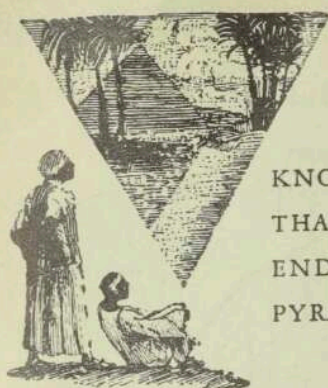
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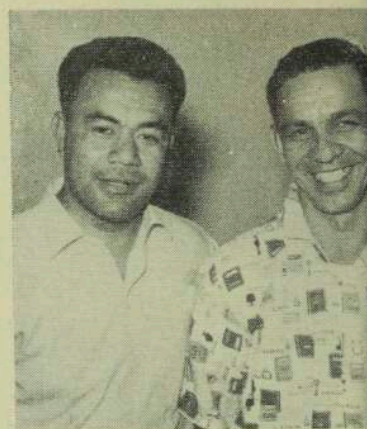
T.B.C.

**The ROSICRUCIANS (AMORC)**

BOX 3988, G.P.O., SYDNEY, AUSTRALIA

Hedstrom Ltd., Vacuum Oil Co. representative in NW Fiji, Mo. Hedstrom branch manager for N. and Tavua; then labour officer the Government Service, which joined in 1944. In 1952 he studied labour relations in Trinidad, then did the Colonial Office training course. He is 48, married, with daughter (a Sacred Heart nun in NZ), and two sons (one studying for the priesthood in Australia, other at high school in Suva).

In a cloak and dagger atmosphere, former Tahiti politician Pouvaana a Oopa, was spirited away from Papeete by sea and headed for a prison in France. Pouvaana was sentenced to eight years gaol last October on charges that included attempted murder and arson.



In Sydney recently at a meeting of the Western Association were Mick Kuresa of West Samoa, and Mick (Mellis) Spowa of Suva.

—Tele-

In Auckland, in March, was Lehmann, of West Berlin, on a sentimental journey with his wife and daughter. In 1914, Carl Lehr was a cadet in the German freighter *Elissa*, lying in Pago Pago harbor. To avoid internment—as he thought—he and other crew members "went off" in one of the ship's lifeboats for Western Samoa, then German administered. The nautical school was greeted, however, by New Zealand troops and soon Lehr found himself interned on Motu Island, near Auckland. A while later Count Felix von Luckner joined the internees there, he having been captured in Fiji and then recaptured in the Kermadecs after escape from Motuihe.

Mr. Lehmann said in Auckland that von Luckner, still fit and active, is now living in Hamburg.

Dr. T. T. Barrow, keeper of the Pacific Islands historical collections at Dominion Museum, Wellington, NZ, is at present doing months' research work at Bermuda.



top Museum, Hawaii. He will  
lete a book (for the layman) he  
riting on *Peoples and Arts of  
Pacific Islands*.



raphed in a thoughtful moment at the  
dia (Netherlands New Guinea) conference  
sch between Netherlands and P-NG officials  
Mr. H. C. Smith, Netherlands Embassy  
for New Guinea Affairs in Canberra.  
his adviser to the Dutch legation. (See  
page 19.)

se in New Guinea, as reported  
London newspaper interview  
Countess Ingeborg de Beausacq:  
hunters will eat somebody  
like so as to absorb their kind-  
Once she tended a wounded  
hunter and he was so grateful  
he wrapped his arms tightly  
and her, pulled out masses of her  
and began eating it. She was  
"just in time".



at the Hollandia conference, Dr. John  
er, Assistant Administrator of P-NG and  
of the New Guinea delegation, with Mr.  
McCarthy of the Australian Department  
territories, Canberra (adviser to the Aus-  
delegation). They discuss a point with  
NG's Governor, Dr. Platteel (right).

. F. D. Betham, a European  
ed member of Samoa Legis-  
Assembly, has been invited

## Influenza colds Children's coughs Rasping throat Croup

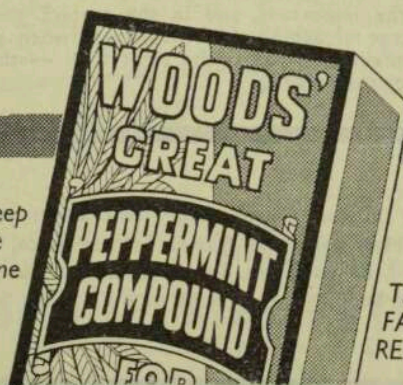
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by the Commonwealth Parliamentary Association to attend course in parliamentary practice and procedure in London from 2 to June 2, and will leave in April. Samoa Legislative Assembly intends to apply for a full membership of the Association.



Irakau, of Baliau village, on Manus Island, New Guinea (where a volcano erupted in 1963 — see page 23), has his own plantation of about 16,000 coconut palms on the island. He told Government officials during the visit: "We know our island. Nobody is frightened. We will only go if you want us to".

Photo: K. Vellacott

For the fifth successive year Bob Bunting, MLC, has been elected President of the Papua-New Guinea State President's Council. The three vice-presidents are Messrs. W. J. Hughes (Mainland), P. Bosgard (Papua) and D. Barrett (NG Islands).



Two well-known members of Port Moresby's younger set, Miss June Roberts and Mr. Davis, who plan to marry at the end of the year and will live in Goroka in the Highlands.

Photo: Papuan

Mr. R. P. Berking, of Lae, Apia, a pioneer German settler, celebrated his 80th birthday in Apia on April 1. He arrived in Samoa 60 years ago and, until the New Zealand occupation, was Collector of Customs under the German Government. Later he took up plantations.



seeded the coffee industry. He looks 15 years younger than age.

Other Virgil Copas, MSC, will be consecrated Bishop of Port Moresby St. Patrick's Cathedral, Toombamba, Queensland, on April 27. He is the first Australian to be appointed to the vicariate—hitherto it has been under the province of the Sacred Heart Missionaries of the Sacred Heart. The bishop-elect was at one time business manager of Vanapope Mission, Rabaul, then at Samarai, before being transferred to Northern Territory as superior at Darwin.

March 31 was a proud day for J. B. Fonoti, local merchant and importer in Western Samoa—a new £20,000 store building at Apia was opened with a celebration attended by 800 guests.



Commodore of the P. and O. fleet of 38 ships is Capt. H. P. Mallet, who is in command of the 30,000 ton "Iberia". Capt. Mallet is Commodore J. W. Last, captain of the "Man" who has retired. The new Commodore is a Tasmanian girl and they have their home in Melbourne.

Mr. Fiamé Mataafa, Prime Minister of Western Samoa, who has been in Middlemore hospital, Auckland, NZ, receiving treatment for a leg injury, will be discharged this week. Retiring NZ High Commissioner in Samoa, Mr. G. R. Jones, who has been given a new appointment in India, was due to return to London on April 10 and intended to go with Hon. Mataafa to Wellington for talks with NZ Government leaders. Mr. Jones made his final farewell speech to the Samoa Legislative Assembly on April 22.

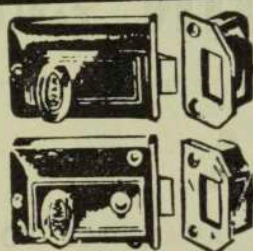
Miss Patricia Butler, former air hostess in New Guinea, has been awarded substantial workers' compensation by a Sydney judge in a case after she claimed she had contracted amoebic dysentery in 1955 while in NG with Qantas. Medical

# LOCK UP WITH *Lockwood*

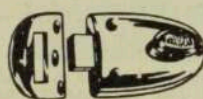
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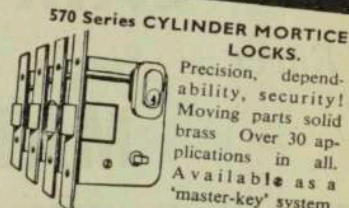
Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security". Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and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



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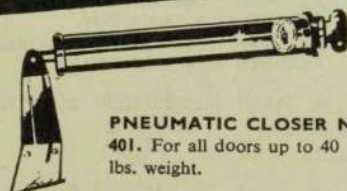
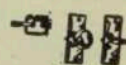
**307 SCREEN DOOR TOUCH LATCH.**



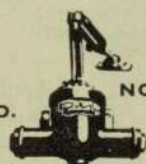
Just push door to open, pull it to close! Easy to install and features strong snib.

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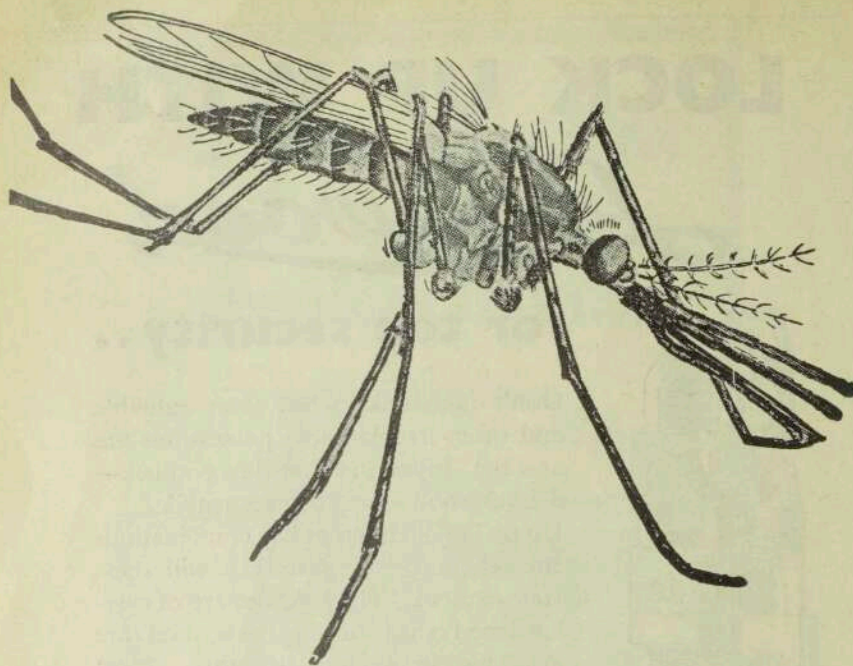
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### **For Adults:**

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

### **For Children:**

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

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

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### **For Adults:**

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

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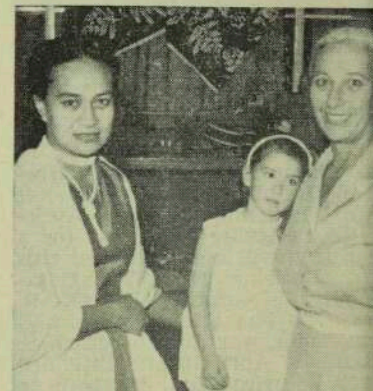
**PARKE, DAVIS & CO., SYDNEY**

evidence suggested that the method of infection was through native food handlers "whose supervision apparently was not good".



Mr. Alwyn Campbell, of the Government Technical School, Lae, New Guinea, who is a son of Pastor and Mrs. A. J. Campbell, known New Guinea missionaries, was married at the Seventh Day Adventist Church in Sydney recently to Miss Edna Spoor, of the Sydney Voice of Prophecy Radio. Pastor Campbell himself conducted his son's wedding.

New Hebrides businessman I. Gubbay, accompanied by Japanese fishing technicians, have been visiting the BSIP recently. They have been considering the possibilities of commercial fishing, including whaling, in the BSIP.



Photographed in Sydney recently, Mrs. T. Cameron (right) formerly Truda Cameron of Nukualofa, Tonga, with her pretty daughter Kelela. Also from Nukualofa is Miss Anna Kelela. —Tele—

Mr. Anthony Garvey, the eldest son of the late Governor of New South Wales, Sir Ronald Garvey, now has completed his education, and has joined the Sydney staff of the well known Australian mercantile house, Messrs. Mauri Bros. and Thomson, Ltd.



... to be married soon. He was in Fiji, and was educated in England. Sir Ronald Wey, who retired in 1959 from British Colonial Service, is now Governor of the Isle of Man. Lady Wey was Miss Pat McGusty, daughter of a former Chief Medical Officer, Dr. McGusty, in Fiji.

... back in Fiji in March was Dr. I. Roddocks, of Melbourne University, endeavouring to solve a puzzling question that arose out of his visit to the Colony in 1958. At that time he made 8,000 blood pressure tests on people of all races in Fiji and went back to Australia to collate the results. They showed a remarkable difference between the blood pressure readings of Europeans over 40 and those of Fijians and Indians in the same age group. He is sampling a large number of Indian business and professional men in the 40-60 group to find out if business worries and responsibilities send their blood pressure surging as is the case with European colleagues.



... very pleased with himself, is Mr. Jim of Thio, New Caledonia, who has just landed and landed this outsize groper. Weight is 100 kilos.

... Lord Tedder, Marshal of the Royal Air Force, who was No. 2 to Eisenhower in World War II as Deputy Supreme Commander of the United Expeditionary Forces, paid a visit to Fiji early in April, with Lady Tedder, on the way to USA. He is now chairman of a British motor vehicle company. During the visit, it came out, surprisingly enough, that Lord Tedder had been in the Colonial Service before World War I—and had served in Fiji as a cadet. He made a nostalgic "I-there" visit to Lautoka where he was stationed between February and September, 1914, when he returned to UK to take a commission in the Dorsetshire Regiment. He mentioned how he was instructed by the then Fiji Colonial Secretary on

*So nice to go home  
with . . .*

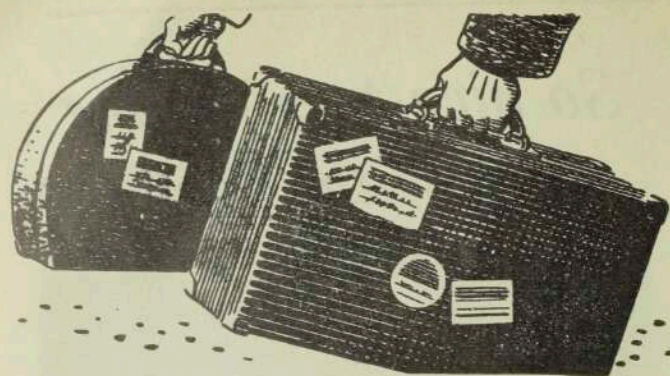


*... a bottle of*  
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the outbreak of war in August, 1914, to organise the defence of Lautoka against possible attack by the German warships *Gneisenau* and *Sharnhorst*.



Married at St. Mary's Catholic Church, New Guinea, in March—Mr. and Mrs. C. Jean-Antoine Colombet. The bride was for Margaret Anne Gold. A recording of the marriage ceremony will be sent to the bridegroom's parents in France.

Photo: Otto Br.

\* \* \*

Queen Salote Tupou, of Tonga, arrived in Auckland from Nukunono by the *Tofua* on April 10, on a private visit to NZ. She was accompanied by her two young granddaughters, Princess Pilolevu and Princess 'Ofeina, who will attend school in the Dominion. Queen Salote is expected to make a brief informal visit to Australia during May.



At the Polynesian Association of Sydney: Martial Sage, of Papeete, Tahiti, who has a French friend, Mr. Jean Molie, also of Papeete. —Teles



R. A. Davis, a former Chief Medical Officer at Rarotonga, has published his second book, *Dr. Davis's Makutu*. Michael Joseph, its publisher, described it as a book dealing with the old religious beliefs of the Cook Islanders. Tom Davis, who is part-Polynesian and part-European, sailed his yacht from Wellington, NZ, to the USA, in 1952 when his term as Chief Medical Officer at Rarotonga ended. The saga of his voyage with his wife Lydia and his medical experience in the Cooks became *Doctor Davis's Makutu*, a book that caused a lively discussion in NZ and the USA. Since then, in the USA, he has been working with the US Army on projects associated with the extremes of climate and the deterioration of the human body. He was considered for the post of Executive Officer for Health in the South Pacific Commission at its last SPC session in Noumea, but the job, under Australian supervision, went instead to Dr. T. K. A.



and farewells were extended by many residents to incoming and outgoing of the Commonwealth Bank there in leaving for Sydney were Mr. and Mrs. Bryant (left) after five years, and in-vere Mr. and Mrs. E. F. Glasson, from South Australia.

Paul Hasluck, Minister for External Affairs, will leave Canberra on 27, to attend the British Commonwealth Prime Ministers' Conference in London with Prime Minister Robert Menzies. After the conference, they will go on to the USA for talks with UNO Trusteeship Council members and will continue top Government and Islands work in NZ on the last stage of his journey. There was some speculation in P-NZ that this trip presaged Mr. Hasluck's becoming External Affairs Minister (held by Menzies since Mr. R. G. Menzies was elevated to the peerage). Canberra officials took pains to point out that Mr. Hasluck's selection was "because of his experience as a civil servant at international affairs" and because Territorial affairs will be cropping up in his discussions.

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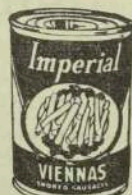
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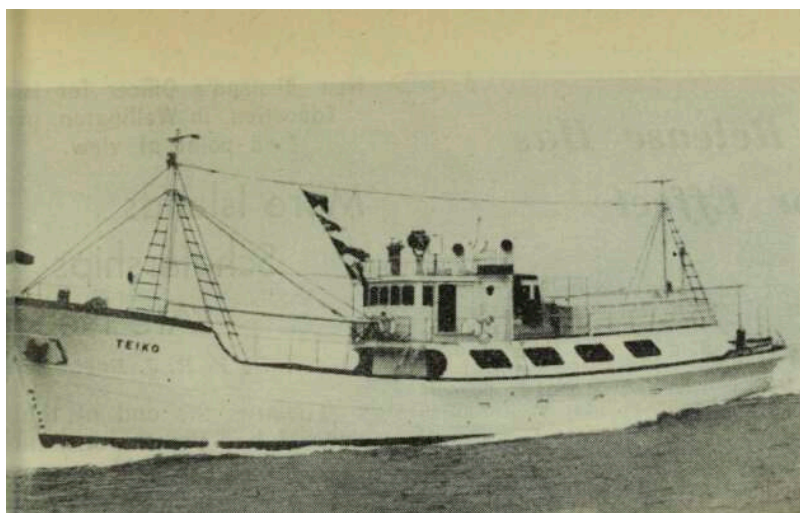
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The missing 114-ton Tongan vessel "Teiko".

## 'Teiko' Tragedy : Tongan Ship Missing with 21 Aboard

From Staff Writer J. P. Shortall in Nukualofa, and Special Correspondents.

*The Kingdom of Tonga is reeling from the effects of the tragic blow which follows the disappearance of its brand new tuna fishing vessel "Teiko", carrying 21 people.*

Those aboard include the entire trained fishing staff from the Tongan training vessel *Alai-na*, with which Tonga has had to enter the long line tuna fishery; and the Japanese fishing vessel who has been employed by the Tongan Government especially for the work.

Various pieces of the wreckage of the *Teiko* have been picked up in wide areas of the Tongan islands, but no substantial portions of the wooden hull to indicate a complete breakup. No bodies have been found.

The *Teiko* is 114 tons, and arrived in Japan on delivery only last month with a Japanese crew. She was replaced at Pago Pago by Tongans for the voyage to Nukualofa.

### Sailed Empty

She sailed from Nukualofa for Pago Pago empty on the morning of March 17. There, after minor repairs to a deck winch, she was loaded with ice and made her first fish-cruise north of Samoa.

When she left Nukualofa she was under the over-all control of the Japanese fishing master, Isamu, and with a Tongan navigator-captain, Manase Latu. There were 17 other Tongans aboard, plus a Tonga-born Indian cook and a Japanese chief engineer.

Her last radio contact was on the afternoon of March 18 when

she was probably just south west of Vavau.

It has been estimated that the *Teiko* in the next 24 hours would have passed close to the centre of a hurricane, but no distress calls were received at Nukualofa, Pago Pago or Apia.

She was due at Pago on March 22 at the latest, and an air search was requested on March 28 and began the following day.

Flying-boats of the RNZAF based in Suva, assisted by Tongan ships,

## DUTCH N.G. COUNCIL "THIS YEAR"

NETHERLANDS Interior Minister E. Toxopeus told the Dutch Parliament on April 6 (as *PIM* was going to press), that a New Guinea Council with a majority of Papuan members would be established in NNG before September. This would be "the beginning of self-government". Holland could not yet fix a date for total independence. He said the conception of a Melanesian union involving NNG should be considered as a "future possibility", but the population would decide this. (See p. 19).

It was also announced a corps of Papuan army volunteers would be established this year.

## PACIFIC REPORT

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

**Hollandia Celebrates 50 Years**—113; West Samoa Trade Figures Brighter—113; New Caledonian Viet Problem; Relief for New Caledonia Drought; Rabaul Land Dispute—115; Honiara Shark Fatality; Better BSIP Flight Aids; Fight Against Malaria; New Guinea Copra Fund Revision—117; Tingingalip Tax Problem—118.

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**Hamac Goes Into Liquidation**—134; Tongan Produce—134; Fiji Hotel Activity; Air Fares Cut—136; Seeing the World by Wheelchair; They Think Tax is a Planter's Levy—137.

searched until April 2, when the RNZAF called off her aircraft.

### Search Called Off

In that time they found wreckage along the east coasts of many islands in the Vavau and Haapai groups. One of the pieces had the name *Teiko* on it.

*Teiko* carried life rafts and life belts, but had no boat or life boat transmitter.

It was learned in Nukualofa that the stability tests on the craft carried out in Japan were quite satisfactory. A possible explanation to the disaster is that *Teiko* failed to receive the hurricane warning, or underestimated its violence.

An insurance cover of the vessel, which is valued at about £50,000, had not been arranged at the time of the loss.

*Teiko* is named after the Tongan word for the sooty tern (see p. 53), and is latest of the ships ordered by Prince Tungi to help build up Tonga's maritime fleet.

*Teiko* would have been the first South Pacific vessel to engage in Japanese long line methods of deep water fishing with an Islands crew, and her operations were being watched with the keenest of interest. Tonga held great hopes for her (see p. 101).



## Stockpiled Oil Release Has Only Minor Effect

From Judy Tudor

LONDON, April 2: The release of American stockpiled coconut oil seems to be having only a minor effect on the copra market — although due to peculiar circumstances, it is difficult to make a comparison between the price offered for stockpiled oil and those quoted for current production on the world market.

The release of the first 6,000 tons (it is to be disposed of in parcels of about 6,000 tons each six weeks for 18 months) was in January. This was disposed of to four US manufacturers at from 17½ cents to 18½ cents per pound.

The second 6,000 tons was put up for tender in February, but such bids as there were evidently did not reach the reserve price and none of the 6,000 tons was disposed of.

Tenders were again called for 6,000 tons at end of March. This time only 2,600 tons were disposed of — to Proctor and Gamble, at 16.71 cents per lb (equal to approx. £Stg.133/10/- per ton) ex-tank, Kansas.

Current price for Straits crude coconut oil is approximately £Stg.124 per ton, cif UK/North European port. It is difficult, however, to make a comparison with the price paid for the stockpiled oil. It is obvious that only consumers who find the Kansas delivery point convenient bid for this lot. The cost of getting the oil into the tank in Kansas is an unknown factor.

Trading in copra and coconut oil in London was quiet in early April. Price for Philippines copra had eased back to about £Stg.82 per ton — but none of the copra experts were suggesting that it had anything to do with the reluctance of US manufacturers to take up all the stockpiled oil that was offering. Tenders for another 6,000 tons of stockpiled oil will close on May 10.

## AUSTRALIA THE BOGEY MAN TO NEW CALEDONIA LEADERS

From Fred Dunn, in Noumea

Australia is once more the bogey man to French leaders in New Caledonia. Following Senator Lefleur's recent charge that Australian businessmen were out to gain control of the New Hebrides ("PIM", March, p. 23), Deputy Maurice Lenormand has now had something to say.

IN a letter written to the French Army Minister, and published in his Noumea journal, *Avenir Caledonien*, Mr. Lenormand asked the Minister to reconsider his direction which will in future force all New Caledonians living in France to carry out their military service in the European zone.

Formerly, New Caledonians returned home for their military service, and the present order could mean there is danger of the young conscripts being sent to Algeria.

### "Disastrous"

Mr. Lenormand points out that if the Minister persists it would result in New Caledonian families sending their children to school in Australia instead of to France, which would mean that New Caledonia would have to recognise Australian diplomas. Already, says Mr. Lenormand, many requests have been received to this end.

The French Deputy says that

Australian education for New Caledonians would be disastrous for French prestige and adds, "I have never been a party to an extension of Australian influence in New Caledonia, and I will make every effort to combat it".

There has also been mention in Noumea's daily paper of the arrival of a French radio inspector who hopes something might be done about the reception of Radio Noumea in country districts, which seemingly is subject to interference by Radio Australia.

## Samoa's Draft Constitution

The draft of the first two parts of West Samoa's proposed new constitution has been released in Samoa, and the Working Committee on Self Government has asked the public for suggestions and comments. The draft is a straightforward document and contains no surprises.

New Zealand's Officer for Island Education, in Wellington, put a point of view.

## More Islands Scholarships Are Needed

By F. R. J. Davies

Towards the end of the years I had the responsibility taking on a scheme to send students each year from one of the Pacific Territories for schooling in New Zealand.

MY comments on this programme were sufficiently strong to at least postpone the scheme. I knew all the clap-trap that absorbs from one's reading—all we used to learn about being educated in one's own environment. As one woman said to me at the time, "What a wicked thing to do to these young children from their homes and place them in a foreign environment".

I took over the scholarship programme in 1948, quite prepared to terminate it as soon as possible. Instead it has increased in strength annually, and it has now reached a stage where we should be able to assess its value. This is somewhat in the way of an assessment.

The idea of NZ scholarships for Pacific students goes back 50 years. In 1945, the then New Zealand Prime Minister paid a visit to the Pacific Islands, which resulted in the survey of education by the Commission—headed by the New Zealand Director of Education.

He recommended the award of scholarships as a short-term measure, until the Islands territories could establish suitable secondary schools. A scholarship scheme had been proposed by the Samoan Commission shortly before the arrival of the Commission there.

### High Cost

Scholarships turned out to be an important spearhead on the advance of education, and from 1945 to 1955 about 14 students have been brought to New Zealand from the Pacific each year—and more than a quarter of a million pounds spent on the scheme.

Financially the cost is high, but not really high in comparison with the construction of secondary schools to serve hundreds of islands. It is necessary to educate children, in any case, long distances and to take them away from

(Continued on page 139)





Members of the Netherlands delegation at the opening of the NNG-PNG conference at Hollandia in March (it was covered by cameramen for TV in Holland and then closed to the Press) are Mr. J. H. van der Meulen, Director of Public Health in NNG; Mr. H. Veldkamp, District Commissioner, Geel-land District; Mr. R. den Haan, Senior Officer, Department of Internal Affairs and former Officer at Port Moresby; Mr. H. C. Smith, Attache for New Guinea Affairs, Canberra; P. H. Ritter, Head of Section, East Asia and Pacific, Ministry of Foreign Affairs, The Hague, and Mr. C. A. B. Pley, Liaison Officer, Port Moresby.

## Politics Key Question At Hollandia Meeting

By Stuart Inder

*The spectre of Indonesia over-shadowed the Netherlands New Guinea Papua-New Guinea Administrative Conference in Hollandia in March. Also there, just in the background, was the thought that 1960 politically could well be a crisis year for the two Territories.*

The conference was the second in NNG-PNG co-operation—the first was held in Canberra in October, 1958. The third will be held in NNG next year.

The Hollandia conference agreed much had been done, and it plans for more work yet. The result will be a greater exchange of officials between the two Territories; with the comparative file of the past expanding to a minimum, and this year there will be a doubt in either territory that the parts of New Guinea are taking close interest in each other. The exchange will be on all levels, more natives particularly will be part, and the visits will be more than before. Teachers and nurses will play a big part.

### Political Future

In the carefully worded official communiqué said nothing of the important developments of the conference—the discussions on the local future of the territories. There was, in fact, little that could be put down on paper. Much of the exchange on political views was done informally. It was obvious that officially Australia was not prepared to agree with the Dutch view, that the whole political pattern of the two Territories had

to be more closely connected and speeded up. Time, insisted the Dutch, was getting short.

The main task of the Dutch at the conference seemed to be one of convincing the Australians that they really did not have 30 or 40 years before the New Guineans would be clamouring to control their own affairs. It would come sooner than that, perhaps 10-15 years, and Australia should get off the fence and work with the Netherlands politically so that the two Territories could advance at the same pace together.

### A Target Date?

The main stumbling block which has prevented Australia from accepting that viewpoint in the past has been the former External Affairs Minister, Mr. Casey. But since he has been elevated to the peerage and is not now in command, the Dutch appear hopeful that there will be a change of heart, and certainly are working hard at breaking down the Australian viewpoint. They have hinted that Australia's attitude can create vast problems for herself.

What would happen, for instance, if sometime soon Netherlands New Guinea announced to the world a

(Continued on page 143)

### Mr. Powell Is "Out"

## Bitter Dregs For Goroka Coffee Scheme

The widely and expensively promoted "get rich quick" Goroka Coffee project has struck trouble, and the future of the whole scheme is in doubt.

ALSO in doubt is the future of the money, totalling almost £300,000, that the public put up to finance a project that many people decided had looked like a "wildcat" from the start.

Floated in 1958, the company has already stopped paying dividends, for the time being, at least, and is short of money.

In addition, a number of its directors, and its auditor have left, or are leaving the company's ranks for a variety of proclaimed reasons.

One who has left from the hierarchy is Mr. Frank Powell, who signed himself as the company's Field Supervisor, and whose resignation has now been accepted.

The company first came under notice in the first half of 1958 when, as Goroka Coffee (Holdings) Ltd., its promoters began an extensive campaign aimed at selling the public "units" in a plantation at Kinjibi for £200 each.

Particularly active in this campaign, as well as in making field arrangements in New Guinea, was Mr. Frank Powell.

### "Under Fire"

The company's proposition soon came under heavy fire in sections of the Australian Press.

In addition, the company was severely criticised in the New Guinea Legislative Council.

Despite this barrage the promoters persisted with their campaign, and ultimately raked in the best part of £300,000 from a public that succumbed to the "get rich quick" lure of a "guaranteed 20 per cent".

In the meantime, the directors of the company gave it a new name, Kinjibi Holdings Ltd., while most of the units sold in the old company were exchanged for £1 shares in Kinjibi Holdings.

It did not take long for the blow to fall on the subscribers.

In December, 1958, they got a 10 per cent. payout but this fell to 5 per cent. in August, 1959. Since then there has been nothing, and it is clear that future dividends, if any, will be much smaller than the 20 per cent. the holders were promised.

(Over)



Payment of these dividends has taken £25,973, and even this is described as "possibly overgenerous" by the new managing director, Mr. F. J. Hibbett.

### High "Establishment"

This "possibly overgenerous" dividend payment to the people who put in the money contrasts strongly with the unusually high figure of £86,572 shown in the company's balance sheet as having been spent on "establishment account".

This figure is almost one-third of the money put in by the public and is more than three times the dividends they have received.

At the annual meeting in Sydney late in March, shareholders repeatedly quizzed the chairman, Mr. Hibbett, on this expenditure, and demanded an inquiry into how it had been spent.

They were told that most of the money had gone in advertising and in commission for share salesmen, and that a general inquiry would be made into the company's affairs, past and present.

Highlight of the meeting was the presentation of three reports which told of changes in the personnel of the company, and irregularities in auditing and equipment.

The first of these presented by Mr. Hibbett, revealed that a director, Mr. D. M. Clarke, had resigned because of ill-health, and that two others, Messrs. P. Patroni and M. F. Kellner, were not offering for re-election.

Mr. Hibbett's report also showed that the resignation of Mr. Frank Powell had been accepted, and that the auditor, Mr. E. Davis-Raiss was not offering for re-election.

It also broke the news that no dividend was recommended at present and only a small dividend at best could be hoped for at the end of the next 12 months.

### "Needs More Money"

To wind up the parade of bad news came the fact that the company needed more money, although in another part of the report it was stated to be more highly capitalised than most New Guinea plantations.

Shareholders were asked to take up another £50,000 of shares but at the meeting this was later withdrawn when it was stated that the company was "negotiating with a bank for loan funds". The bank was not named.

The next report to raise the eyebrows of shareholders at the meeting came from a director, Mr. R. H. S. Gray, and the plantation manager, Mr. H. J. Perkins. Both are continuing with the company, and Mr. Perkins is now a director.

Their report states, "It would be less than honest if it were not observed that the best advantage has not in the past year been taken

(Continued on page 147)

## THE Report: Fiji Thinks It Over

*On outside appearances there is nothing of consuming interest in "Fiji Legislative Council Paper No. 1 of 1960", which is a blue covered book of 154 pages, but it caused plenty of excitement when it appeared for the first time in Fiji on March 14.*

**T**HE Burns Report—the result of many months work last year by a commission of three—Sir Alan Burns, Mr. T. Y. Watson and Professor A. T. Peacock—had been long awaited as a blueprint that might solve Fiji's growing ills.

Even the Suva riots of last December brought little in the way of remedial action by the Government, for it was waiting first to see what the Burns Report had to say.

### Can Solve Ills

The Burns Report can, with care, solve the growing ills (see opposite) but because of the physical size of the Report itself, and the fact that first translations into the Fijian language were only sketchy, that fact was not immediately obvious in Fiji.

While undoubtedly the Report, in the words of the *Fiji Times*, "sent a blast of fresh air into stuffy corners," it was almost impossible the first week to assess the public reaction. But soon it began to grow clear that the Report had administered a sharp shock to a good many people, who for the first time had to admit to themselves that they had been pretending that things really hadn't been as serious as the Burns Report now said they were.

By early April it seemed that the real reactions were only now beginning and that there were plenty of opinions to be heard before the document would cease to be the most vital topic of discussion for years.

### Digging in Heels

It was becoming obvious that some Fijian leaders were going to dig in their heels at the recommendation that the Fijian Administration be gradually abolished and absorbed by the central Government. There would be moves, it seemed, to retain the status quo in Fijian affairs, although Burns intends that the Fijian administration will be re-

placed with Local Government.

Fijian leaders organised a public meeting in Suva on March 31, but nothing of consequence came out of it and it ended by making no decisions or recommendations.

There were critics, too, who said there had been "too much telling and not enough persuasion"; that the commission should have tried to sell its ideas first, although how this should have been done the critics did not say.

First response by the Government was to place an advertisement asking people to submit written views on the Report's recommendations.

### Discussions First

Governor Sir Kenneth Maddocks said on March 28 that recommendations in the Report which particularly affected the Fijian people "would be fully discussed with them before decisions were made."

But despite these appearances of being anxious to tread warily, the central Government at all levels was in fact imbued with a "now or never" feeling—badly wanted the big UK grant that would help to start the bar rolling, and it knew it couldn't get the money on good old *kerekere* terms.

The month of April, according to the observers, would no doubt bring some important new developments on Fiji Legislative Council Paper No. 1, but most of all it would bring the realisation that the Burns' way was the only way.

### See also

|                              |      |
|------------------------------|------|
| R. W. Robson's Report        | p. 2 |
| Commentary                   | p. 2 |
| Professor Spate's Views      | p. 3 |
| "Australia Should Help Fiji" | p. 4 |



If this had been war-time, and Fiji had been an infantry company, and Sir Alan Burns, GCMG, had been the sergeant-major, and if this had been an address to a gathering of confused troops instead of the extremely courteous language of an official Report, this — I think — is about what Sergeant-major Burns would have said to the harassed Fiji company: "Yes — you've gone and got yourselves into a lovely mess. You've been sitting around in the sun and scratching your heads, instead of facing up to your problems and doing the obvious things. You've got all the remedies in your own hands and you've got no new weapons for you. I can only tell you what to do. And what you've got to do is pull up your bloody socks and dig — and do a bit of thinking — and then dig some more. You've got all you need here, but you've got to work, and use your brains, and learn how to use what you've got." He might have added some pungent remarks on the failure of the company's past leadership; but, being a wise and experienced sergeant-major, he probably would not. That is my summary of the long-awaited Burns Report. In other words, no one is called for. If Fiji wants to get itself out of trouble, it must think more clearly, plan more efficiently — and work.

## Important Fiji Administration And Land Reforms Will Clear The Way For Progress

From R. W. Robson, Publisher of the "Pacific Islands Monthly"

LONDON, March 22

The Burns Report is a thoroughly practical, down-to-earth diagnosis of the Colony's embarrassments and a blueprint of the measures to be taken to meet and surmount them.

The Report makes it clear that the whole policy and plan of administration and development are to be changed in the light of facts since the Cession of 1874 — facts which are racial, economic and political.

Each of what now is recommended would have been done long ago. The Report is brutally candid, in fact, about the failure of the Fiji Government (in other words, the British Colonial Office operating through its local Governors) to deal with changing conditions.

On the fundamental question of whether Fiji's resources are sufficient to provide Fiji's population for the next 50 years with a good standard of living, the Report is definite. Fiji's resources, properly handled, are sufficient. It is pointed out that Jamaica is comparable in most respects with Fiji. Jamaica supports 1½ millions, against Fiji's estimated 375,000.

But if Fiji is to effectively feed and care for its rapidly growing population, the Administration must alter markedly in certain directions — in purpose, shape, character and capacity. Land must be made available — and the land must be efficiently used.

### The Whole Plan

The Burns Report pulls no punches. Actually, it says little that is really new to us — but what it does say, in one comprehensive, clear, logical summary, what thousands of people have been saying for a hundred different ways in the last two or three decades. The Commissioners believe — and are certainly they are right — that if their recommendations are adopted as part of a complete plan, the whole plan implemented,

Fiji need have little to fear in the future; but they strongly and urgently warn the Government against accepting some of the recommendations, and rejecting others.

There are two very important matters which the Report quite pointedly refuses to deal with. One is the capacity of the Fiji Government, under the existing system, to carry out the blue-print of administrative reform and development set out in this Report. The other is the future relationship between the two largest communities in Fiji.

I refer to these matters in a special commentary on p. 25.

### Where the Problem Lies

This part of the introduction to the Report, showing the why and the how of it, is worth quoting in full:

We have approached the task of making recommendations designed to overcome the obstacles to the economic development of the Colony with the view of maintaining the present living standards in the Colony and, if possible, improving them. That we have been led to recommend many changes in policy will be clear from this list of obstacles:

The rapid rate of population growth.

The unequal distribution of land.

The existing dual administration — Central Government and Fijian Administration — which, among other things, results in a heavy financial burden on the community.

The policy of the Fijian Administration, which preserves the communal organisation of the Fijian people and retards their progress.

Government extravagance in the past which has resulted in liquidating financial reserves, and in the failure of the public to realise that government services cost money.

The development of social services to the neglect of important economic services such as communications.

The lack of an agricultural policy designed to suit the economic potentialities of the Colony.

The policy of perfectionism, which appears to have delayed progress in the past.

The apparent lack of a sense of urgency in dealing with the problem of adapting administration to the needs of economic development.

If that is not a very severe condemnation of the last half-dozen Governors of Fiji, and of Colonial Office policy regarding Fiji, I do not know what is.

In the Report itself there are no less than 124 recommendations and conclusions, which represent the backbone or structure of the blue-print. Nearly every one, in its way, is of special interest or significance to some part of Fiji's population.

This is how these various recommendations fit into the over-all plan of administrative reform and development.

The rate of population increase is embarrassing, and should be discouraged in some degree. Steps already taken by the Government to encourage "family planning" should be enlarged through special clinics, married persons should be provided with free contraceptives, immigration should be controlled, and Government should lead the way in training and employing local personnel, rather than going overseas for skilled employees.

The Report flatly rejects any plan for deportation of any sections of the established communities.

### Fijians' Way of Life

There must be far-reaching reforms of the system of governing the Fijians, so as to (a) change the Fijian way of life from a communal to an individualistic system and (b) make Fijian-owned lands available for use by all communities.

This is the most important section of the report.

There is no suggestion that Fijian land rights, as established under the Cession, should be challenged; but it



## Fijian Administration Inadequate

(Continued from previous page)

is regarded as vital that the use of land—especially that not needed by Fijian communities—should be available to all races, on tenures sufficiently secure to allow the occupiers to obtain financial help for development.

The Fijian Administration, as it has developed side by side over recent decades with the Central Government Administration, is strongly condemned; and a whole series of recommendations provides for the gradual merging of the now separate Fijian Administration with the Central Administration in a well-designed system of local government.

Similarly, there is a series of recommendations designed to reform the system under which Fijian-owned lands are controlled and administered by a Fijian authority, so that land-control and land-availability may be brought into line with modern needs.

The Report is frankly critical (to put it mildly) of the failure of the Native Land Trust Board to delineate native reserves, and of the apparent inability of the Fijian land administrative machinery to co-operate with the productive and technical departments (especially Agriculture) of the Central Government.

A further series of carefully-planned recommendations is designed to remove these difficulties and anomalies, without interfering with the Fijians' fundamental rights.

Here are some of the more significant of these recommendations:

What are known as Schedule A and B Crown lands (about 200,000 acres) should not be transferred to the Native Lands Trust Board, as planned recently by the Government, but should remain as Crown land, held in trust for the Colony as a whole.

The Fijians' right to ownership of all Fiji land, except Crown land (300,000 acres) and alienated freehold (420,000 acres) is not challenged. This leaves 3¼ million acres in Fijian hands.

The right of freeholders to their lands cannot be disputed.

The mataqali (family group) should continue to be the Fijian land-owning unit but, in order to allow loans for development, each mataqali should be capable of registration as a corporate body.

Various reforms of the Native Land Trust Board are suggested, to enable the Board to come under the "cognizance" of the Legislature in regard to its policy and general conduct of its business.

The policy of setting aside native land reserves is questioned, but a change is not suggested until a change is favoured by Fiji public opinion; Fijians should not be allowed to occupy lands outside the reserves unless they lease the land and pay rent; heads of vanua or yavusa should no longer receive any part of the rentals due to mataqali; the functions of

the Native Land Trust Board should not be enlarged; owners of unused land of all descriptions (communally or privately owned) should be heavily taxed; landlord and tenant legislation should be enacted.

After criticising strongly the failure of the Native Land authorities to get on with the job of finalising reserves, the Report recommends: "A clear directive to those responsible that the finalising of all reserves within the Colony must be completed within two years, and that after completion no further reserves should be established."

### Fumbling Inadequacies

Some of the strongest language in the Report is used in respect of the failure of the Government to finalise the question of native reserves. It is called "inordinate and unnecessary delay" and it is pointed out that, 20 years ago, Governor Richards said that the work of "demarking and settling the reserves should be completed in about two years".

The Report attributes "much of the anxiety and uncertainty about land, most of the sense of frustration among farmers," to these failures and delays.

The implication is that the Government, despite its eagerness to get on with the job, has been frustrated and baffled by the fumbling inadequacies of the Fijian native administrative machinery, especially that section dealing with lands. Hence the determination of the Commission that that machinery shall be reformed and streamlined, as part of the Central Government organisation.

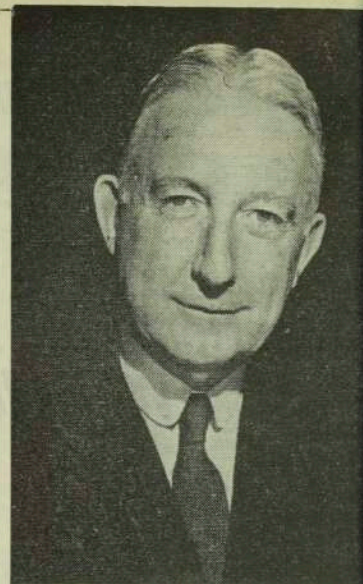
The series of recommendations for merging the Fijian Affairs Department with the local government machinery is all part of the same plan.

In so many words the Fijian community should no longer be treated, administratively, as something separate and sacrosanct. It now is to become increasingly a part of the Fiji community; and the problem of Fiji's economic future will be as much a problem for the Fijians as it is now for the Europeans, the Chinese or the Indians.

### Not Enough Agrarian Planning

Some sections of the Fijians will not like this plan to whittle away their special privileges, and there may be much howling. But there is no escape from the problem, and from the responsibilities it places upon all the communities.

The Report emphasises that "there should be an overall long term land use and agrarian development policy", and then proceeds to show the failures and shortcomings of the past, and the immediate possibilities.



Sir Alan Burns.

It is here that the Report dictates, in forthright manner disappointment at the failure of Government to make the Agriculture Department the instrument it should have been for agrarian development and better land use.

It quotes figures to show that more money, as well as effort, planning, had been allocated to medical and education activities than to agriculture—although obviously social services cannot be built up unless the country supports them by earning money for their maintenance.

The Report examines in considerable detail the possibilities—provided that land and finance be available—of improving existing industries and establishing new ones. For example:

**Sugar.** It is emphasised that the industry is limited by the world market system. But it is urged that Indians should be encouraged to combine mixed farming and animal husbandry with cane-growing. It is also suggested that the same value of cane be taken from smaller areas, by more scientific methods of agriculture and cane-selection. But all too many Indians are crowded on the cane-farms and, as no cane is needed, they must divert their activities into other farming.

**Coconuts.** The Report deplores the fact that there has been so little new planting and recommends a series of measures to encourage coconut activities in this direction.

**Cattle.** A series of recommendations is made with a view to encouraging cattle-ranching, and encouraging small farmers to develop both beef cattle and dairying.

**Cocoa and Coffee.** Recommendations are made for the

(Continued on page 29)



American Professor Pulls No Punches

## Kiwi Character Under Fire

By a Staff Writer

What's wrong with New Zealanders? Enough things to fill a book, asserts an American professor, David Ausubel, who goes to prove it by publishing the book — titled *A Fern and the Tiki*. It has just been released in Sydney.

PROFESSOR Ausubel collected his ammunition during 12 months in New Zealand on a Fulbright grant, and is not afraid to use it. It is probably the most forthright criticism of New Zealand character and the New Zealand Welfare State ever written, and especially he doesn't hesitate to put the Sacred Cow of New Zealand race relations, and examine it publicly and at length.

gives a lay-it-on-the nose re- of the New Zealand character will startle most people, and certain to generate a great deal of path in the New Zealand isles. It will be a great surprise if the book is not going to be a best

Professor Ausubel himself is in no doubt that what he writes is going to be received in horror in some quarters, but he doesn't apologise. He is even willing to have a crack at predicting future events, pointing out that there is no use hanging over that prospect "since I am already stuck my neck out too far interpreting the past and the present."

What might I reasonably expect and if, provided with a strong

bodyguard, I had the temerity to return to these shores in 1970 or 1990?" the professor asks, and happily he sees some hope for NZ's future because of its youth. And anyhow, the "she'll be right" habit of work will go by the board, and already "the honeymoon of prosperously muddling through while recklessly violating every known principle of economics is over".

But that is the future.

These are some of Professor Ausubel's views on the New Zealand of today:

- The approach of New Zealand mothers to their child rearing tasks is "more coldly impersonal and matter of fact and less spontaneous and relaxed" than the American approach, and like everything else that the New Zealand woman does "she is deadly serious about the business of mothercraft. The rearing of children is not intended to provide enjoyment or emotional satisfaction".

### Not Free Spenders

- New Zealanders "could hardly be accused of being free spenders". A disproportionate amount of mental and physical energy, even among well-to-do persons, is spent in planning and executing penny-saving operations and in fretting about petty over-charges that scarcely seem worth bothering about. The "do it yourself" dictum is carried to the point of fanaticism, possibly to save money.

- New Zealanders appear to exhibit a strong under-current of hostility towards foreigners, irrespective of whether they are Australian, British, Dutch or American and he had "rarely felt completely welcome and wholeheartedly accepted in New Zealand homes".

(Continued on page 141)



### WHO CARES ABOUT THAT OLD VOLCANO?

These Manam islanders don't—they've been living with their volcano too long. Life went on as usual as Manam began to erupt in March (see page 130). The Luluais in the bottom picture are being addressed by Administration officers, who are telling them the Administration is not particularly worried either.

Photos: K. Vellacott-Jones.

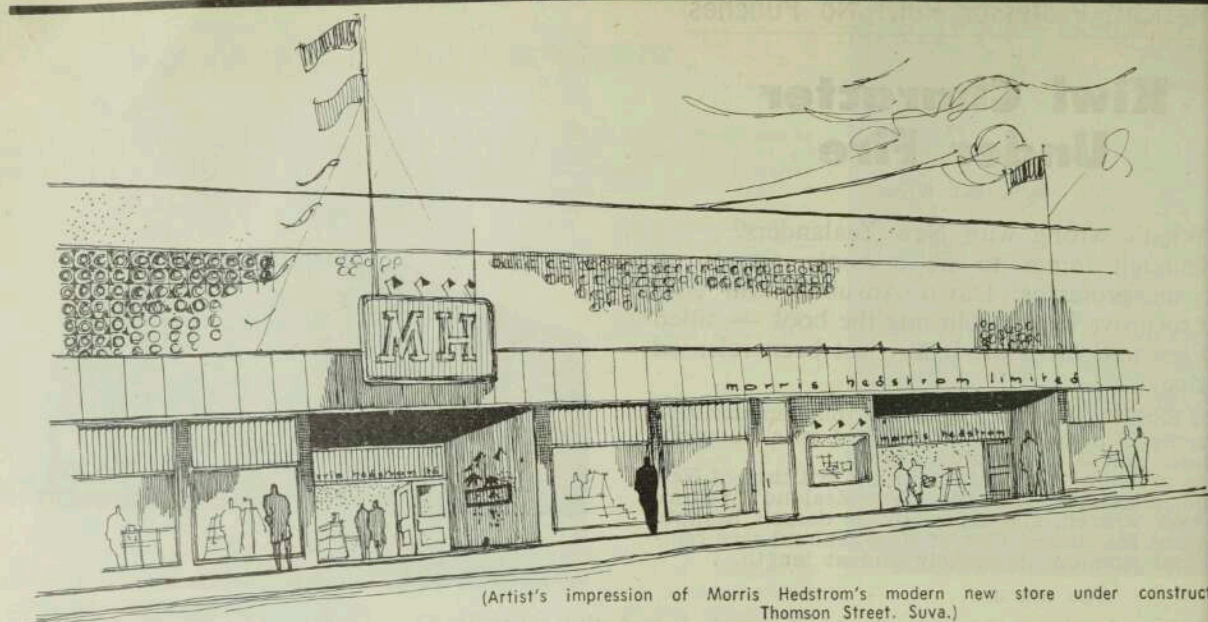
## High Court Challenge

After a wearisome delay of almost 12 months, during which opposition languished somewhat and tempers cooled, the High Court challenge by the NG Taxpayers' Association against the validity of the P-NG Income Tax Ordinance is expected to be heard in Sydney shortly.

Mr. John Holmes, QC, will represent the Taxpayers, assisted by Mr. D. L. Money, who appeared in the P-NG Supreme Court hearing last year. The Attorney-General, Sir Garfield Barwick, will appear for the Commonwealth.

Mr. Holmes is the third counsel entered for this case by the Taxpayers' Association—first, Mr. R. McFarlane relinquished the brief when he was appointed a judge; then, recently, his predecessor, Mr. Gordon Wallace, was made a judge.





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

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# FIJI — SAMOA — TONGA



# COMMENTARY

## Alternative To Burns Plan But Chaos

*Unless the four communities of Fiji — Indians, Fijians, Europeans and Chinese, in their order of numerical importance — face up to their major problems (too many people in relation to non-usage of available land) and deal with them competently, they could meet economic and political disaster within 10 years.*

THE Report of the Burns Commission, published in mid-March, described the Colony's situation fairly and impartially, and names for the communities a plan which they can cope with it. If they do not adopt the plan, and if it work, they will have only themselves to thank for whatever fortunes come upon them. There appears to be no alternative to the plan, except chaos. Nonetheless it is in some ways bitter medicine for the people of Fiji. The Colony's troubles have been caused by three major factors; and the present generation of Fiji people are not responsible for any of them. The factors are—

1. The peculiar systems of land ownership (especially the *matagali* system) through which too much land has been held unavailable for

2. The phenomenal growth of introduced Indian community.

3. The failure of British Colonial Office (either its head office or its personnel—no one knows) to recognise the seriousness of the deepening problems and to deal with them firmly and effectively.

### Appeal for Fijians' Help

The Burns Report is late. We can hope it is not too late. It is the product of highly-skilled men, logical—and ruthless—conclusions are based not only on a thorough scientific examination of facts and on lengthy experience of colonial problems, but also on an earnestly sincere wish to apply necessarily drastic remedies to a minimum of injustice and hardship.

Whether we like it or not, there are among the Report's recommendations certain proposals which of the Fijian native people a sense of discipline and sacrifice which is not asked of the other communities.

Something like the Burns Report had been made and acted upon years ago Fiji would not now be faced with its present embarrass-

ments. The same remedies probably would have been called for in 1940 as in 1960; but there then would not have been the same unbalance of population, and the essential reforms might have been introduced more slowly and painlessly.

Now, because population unbalance and the system of land ownership have created peculiar economic and social troubles which are rapidly worsening, there is need for a degree of haste in the readjustment of the Fijians' social and economic structure that will—quite naturally—be sharply resented by the Fijian native people.

Nonetheless, the Fijians' fundamental land rights and privileges are carefully guarded and preserved in this plan. The new proposed pressures upon the Fijians are mostly social in character, and are designed mainly to hasten the processes of change from a communal to an individualist system. Those changes are coming, anyway—nothing can stop them.

It is in the Colony's interest that the changes be shaped, guided and controlled. In this, it is vital that the Government has the goodwill and co-operation of the Fijians' leaders.

And part of the changes that are upon us lies in the fact that the native leaders of the future are not necessarily the chiefs.

### Plan Cannot Be Altered Much

The Burns Report had been carefully constructed, designed to secure a certain result. Any extensive modification of it will almost certainly distort its structure and destroy its effectiveness.

The gravest threats to it will, of course, come from ignorance (so many people cannot see the wood for the trees); from inexperience (the Fijian problem must be examined against a wide background of colonial history, which naturally is lacking in Fiji); and selfishness (for all sorts of people who think their private pockets and petty privileges will be threatened will

fight against the plan, irrespective of who ultimately gets hurt, so long as they escape).

The plan means sacrifice in some directions, hard work generally. If it is not accepted, the outlook will be dismal. If it is accepted, two or three years must elapse before its effects will be felt. But it could open the way to the kind of comfortable, happy country that Fiji should be, with its rich natural resources, and the good classes of people provided by its diverse communities.

### The Next Steps

The plan can—and should be—implemented by a wise and strong Governor, assisted by the type of first-class administrative official that is provided—though not always—by the British Colonial Office. But they will have no enviable task. . . . As this writer sees it, the following will be the steps to be taken:

1. The fullest possible discussion of the plan by the Legislative Council—with the Governor laying stress upon the urgency of the situation, and the fact that the main structure of the plan cannot be altered.

2. Special measures to explain to the Fijian native people why it is necessary to make these changes in the administration of native affairs and in the supervision of the Fijian lands system—with emphasis on the facts that the Fijians' fundamental land rights are being strictly guarded and preserved, and that it is land usage and not land ownership that is under review.

3. Streamlining of local government and revision of native lands control to be undertaken within the shortest possible time.

4. The creation of a Natural Resources Council and the appointment of a top-ranking Development Commissioner at the earliest practicable moment, so that there may be effective co-ordination of the scores of activities—administrative, political, economic, industrial, educational, social—which must be encouraged and stimulated if the plan is to be implemented.

### Streamlining

Through that Council the Governor may secure the benefit of the experience, skill and influence of the leading men of the non-official classes of all races—which, incidentally, he must have, if the plan is to succeed.

There is little doubt that a section of Fiji public opinion will demand, as an alternative to the Burns Report, that Fiji shall thrust aside as much as possible of Colonial Office control, and be allowed to fight its own way out of the entanglements which now threaten to smother it.

It is significant that the Burns



Report leaves that angle severely alone.

If Fiji had only one or two communities there might have been something to be said in favour of that idea. But under present conditions it is impossible.

It would mean a supreme Parliament of some kind, elected on a common roll—almost certainly a place of loud demagoguery, of racial antagonisms, a policy of Have-Nots against Haves. Heaven save Fiji from such a fate!

The job can be done in a peaceful and just way, at this stage of Fiji's social growth, only under the present system of government—always provided that the British Colonial Office can produce men wise and skilful enough to do it.—RWR.



## Charity Should Begin

### At Home

**T**HERE have been some recent suggestions, reported elsewhere in this issue, that the Colombo Plan aid scheme should be extended to some other territories, including Fiji and New Guinea.

Whether or not that kind of aid need or even could be extended under the Colombo Plan doesn't matter—the point is that Australia should be spending some of the millions of that Plan on those just as needy, requiring just as much goodwill, a little closer to her own doors.

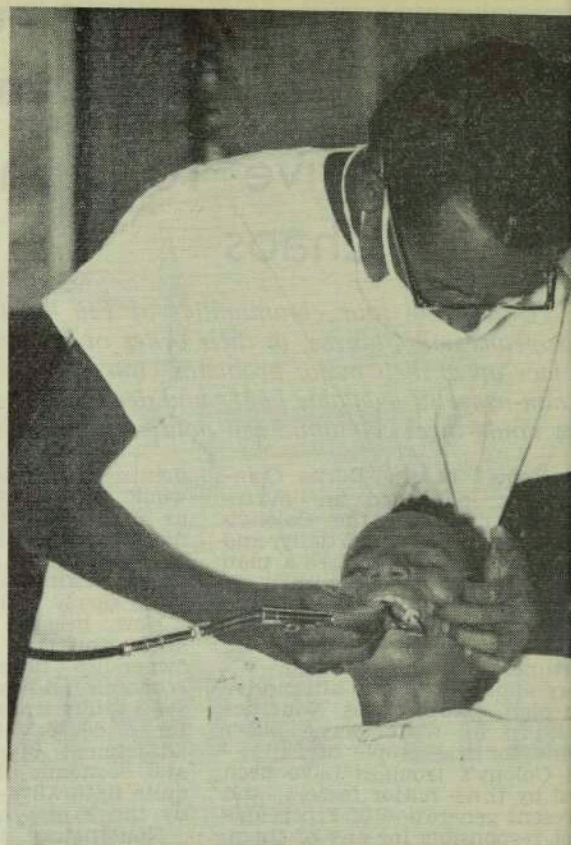
• Fiji is as much Australia's responsibility as Britain's, and now is the right time to extend her a helping hand when she most needs it.

• Up to the end of last year, £4 million had been spent on the education of Asian students at Australian schools and universities, yet while that money is being spent there are in New Guinea a group of people who should benefit from some type of Commonwealth-sponsored education scheme but don't. These

## MAN AT WORK

Goro Pipi, of the Port Moresby village of Hanuabada, is Papua's first dental practitioner. He was trained at the Central Medical School, Suva, and returned to Papua last year to take up his appointment with the Department of Public Health. Here he attends to the teeth of a young primary school pupil at Sogeri in the ranges above Port Moresby.

Photo: N. V. Salt.



are the mixed race—the Euronians—who are forgotten.

There have been all sorts of promises made to do something for the Euronians, but nothing happens, and meanwhile their wages are low and they cannot yet obtain Australian naturalisation.

What are the feelings of the hard working, loyal, presentable and capable members of this race when they hear that Australia has poured £4 million into the secondary education of Asian people who are not even Australian protected citizens as they are?

One of their spokesmen, Mr. Harry Spanner, puts it surprisingly mildly when he says, "We think that

charity should begin as close home as possible".

It certainly should.



## The Dilemma Over

### Netherlands N. Guinea

**T**HERE can be no doubt following the Hollandia conference (see p. 19) that the Dutch have meant it when they hinted in the past that they were going to push Netherlands New Guinea towards self-government as fast as they possibly can. Papua New Guinea has not been near so anxious to proceed with any speed and now the dilemma which the Australian territory is to find himself in is becoming obvious to every casual observer.

What will happen as the halves of New Guinea proceed towards self-government at a pace so much out of step that it is almost ludicrous? Certainly it can be said that the Dutch are planning to proceed far too swiftly. But it can also be said that political progress in Papua New Guinea is far too slow and that is where the trouble lies. P-NG can help itself by helping the recomposition of its Interim Council in a bold fashion at the end of this year.

## Tragic Loss Of The "Teiko"

It looks, at this stage, that Tonga's new tuna vessel "Teiko" and her fine crew have met with a tragic end in South Pacific waters. What exactly has happened to them might turn out to be as big a mystery as the mysteries which still surround the "Joyita", the "Melanesian" and the "Ian Crouch".

All in the South Pacific will put out their hearts to the relatives of the crew in Tonga and Japan. They will also be conscious of the fact that apart from the tragic personal blow, the loss of the uninsured "Teiko" might be a severe economic blow for Tonga, which cannot easily afford to lose such a valuable ship, nor to see her hopes of a successful fishing industry so violently shattered right at the beginning of the venture.



# The Editors' Mailbag

## End To That Division Line"

Something that "Tolala" said in "Talk Talk" column in March caused Rabaul man Gus Smales to "scone hot", to use a good Anglo-Saxon phrase. Gus is a and not a Before, a fact which shortly become obvious. But there is a lot in what he says, if he is permitted to make that editorial comment without embarrassing ourselves in any controversy which may follow. Here is Gus Smales' view:

It was disappointing to see an over of the calibre of Tolala make a statement in his Talk last month of a type which is becoming increasingly irritating to the Rabaul people. Discussing the poor attendance at Rabaul war memorial occasion, Tolala said: "There is a nuance between the pre-war and the post-war people (of Rabaul) difficult to describe or understand, and it is emphasised on occasions such as

with fully-acknowledged deference to Tolala, it is nevertheless suggested here that remarks of this type, without qualification, do nothing but nourish the very nuance which he refers.

In his reply to his statement must be construed as defence of a half-care attitude towards the town's negation of the value of past events.

Neither is it denied that a disastrous situation has come to pass in only a handful of people remember a day of national office. But that is not the point at all.

The point lies in placing the blame on "a nuance between pre-war and post-war people". To make a differentiation is to produce an unfortunate and unnecessary split.

In the first place it suggests condemnation without trial of the people of Rabaul by inferring they have no feelings, have no memories, and have no interest in the past.

In the second place it provides blanket protection for the attitude of all pre-war people, irrespective of how many of these people really care a jot about Rabaul or its history. Admittedly, of course, most of them feel otherwise or they would not have remained after the war.

In the third place it encourages a split between two groups of people, if no differentiation existed naturally.

It all means let the community of Rabaul be verbally roasted if memories go forgotten, if occasions

go unhonoured, if civic pride goes unserved. But please let the distinction exist between the people who care and the people who don't care, not between the people of 30 years standing and the people of 10 years standing.

To continually suggest that a certain year forms a division between two sets of people will most surely destroy any attempt to close the division.

It is not denied that differences in background must exist, but the same differences exist today in Canberra and Collingwood, in Cremorne and Cooparoo—and even in Campbelltown — between the people who lived there 30 years ago and the people who came there 10 years ago. The differences are purely temporal, not inherently unyielding. So it is with Rabaul.

Those of the newer people who hold a genuine interest in Rabaul, who have a true desire to see the town go ahead, who acknowledge a recognition of past achievements and setbacks are the people who are irritated and disappointed by claims of a basic difference between them and the earlier residents.

Criticise the people fully when they forget to behave as citizens, but don't criticise them simply because they forgot to buy one-way steamer tickets to Rabaul in 1925.

## The Ship Was The "Brundah"

Old Islands hand Bill Baverstock writes to say:

Surely the Gilbert Islands wreck, mentioned in Mailbag (PIM, Feb.), is that of the *Brundah*? A passenger steamer owned by the now defunct North Coast Steam Ship Company, *Brundah* ran from Sydney to Byron Bay before she was replaced by the *Wollongbar* and *Orara*. *Brundah* went to the Gilberts when she was sold to On Chong and Co.

The wreck of an interesting vessel that has received little notice is that of the *Alexa*, a lovely and lively little barquentine that was burned out in Butaritari in the 1930's. *Alexa* was the last square-rigger trading regularly out of Sydney. Originally a barque, she was built in Holland and before going into the Islands trade ran across the Tasman. She was the "schoolship" for many present-day Australian shipmasters who saw in her their last chance to get a sail-trained master's ticket out of Sydney.

*Alexa* was at one time skippered by Capt. A. B. Gerard, who was Chief Shipping Inspector at Sydney until a few years ago. Another Islands identity who skippered

*Alexa* was Capt. Taylor later skipper of W. R. Carpenter's schooner *Mascot*.

## That Mysterious Islands Association

A letter, or to be accurate, four letters, from John Antonio, formerly of Fiji and now of Sydney, whom we mentioned in March, p. 51, for his part in the abortive attempt at welcoming back to Sydney the Australian troops who helped clean up Vila after the hurricane. He sends three copies of his letter to various people at PIM, including the Publisher, all at special delivery rates, registered.

However, we heard him the first time, and he has nothing of consequence to add to our March story except that he is the Hon. Secretary of the "South Pacific Islanders Association of Sydney" (which we said we had never heard of), and that this organisation is a social one "which has been in existence 12 months and which has 200 members".

When we checked to find out how we had missed hearing of the existence of an Islands association in Sydney with such a large membership, we were told by another of its office bearers that the association had been formed as a break-away from a better known organisation, that its membership "is about 20 or 30, not 200, and that most are not Islanders anyhow".

As far as we're concerned, we still haven't heard of it.

## Rob Wright's Aerial Photographs

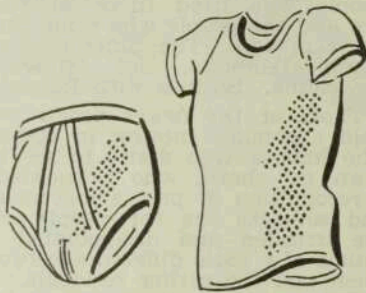
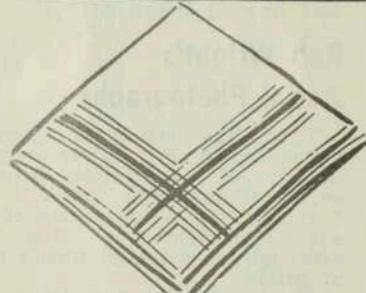
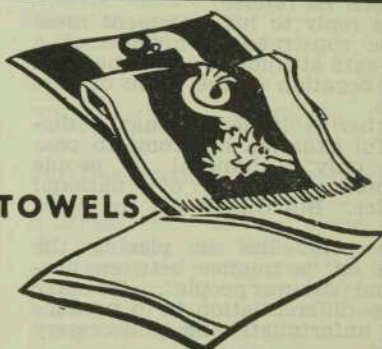
There has been much favourable comment in Fiji lately over the quality of the latest batch of aerial photographs of Viti Levu taken by Rob Wright. Some of them are reproduced in this issue, although we can't do justice to the originals.

The last by Rob were taken about 10 years ago when he flew with pilot Tom French in an old Taylorcraft. Since then, says Rob in a letter, it has been difficult to get an aircraft manoeuvrable at low heights until Tom French recently came up with his latest aircraft, the Piper Caribbean. Rob hung out the door to take the shots.

Rob also takes the opportunity to point out that our attractive cover photograph in March of Suva girl Ethelwyn Garnett was not taken by Rob, as credited, but by Robert Steele of Steele Productions, Auckland. While Rob was chasing something underwater not quite so photogenic, Robert aligned his camera on the deck of the *Maroro* with the results shown. Incidentally, since the photo was taken Ethelwyn has left for New Zealand and plans eventually to end up on Queensland's Gold Coast.



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| <b>NILE</b>                                                                                                                | <br><b>SHEETS and<br/>PILLOW<br/>CASES</b> | <b>NILE</b>                                                                                                               |

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APRIL, 1960 — PACIFIC ISLANDS MONTH



# There Must Be A New Outlook On Fiji's Resources

(Continued from page 22)

to help establish these crops based on the belief—supported by scientific and expert data—that will succeed in Fiji.

## Copra Position

**Copra Production.** The Report comments adversely on the fact that so much of the money saved by the Fijians in a special fund for their copra deliveries has been spent on housing, and so little on plantations and equipment. It strongly urges that Fijians be persuaded to spend more of this money on good driers, so that the quality of Fijian native copra may be improved.

**Bananas.** The increasing tendency to grow bananas on poor, hilly land on a shifting cultivation system, is criticised. Banana-growing near the port of shipment, under the best scientific conditions, to avoid disease, should be encouraged.

**Rice.** The Report expresses disappointment at the inefficiency of rice-growing (despite the fact that the Colony in 1958 imported 10,000 tons, worth £323,000) and strongly urges measures to stimulate the industry, both generally, and in support of the CSR Co.'s new Rewa scheme (under which it guarantees 100 tons, for up to 3,000 tons, in 1960, 1961 and 1962).

**Potatoes.** This crop is discussed at length. The Report finds no reason for the comparative failure of this industry—under care and guidance, it should be quite important. The Report comments favourably on the prospects of growing maize, groundnuts, pulses, tobacco.

It is at about this stage that the Report breaks off to again criticise the haphazard character of the cultural development policy of the Fiji Government has followed for so many years: "Unless something more than lip service and delayed action is paid to recommendations made regarding agrarian development, and unless facilities for this development are accorded on a par with those for social services, it is clear that the time will not be far distant when the country will be unable to afford the service."

## More Land Than Estimated

On the subject of the land area available for utilisation in Fiji, the Report is most interesting.

Reaching its conclusions on the available soil survey made recently by Messrs. A. C. S. Wright and I. T. Ford, the Commission says that

"there is a larger area potentially suitable for farming than was previously estimated". This may be shown thus, in acres:

|          | For Farming | Productive Forest | Useless   |
|----------|-------------|-------------------|-----------|
| Formerly | 1,293,000   | 624,000           | 2,040,000 |
| Now      | 2,519,000   | 1,166,000         | 380,000*  |

\* Now called "catchment protective forest".

But the Report warns that "these new facts must be interpreted with care—it does not mean that there are available vast areas of contiguously uniform land".

But, under the right conditions of approach and control, there is much more land available in Fiji than was supposed.

## Timber—Vast Neglected Industry

The Report expresses great surprise that the use and development of the extensive forests of Fiji have lagged so far behind other development; and says, "timber is one of the principal natural resources of Fiji and could contribute much to the economy of the country".

A series of recommendations outlines plans for development of this great natural wealth through Government help in finance, in land tenure and in taxation help, and through afforestation. Quoting the Report:

"About 28 per cent. of the land area of Fiji is suitable for sustained timber production. Here lies a vast natural and potentially valuable asset which if developed could be one of the major, if not the largest, industries in the country, and we urge that all possible steps should be taken to make it so."

The timber always has been there. New Guinea, Solomons, New Hebrides, have developed overseas timber markets. Why has nothing been done in Fiji? Echo answers, why?

A system of encouraging Fijian participation in sawmilling companies is recommended, and long-term timber concessions should replace the present licensing system.

"All possible steps should be taken to develop timber production," says the Report.

There are innumerable minor recommendations, seemingly disconnected, but all fitting into the overall plan for a new basic economic structure in Fiji. They include—

Better communications, such as a new wharf in Suva; better highways to the north and south of Viti Levu, from Suva; more feeder roads; subsidy of shipping services between Suva and the outer islands.

There is emphasis on more technical education—more especially in regard to solving the problem of Fijian teen-age boys idle in the villages—and on the teaching of English in the primary schools, and in providing Fijians with university opportunities. But there is to be no increased expenditure on general education or on health and medical services.

The need for more individual saving is pointed out, and there is to be greater encouragement of both the Co-operative Societies and the Credit Union system.

The canning of fruits (pineapples), fish, meat, is discussed, as interesting possibilities.

## Planning of Pilot Industries

It is recommended that the Colonial Development Corporation should investigate and participate in the following pilot industries:

The establishment of a tea industry. Probable cost, £150,000.

Large-scale agricultural development scheme on a 2,000 acre area in Vanua Levu—coconuts, cocoa, livestock—the establishment to be a demonstration centre for Fijian farmers in the Navonu Valley. Probable cost, £150,000.

A cattle-ranch to be established for demonstration purposes on a property carrying from 1,000 to 2,000 head, in a suitable area. Probable cost, £100,000.

A fish-canning project—probably in Levuka area.

A sawmilling project, perhaps in association with private enterprise.

## Development Commissioner

One of the most important recommendations—provided it is given effect to—is the appointment of a Natural Resources Council "to keep under review and advise the Governor, through the Development Commissioner, on the policy and legislation affecting land utilisation, and the conservation and improvement of natural resources; to ensure co-ordination of activities as between departments; and to satisfy itself that the policy is being adequately implemented".

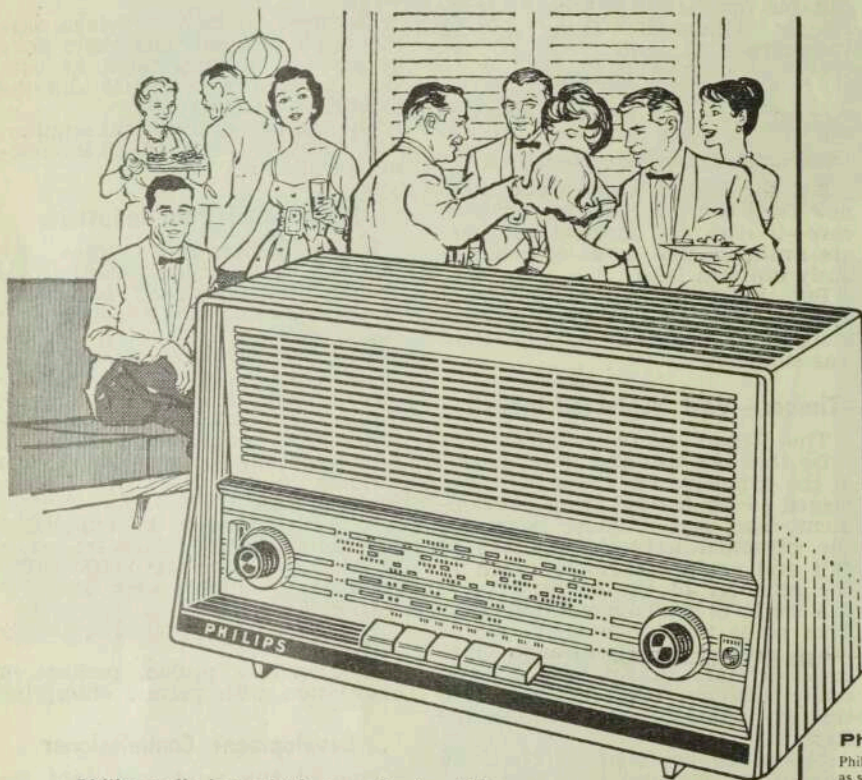
It is to be non-statutory, and advisory—six members ex-officio, and six nominated non-officials.

The Report recommends that the man in charge of this section, the Development Commissioner, should be very carefully selected, should be appointed for ten years, should be of equal status with the Financial Secretary, and should be responsible directly to the Governor and the Legislature on all matters pertaining to the development of natural resources.

In other words, this high official would be responsible for the implementation of the plan set forth in detail in the Burns Report, and which is expected to produce, in the



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passed Colony, a new outlook and countless new opportunities—a new heaven and a new earth, if you like to phrase better.

There are interesting comments on tourism.

The Report, quite rightly, points out that an unknown—but possibly considerable—proportion of the money left in the Colony by tourists (was £861,000 in 1958) is not profit to the Colony, as much of the materials used in the tourist traffic (food, and liquors and souvenirs (petrol) is imported from other countries.

However, the Report strongly supports the attempts to build up tourism, and recommends subsidy and tax concessions in various directions to assist enterprise—especially financial help for small hotels and “publicity”.

### Notable Angles

There are numerous little sections which have their peculiar interest.

The place of the Indian community in Fiji is not discussed. It is only accepted that the Indians are there, and must be provided for. The poor record of this Indian community in World War II, compared with the Fijians' fine record, is deemed as “unfortunate”.

The lack of individualism and private enterprise generally among the Indians is remarked upon. There are hundreds of shops kept by Indians and Chinese—scarcely one by a Fijian.

A few qualified lawyers, doctors and dentists there are only two among the Fijians, 58 among the Indians, 74 among Europeans.

The effect of *kerekere* (the taking of one's property by one's relations) among Fijians is commented upon, having a paralysing effect upon individual enterprise.

The Commission underlines its debt to Professor O. H. K. Spate, of Australia, for his masterly work in 1958-9, *The Fijian People—Economic Problems and Prospects*. Prof. Spate's views on the Report, see p. 33).

The Report does not attach much importance to the criticism of the Colonial Office system of administration—expensive officials, expensively produced, being given frequent “furlough leave”—a source of heavy drain to the Government. The Report scores “irresponsible criticism” of the Civil Service. This is one place where the Commission could have done better by examining the facts. There is a piquant reference to the Carpenter group, under the heading of “Marketing”. The suggestion is that Carpenter's are a bit monopolistic—they practically control the price paid in the Colony for copra, and their retail operations on such a scale that they affect the market. The Commission's thinking seems to be a little confused.

Carpenter's now are a very powerful organisation, but they do not wield monopolistic power in either buying or selling—they are kept in check (especially in the retail field) by very strong competition.

And the planters are not compelled to sell their copra to Carpenter's—they are quite free to go where they get the best price. One may assume that the three worthy Commissioners have a prejudice against Big Business.

The acceptance of the Commission's recommendations would mean a special new expenditure of be-

tween £10 millions and £15 millions, spread over the next few years. The Commission calculates that this can be taken care of by special loans and Development Fund advances.

The Fiji Standing Finance Committee has made available £2,200 this year to send two further students to the UK to take a course in public and social administration. One Fijian and one Indian student will be selected. Two Fijians have completed the year's course and one other is at present taking the course.

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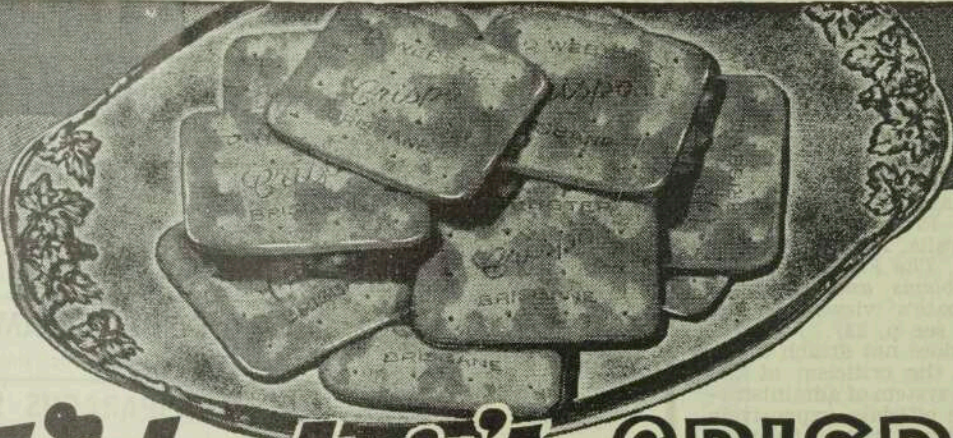
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Professor O. H. K. Spate, Professor of Geography at the Australian National University, Canberra, is the author of the Spate Report on the Economic Problems and Prospects of the Fijian People, published in 1959 and quoted frequently by the report of the Burns Commission. Professor Spate is now in the United States on a sabbatical leave and study visit of at least six months, and en route he wrote two articles for PIM giving his views on the Burns Report. The second article, dealing with the effects of the Report on the future of the Fijians, will be published in May.

## Fijians "Must Foot Their Share Of The Bill"

Special to *Pacific Islands Monthly* by O. H. K. Spate.

When, in December, 1952, the Legislative Council of Fiji passed its resolution asking for a Commission of Enquiry into resources and population, it was presumably rather worried. Now, seven years later, it has got what it asked for — and will presumably be still more worried.

It isn't, it ought to be: a lot more babies have been born, and a lot more resources used, and the Report is anything but really optimistic.

It concludes with a demand for "breath of realism" not only in government policy, but also in "the outlook of the general public and particularly of the members of the Legislative Council".

On the strictly economic side, the report itself is a gale, or even a storm, of harsh realism; it was time!

There had been storm warnings before, notably the Reports of the Royal Review Committee. These, however, did little more than indicate stern deflation, a recipe as appropriate to the temper of the times (and the real needs of Fiji) as one of Mr. Gladstone's gets.

The merit of the Burns Report is that it is really comprehensive. In places, perhaps, it achieves this at the price of superficiality—the points on fisheries, minerals, and industries are rather slight; but at least we have a large-scale chart of the difficulties and a possible way out. Possible, that is, if Fiji puts its mind to it—and that is a big question.

### Shocking Details

The Report makes positive proposals, involving heavy expenditure—over 10 years, some £1,000,000 (£A15,750,000), more than could possibly be met locally. It "can only be implemented if the United Kingdom Government is prepared to make a sizable grant to Fiji". One suspects that this is a suggestion, and the first of 124 definite recommendations—which advocates free contraceptives for married persons—will be the most generally popular.

The general fact that Fiji has been earning a smaller income than

she should, and living beyond it, is familiar enough. As presented in the Report, the details are shocking. They may be briefly set out as follows:

*Between 1936 and 1958*

- population rose by about 80 per cent.

- while value of agricultural exports rose about six times, volume (except for sugar) was erratic at best, in fact practically static.

- sugar production is restricted by quota—and has exceeded the amount which can be sold by the agreement.

- while at least two-thirds of the coconut area is over-age, the rate of replanting was under one-ninth of what it should have been.

- apart from gold, a wasting asset, cocoa, not yet commercial, and a little light industry, there have been no substantial new developments.

- the value of imports of commodities which might be produced locally has risen over 19 times.

Well and grimly in the red!

Most of the technical recommendations are devoted to the crying need for intensification and diversification of primary industry, and here are found some of the sharpest criticisms in a Report which does not spare the rod: complaints, for example, of the poor standards of copra plantations and processing, and of the "policy" (clearly, in the Commission's view, a courtesy title!) of the Fijian Development Fund Board (incidentally, two-thirds of its balances are invested in developing Australia).

There is justified reproach for the Indian obsession with cane as the only worthwhile and dignified kind of farming, a very short-sighted attitude, especially in view of the fact that Fiji's sugar quota could be raised from a smaller area than is now under cane, thus releasing good land for other crops.

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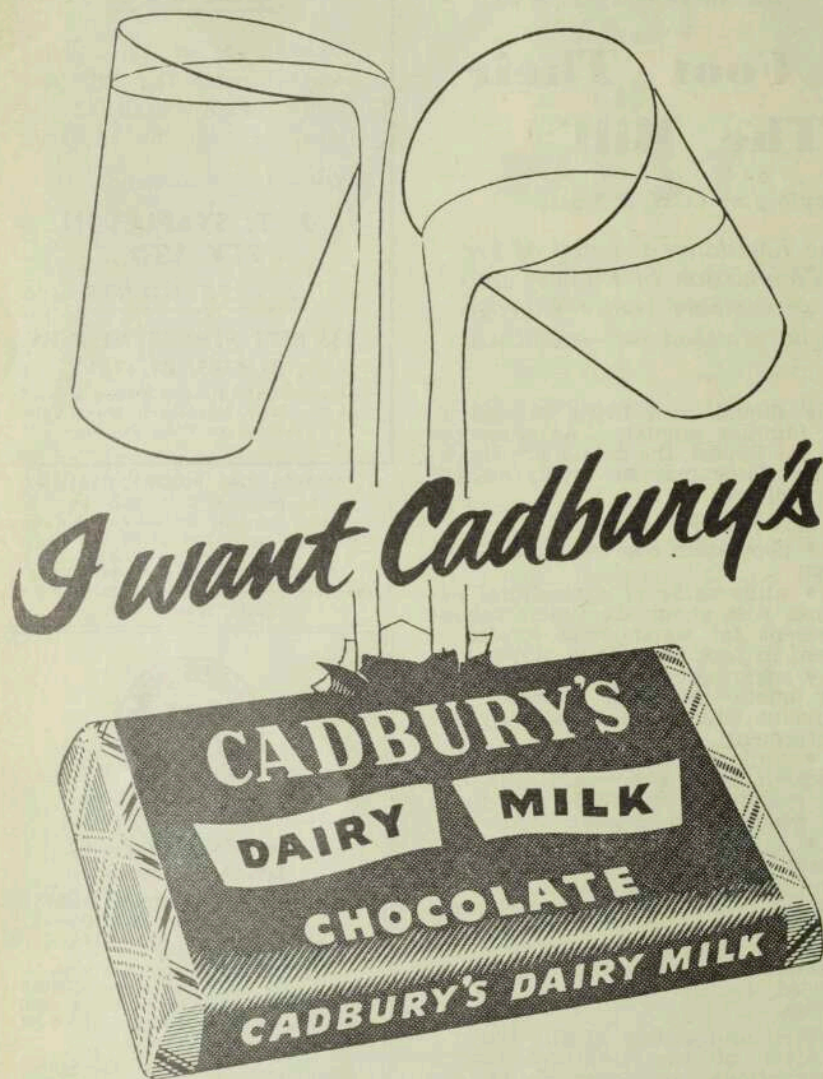
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MD25/2FC/9

These basic matters, vital as are, are not the most costly: capital expenditure allotted agriculture is under £F2,77 against nearly £F7,500,000 for munications—the lion's share—£F5,000,000, for a new wharf storage at Suva and for sealing Suva-Nadi road. Of the agricu total, a round million is allotted subsidising fertilisers, three-qu of a million for increased cultural credit, and £F330,000 pound-for-pound subsidy for nut replantings.

These are probably economies"; and if one is not so sure about the main road against more feeders), incr production will mean incr traffic and so make improve essential.

#### CDC Help

Three specific projects are recommended, with the suggestion the Colonial Development Cor tion be asked to find two-t of the money: these are " schemes for tea, coffee, and ranching. These proposals soundly based and argued; b may be quite as difficult to the land—Fijian land?—as money. At all events, the mission's programme is a vast improvement on the piece suggestions made hitherto.

It is a programme, not a " with capital P. In several p the Report distinctly warns ernment off private prese notably in regard to marke concerning which I would li remark that I am at a lo understand how my modest ple a Marketing Officer (an "u broker" merely, as the Comm puts it) could be taken or taken for a scheme for a full-k official marketing agency.

#### Tries To Bring Order

That is by the way: the po that the Commission's approach the economic side anyhow) i doctrinaire, but does try to i duce some order into the go mental activity which is essent Fiji's economy, private as we public, is to become steady o feet.

In this connection, the pro National Resources Council—w Development Commissioner, in status to the Financial retary, as chairman and with non-official as well as six o members — would be valuab provided only that (as is im but hardly strongly enough) first co-ordinating job should co-ordinate out of existence of the medley of overlapping B which clutter up the Civil Lis

On what might be called ge as distinct from purely agricu diversification, the Comm rightly attaches great import to livestock and forestry (in perhaps rather overlooking the



...es involved in Fijian landhold-  
... and deplores once again the  
...-deplorable neglect of fisheries  
...er all, tinned pilchards are so  
...dy — so fish imports are  
... on a shelf teeming with fish!)  
... has some sensible things to say  
...ut tourism — including a re-  
...der that not every would-be  
...ist has all the dollars in the  
...ed to throw about, and that the  
...nary travelling public in Fiji  
...needs hotels. Indeed, Korolevu  
... Yasawa publicity, with its  
...gestion that only Princes and  
...a Men need apply, may scare  
...more tourists than it attracts.

### Sometimes Hot and Cold

...n secondary industry the Com-  
...ission, understandably, seems to  
... hot and cold. If secondary  
...stry could be brought off, the  
...ul as well as economic con-  
...quences might be immense: solid  
...manent urban employment,  
...ch would at least take the edge  
...the larrikinism of the declassed  
...an who has drifted to Suva;  
...nings for female labour, which  
...giving better standing to Indian  
...men might in time take the edge  
...one of the most potent and  
...lamental (if not the most  
...ous) factors in Fijian-Indian  
...nt antagonism—differing sexual  
...udes *within* each race (NB:  
... does NOT mean miscegena-  
...!!); mixed employment provid-  
... a more neutral ground where  
...ans and Indians could meet not  
...competition but "on the job".

...o doubt the Commission is right  
...e cautious, and so much depends  
...the jack-pot question: is there  
...is there not cheap hydro-  
...tricity in them thar hills? (Or,  
...a few years—what about a  
...kage" nuclear reactor?)

### No Magic Power

...he natural reaction of "less-  
...veloped" countries (already  
...der-developed", originally a  
...nemism for "backward" or  
...pendent", has become a stigma-  
...d!) is to think that industrial-  
...ion is a cure-all: one magic  
...er station, and the desert shall  
...som as the rose. In far more well-  
...and countries than Fiji—Burma,  
...lon, for example—this delusion  
...evils rational thinking on what  
...is to be done. Fiji has some  
...nt advantages and more dis-  
...antages for secondary industry;  
...ibilities, once given power, are  
... but limited; popular thinking  
...versally looks to possibilities  
...er than limitations. All the  
...e reason, therefore, to give more  
...iled consideration to this topic.  
... Commission's reasoning is  
...nd enough, but one feels that  
...arrants more than two out of  
...pages.

...he Commission insists that,  
...or detail apart, its recommenda-  
...s must broadly be taken or left

## The Fiji of the Burns Report

These aerial photo-  
graphs of the more im-  
portant centres of Viti  
Levu, the main island  
of Fiji, were taken re-  
cently by Rob Wright,  
of the Fiji PRO. They  
cover roughly the same  
areas as aerial photo-  
graphs taken by Wright  
in 1947, and show re-  
markable expansion in  
Fiji.

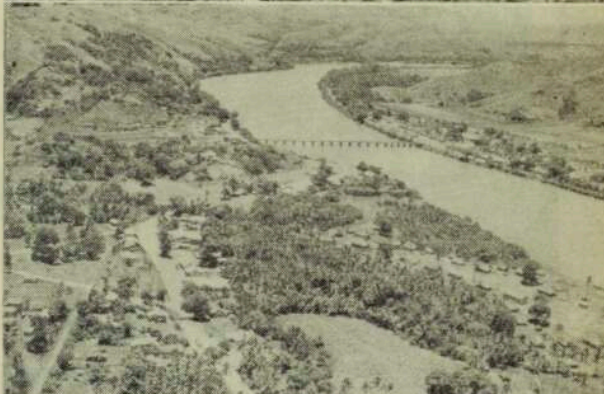
The photo at right  
shows the important  
cane centre of Lautoka,  
with the new dock  
scheme in the fore-  
ground

The township area of  
Lautoka, showing the  
main streets.

Sigatoka township and  
village spread out on  
the banks of the Siga-  
toka River, with the  
bridge in the centre.

The heavily populated  
Ba district showing the  
township and the valley.

(See over the page)

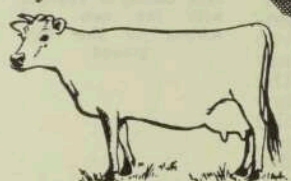




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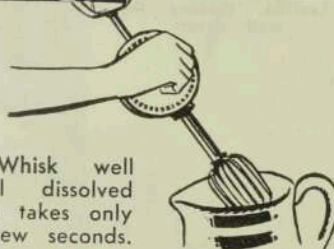
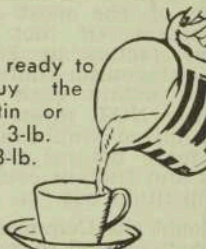
In 12-oz., 3-lb. and 28-lb. tins

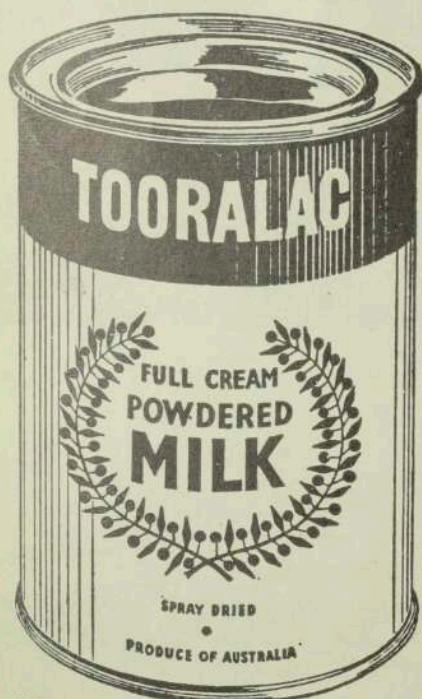


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APRIL, 1960 — PACIFIC ISLANDS MONTHLY

MY10



whole; they hang together too  
ily for overmuch picking and  
asing to be possible.

### Not Detailed Report

Report is not a meticulously  
illed blueprint, but it is rather  
e than a first rough sketch.  
oints out that so far there has  
little conscious attempt to  
nce resources available in any  
year with possible alternative  
and that economic planning  
as to have been regarded simply  
government activity with little  
y thought given to its relations  
private enterprise—or world  
itions.

adds, wisely, that "such an  
ortant part of the Government's  
... is not something that can  
eft to any junior officer due  
a spell in the Secretariat, how-  
enthusiastic and hard working  
may be". What the Commission  
done, then, is to set a course  
h, resolutely taken, may bring  
out of the doldrums otherwise  
by an economic hurricane."  
esolutely taken"—will it be?

ue sometimes feels that the old  
m custom of *Kerekere*—borrow-  
amongst kin at the will of the  
ower—has become part not just  
pecifically Fijian thinking, but  
ne thinking of Fiji. Not one  
ne three major races is without  
omic virtue (the Fijians are at  
good Distributists!) or without  
all, including themselves, will  
e that the Fijians are not  
eccably economic men; the  
ans have their cane fixation,  
their peasant suspicion can  
oit co-operative mutual aid  
as much as Fijian feckless-  
Europeans are not exempt  
er—there are not unwarranted  
plaints of monopolistic com-  
ency (I've known a Burns Philp  
say plaintively that copra  
too vital to be left in the  
ds of one private firm—of course  
wasn't referring to his own  
!) and a good deal of European  
hold is as poorly used, or even  
ed, as Fijian land, with less  
se. (Here the Report's proposals  
taxation of such land—the  
ative tax—are very commenda-  
). The children have over-  
t, and poor old Mothercountry  
ld foot the bill . . .

### Not Top Priority

ne can sympathise with the  
ng that colonies which give  
ole get grants, and that loyalty  
s own reward. But it can  
ly be maintained that as  
ards population, economic  
ntial, or political or strategic  
ortance to the Commonwealth,  
is on a par with some African  
aribbean colonies.  
needs and deserves some out-  
aid; but, while it should not be  
ne bottom of the queue, it will  
be at the top. That is a fact  
Fiji must face.  
ne Burns Commission envisages

The Navua River, with  
the township on the  
right.



This is the commercial  
centre of fast growing  
Suva, taken from just  
above the harbour. Vic-  
toria Parade runs along  
the bottom of the  
picture.



Another picture of Suva  
showing part of the  
main docks area. This  
is the area of the Suva  
markets and Rodwell  
Road, the scene of the  
rioting of last Decem-  
ber.



The new Grammar  
Schools at Veiuto, on  
the left, and the Corpus  
Christi Training College,  
with extensive grounds,  
on the lower right.  
Suva harbour and the  
centre of Suva are in  
the background.







*Rich Creamy*

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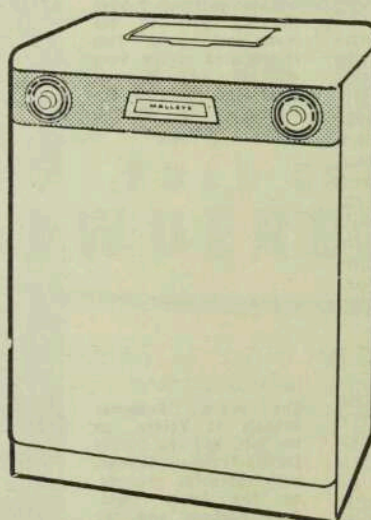
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substantial grants from the United Kingdom. But clearly the donor is entitled—in fact, has the right—to demand, as a condition of grant that it shall be given with the possibility of being effective. It cannot be without very considerable psychological, as well as administrative, changes within Fiji: perhaps mainly from the Fijians, but not exclusively.

Paradoxically, perhaps, at one point this radical Commission is as conservative enough to work against it. In my view, the economic problem is paramount, the political secondary, and the Commission is quite likely right in discounting constitutional change from the present Crown Colony system.

But with a legislature of 16 officials and 15 non-officials (in the case of water-tight groups of five, with two of two groups nominated and all five Fijians in each more or less official), is it not possible for Government to work with truth: you, the representatives of the peoples of Fiji, not such-and-such: therefore you must be prepared to take the consequences and pay so and so much.

Whether an unofficial majority could really be more efficient and seriously responsible than the present Legco I do not know (I rather incline to doubt it); but without such representation it is very difficult to pin the responsibility really doing the job.

#### All Must Work

And yet, if anything is clear in this tangled situation, it is that there is a job which demands the sort of all groups—officials and non-officials, Europeans, Fijians, Indians. Unless Fiji can and will take its share of the bill for rehabilitation, then outside aid will be just a shot in the arm—the injection of a highly stimulant drug on an already over-wrought patient. The eventual collapse would be complete, beyond repair within any foreseeable future.

The Burns Report is deflating, but very properly; it is not reactionary. Assuming administrative steps are taken to make a programme feasible, and the sequential grants are made, it is with Fiji to ensure whether the result will be to lay foundations for a really solid economic advance, or for an inflationary catastrophe the first order.

It is now or never for Fiji; and each it depends very largely on the reactions of the Fijians themselves. This is not to depreciate the serious responsibility of Europeans and Indians; but in the last resort, the Commission's proposals for work, or not work, largely in measure that the Fijians can engage themselves to work with them to contribute their full share instead of being subsidised spongers.

## Fiji Rice At Last Makes Headway

*Although there was initial reluctance by Indian farmers to change over from sugar-cane to rice-growing in Rewa Valley, Fiji, when the Colonial Sugar Refining Co. Ltd. closed down its Nausori mill late last year, many have now made the switch and over 8,000 acres are planted in rice.*

CSR Co. has gone ahead steadily with the building of its new rice-mill which, under the managership of Mr. G. M. R. Day, will be ready to mill padi when harvesting begins in June and July.

Farm machinery has been provided by the Government and the CSR Co., and agricultural experts predict the Rewa this year will yield

some 7,000 tons of padi. Not all of this will be handled by the CSR mill, of course, since there are other small Indian mills in the area.

A CSR subsidiary, Rewa Rice Ltd., was registered in Suva in March with a capital of £200,000 "to operate as planters, cultivators, and sellers of rice, cereals and fruit of every kind".



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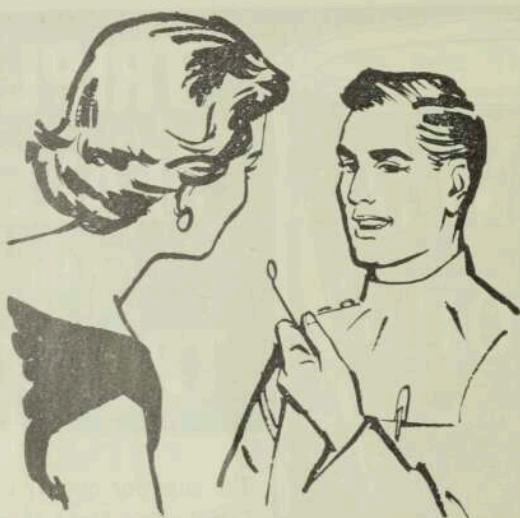
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W101



## An Australian's Plea to Australians

# 'Australia Should Help Fiji Out Of Trouble'

Australia should take a larger interest in Fijian affairs, Rev. L. D. Fullerton, of Suva, told a large theatre and radio audience in Sydney March. Australia should, he said, be prepared to give Fiji financial aid to help the Colony follow the terms of the Burns Report. Australia could give Fiji an interest free loan. Mr. Fullerton is Chairman of the Fiji-Indian District of the Methodist Mission in Fiji, and has been in the Colony 17 years. He is an Australian and while on leave in Australia in the last few months has been doing a good job in making Australians more aware of the problems of Fiji.

In his Australian broadcast in March, Mr. Fullerton said that what happened in Fiji was of considerable interest to Australia. The Burns Report had been a realistic appraisal of the Colony's state, and fostered no false optimism. It faced frankly the possibility of growing unemployment in Fiji as a decline in the standard of living. Fiji's problems were serious. Inviting Australians to take a deeper and intelligent interest in Fijian affairs, he said Australia, as a nation, had a duty to accept responsibility to extend a helping hand to the little countries of the South Sea, and Australia's associations with Fiji and many other Pacific territories had anyhow been close.

### "Don't Forget Fiji"

It would be a pity if Fiji's needs were forgotten because of the claims of big needy neighbours, in whose problems we have rightly become interested," he said.

It is nothing short of amazing that the British taxpayer, even since the war, has contributed so much financially to the welfare of the little British Colony like Fiji. The whole conception of the Commonwealth means that Australia can take some of the responsibility that England has shouldered, and Fiji, too, moves onto her own nationhood."

He said there must also be business men in Australia who were prepared to take the risk of investment in Fiji, not in the expectation of getting high profits but as a contribution to the development of the community in return for reasonable profits.

Mr. Fullerton made these points:

In the Suva riots of December there was no evidence of deep seated anti-European or racial feeling, although the riots did show an anti-European flavour. The rioting should not be blamed on agitators—it was an expression of an economy that was badly out of gear. Too many people were compelled to live

on a wage that was "woefully inadequate".

- The Burns Report put the average income of Fiji at £F70 per person a year, and it had shown no increase over the last 10 years. Australia's national income on the other hand averaged £500 per head.

- As a minister, he had continually marvelled at the patience of his people in making ends meet, but in the last couple of years he had felt their patience was wearing thin. There had been a continual rumble of complaint about the apparent injustice of the European wage scale being so much higher.

- The dilemma that faced Fiji was that at the present stage of development the economy could not stand significant wage increases.

- The winds that blew over the rest of the world blew over Fiji too. What was happening in many of the underdeveloped countries of the world was "intoxicating news" for the Fijians.

- There was a great surge forward in education in Fiji at present and a surprising number of

students were also leaving Fiji for overseas study.

- More potential leaders were coming to light in all racial groups, and amongst the Fijians leadership in the future would be more and more determined by ability rather than rank.

Speaking of race relationships, Mr. Fullerton said that, everything considered, the different groups got on remarkably well, but Fiji was not at the moment an integrated community. There were far too many "coconut curtains" separating the people.

"We could have real racial tension in Fiji. I do not personally expect serious racial bitterness. It is more likely, I believe, that our different racial groups will be a source of strength in our future development," said Mr. Fullerton. "The Christian church has no more urgent task than to exercise the ministry of reconciliation".

Mr. Fullerton said Australians got on well with other people, but to him it was a tragedy that the Australian immigration policy did not reflect this. In the eyes of the non-European world, her immigration laws discriminated against a man purely because he was not white.

"It is salutary for us to remember that many Asian and Pacific people link Australia with South Africa in their minds. Our immigration policy to them is a policy of apartheid. It is time that there was a far stronger Christian conscience about this issue. I have heard no defence of our immigration policy that is not basically selfish."

He advocated a quota system to allow non-Europeans to enter Australia.

In Fiji while making their inquiry—the three men of the Burns Commission. They are, from left, Mr. Thomas Watson, Sir Alan Burns and Professor A. T. Peacock.

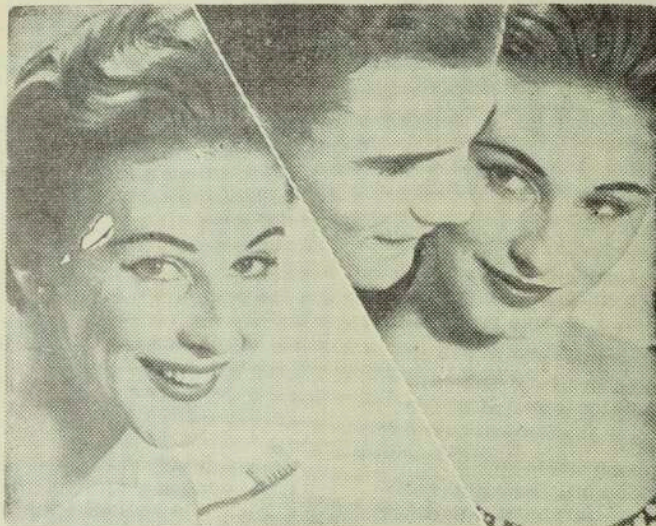




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## The Old Argument Again

### RABAUL TRIES TO SOLVE ITS POOL PROBLEMS

From a Rabaul Correspondent

Swimming pool facilities in Rabaul—which for years have been restricted to European use only—are in the news again following a move in the town for the establishment of a public swimming pool.

THE move has come from inside Rabaul Town Advisory Council where a three-member sub-committee is now preparing facts and figures for presentation by the council to the Papua New Guinea Administration.

The membership of the sub-committee is:

- Mrs. A. Phillips, a cub-mistress who once had a rude awakening when she took a group of young Chinese boys for a swim in the present pool, and was told they were not allowed there.

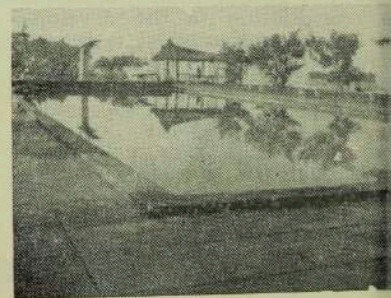
- Mrs. P. Woods, an active worker in church organisations, who at one stage is understood to have suggested (most rashly in Rabaul) that the present pool should be opened to all comers.

- Mr. G. D. Kent, a straight talking businessman who has the double distinction of strongly upholding the all-white policy of the swimming pool (he is a member of the committee controlling it) and who at the same time is advocating the proposed new pool.

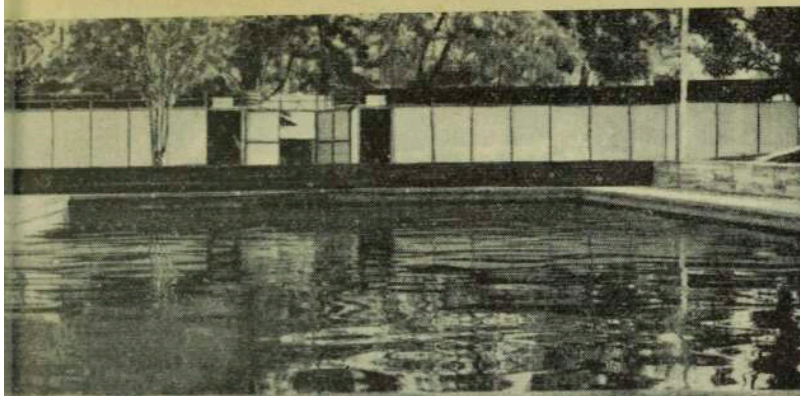
Since the formation of the sub-committee, its general feeling has boiled down to one of agreeing with Mr. Kent's point of view, and this seems to be the attitude which the Town Advisory Council will adopt in the matter.

But whether or not Rabaul will

This photograph shows the Rabaul swimming pool as it was immediately on completion in 1939. Rabaul people were proud of it. When the Pacific War came it was partly destroyed. The pool was not repaired again until a few years after the war ended.







Rabaul swimming baths as they appeared 1960 shortly after being reopened. They had lost something of their pre-war beauty.

its public pool is a different proposition altogether. It is one thing for the community to generally agree that a new pool is needed, but it is another to raise £60,000 at least which will be needed.

The control and operation of the present pool is something which never fails to make newspaper headlines in Australia because of the race distinction involved. At the same time the situation should not be viewed over-hastily.

Here it is: a group of Europeans planned a pool in 1938 with the expressed aim of dedicating it to the memory of Australian soldiers killed in the 1914-1918 war, and with the expressed policy of confining its use to Europeans. They raised the money themselves (although there was a small Government grant) and they went ahead and built the

#### "Destroyed"

The pool was destroyed in the Pacific War, and was rebuilt afterwards by the re-formed Rabaul Swimming and Lifesaving Club. The club still owns and controls the pool, and is within its legal rights in saying who shall use it. Any argument based on legal grounds to throw the pool open to the public is probably doomed to failure.

In any case there has been some suggestion from members of the local community in Rabaul that they may be interested in building a pool of their own. Any move for a public pool would seem superfluous if this suggestion were carried out.

Work commenced on the new View Hotel at Lautoka for May Hotels (Fiji) Ltd. on March 1st and the building is scheduled to be ready for occupation in 36 weeks. Construction of the same company's other tourist hotel at Saweni beach will commence before the end of the year.

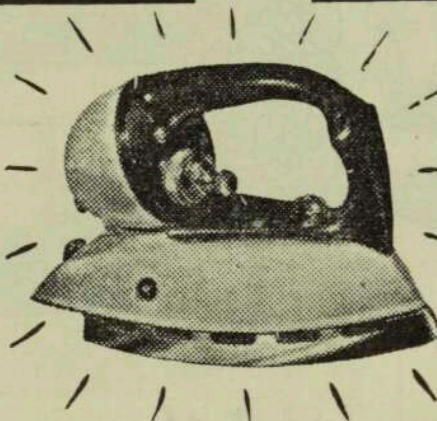
## Successful Year For Pacific Islands Society

The Pacific Islands Society, of Sydney, now in its 23rd year, had a most successful year in 1959, the Society's annual general meeting has been told. Membership increased, and the monthly meetings held in Sydney were all well attended.

Mr. N. H. Foxcroft was re-elected president for 1960 and vice-presidents are Messrs. N. B. Casey, I. A. R. Howell, G. W. Mackaness, H. Sabben and A. Stephan.

Hon. secretary-treasurer is Miss M. M. McGann.

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## Why Not A Colombo Plan For New Guinea?

*From a New Guinea Correspondent*

One of the best-received statements to come out of the Papua-New Guinea Legislative Council in recent sessions was that of Mr. John Hohnen, MLC, who suggested that Australia should provide greater aid for her territories at the expense of Colombo Plan aid.

His comments on Mr. Hohnen's statements have been particularly noteworthy because of the wide strata of the community which has indicated support. There has also been some element of praise for the courage which Mr. Hohnen took in making a statement on a subject which can be extremely touchy at times. Mr. Hohnen's comments were made during a call for what he described as "a full-blooded development in Papua-New Guinea". He came right out in the open by suggesting that there were other countries bigger and more suited to Asia than was Australia. He said: "We are getting about 1,000,000 a year from Australia. I believe that for the full-blooded programme which we need, the amount should be closer to 2,000,000."

### Development Scheme

Mr. Hohnen also suggested the formation of a New Guinea Australia organisation backed by banks, national companies and governments to bring full development to the Territory. The general feeling among many working men and women in Government and private enterprise in Papua-New Guinea is that the Colombo Plan aid dished out by Australia is a magnificent national advertisement, but little else. A leading businessman in Lae put his way: "To Australians in Australia, the scheme seems good. Here we are extending a helping hand to countries which are underdeveloped and over-populated, they are. But to the Australian out of Australia, the scheme takes on a different perspective. The Australian in Papua—and Papua is an Australian possession—is shocked at native housing conditions around him, and sees a score of other uses to which more money could be put. The Australian in New Guinea—where the people are Australian—sees the same problems, and possibly a few more. Are we fools to throw out money to a foreign country when so much is needed on our own soil and our own protected soil? I think we are."

In Rabaul, Mr. J. L. Chipper has already been outspoken on the same lines at meetings of the Town Advisory Council, of which he was a member until the middle of last year.

In some Rabaul circles the feeling has been even stronger—that Colombo Plan aid was going to nations who gave Australia no guarantee of security, and which might create a dangerous situation in the not so distant future.

In Port Moresby, Mr. V. T. Sanders came straight to the point in expressing his opinion. Mr. Sanders said: "The Australian Government is giving 100 buses to Indonesia under Colombo Plan aid."

"Now we hear a statement from Indonesia that the country must be prepared to go to war if necessary over its claims to West New Guinea."

"In view of these threats to a country adjoining our own Territory, I submit that the gift should be cancelled immediately and that the money should be used for the welfare of the natives throughout New Guinea."

But perhaps the plea with the deepest meaning and sincerity has come from Mr. Harry Spanner, one of the leaders of the mixed race people in the Rabaul and Kokopo districts.

### Between Two Standards

Mr. Spanner told a meeting of Kokopo Town Advisory Council: "We are the people who are only too often forgotten."

"We are the people who are caught between two standards—we try to live the best possible life and yet our pay is not great."

"We, in the main, want to live as good citizens and want the right to Australian citizenship, but so far citizenship has been denied us."

"We particularly need financial aid for housing and settlement schemes. We admire Australia for her aid to the Colombo Plan, but what about us, her own protected people, and many of us with Australian fathers?"

"We suggest respectfully that charity should start as close to home as possible, and that much of the money spent on Colombo Plan aid would be better spent in New Guinea."

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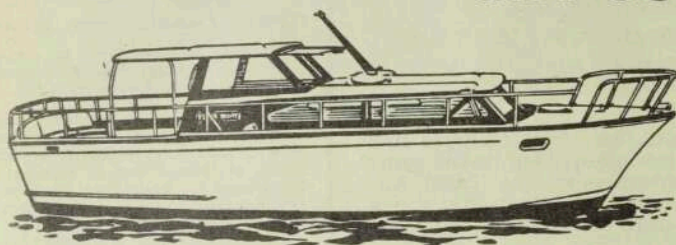
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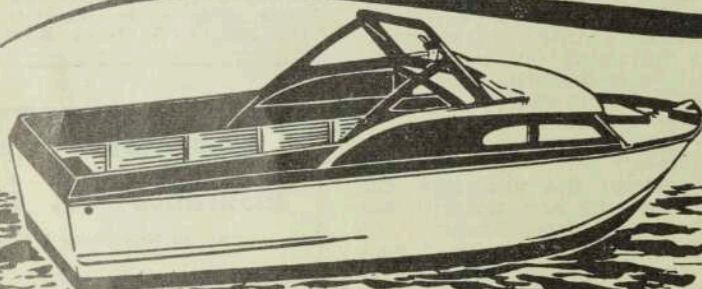
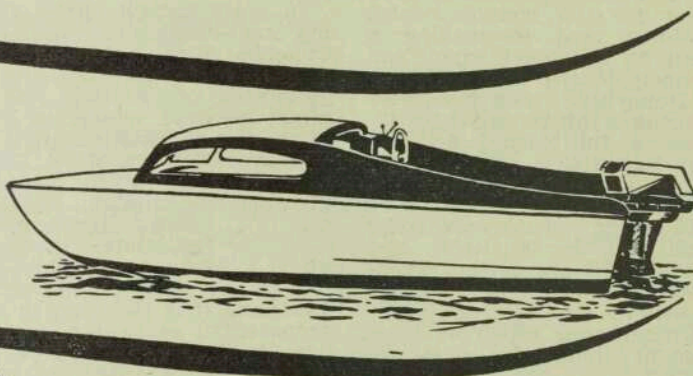


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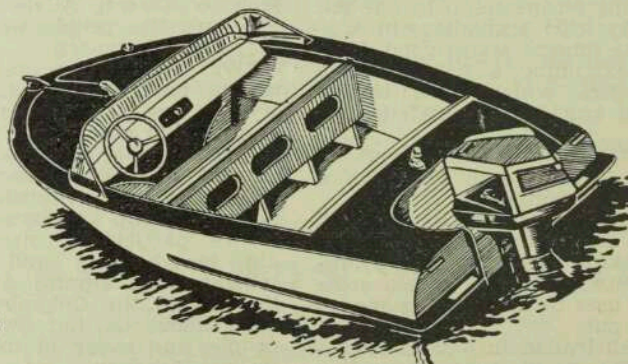


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## Whither The Tolai Cocoa Scheme?

### Is It Getting Too Big To Handle?

From a Rabaul Correspondent

The swift progress of the Tolai Cocoa Project in New Guinea indicates that the time is fast approaching when the Papua-New Guinea Administration will have to decide on the scheme's future.

The scheme has now been fully operative for four years since the Administration introduced it as an attempt to encourage the natives of the Rabaul district to grow, process and market their cocoa.

The scheme has outstripped the hopes of its originators. Several factors have been responsible for this phenomenal growth. One was the lucky choice of a crop which has achieved generous prices since the time the scheme started. Another was the fact that the natives have a basic interest in agriculture, rather than in sea-fishing, animal husbandry or crafts-making.

A third factor lies in the independence of the Tolai, who likes his land and holding, home and village. An unfortunate fact has to be noted, however, that the agricultural and economic success of the Tolai has raced ahead of the commercial and business ability of the Tolai himself to manage it.

#### Supervision Problems

Government supervision is becoming more and more impracticable as the scheme goes ahead because it is entering the realm of big business. Government is neither geared to operate commercial enterprise, nor does it want to operate it. The Department of Native Affairs, the Department of Agriculture have done outstanding work in setting up the scheme and putting it on its feet. Conceivably they could be expected to claim that they have done their part, and could now draw.

There is a lack of executive ability among the natives, which is the basis of today's problem. Government officers connected with the scheme have already given the problem much thought. They present a Government accountant, Mrs. T. Smith, of Rabaul, to look into the finances of the scheme.

The scheme pays her salary, but there is no payment for the overall managerial supervision which Government officers give to the scheme—and this often runs into many hours of work.

As the scheme expands, the managerial supervision necessary will become greater.

An obvious first step, then, to make the scheme tidy within itself would be to raise charges against it equivalent to the time spent on its affairs by Government officers. This would provide a more realistic indication of the finances of the scheme.

#### Its Growth

Later, consideration will have to be given to cutting the scheme free from direct Government control but employing a trained European executive staff to carry on. To work out the final details of such a plan will be no easy task, but it appears to be the only logical solution.

Some idea of how the scheme has

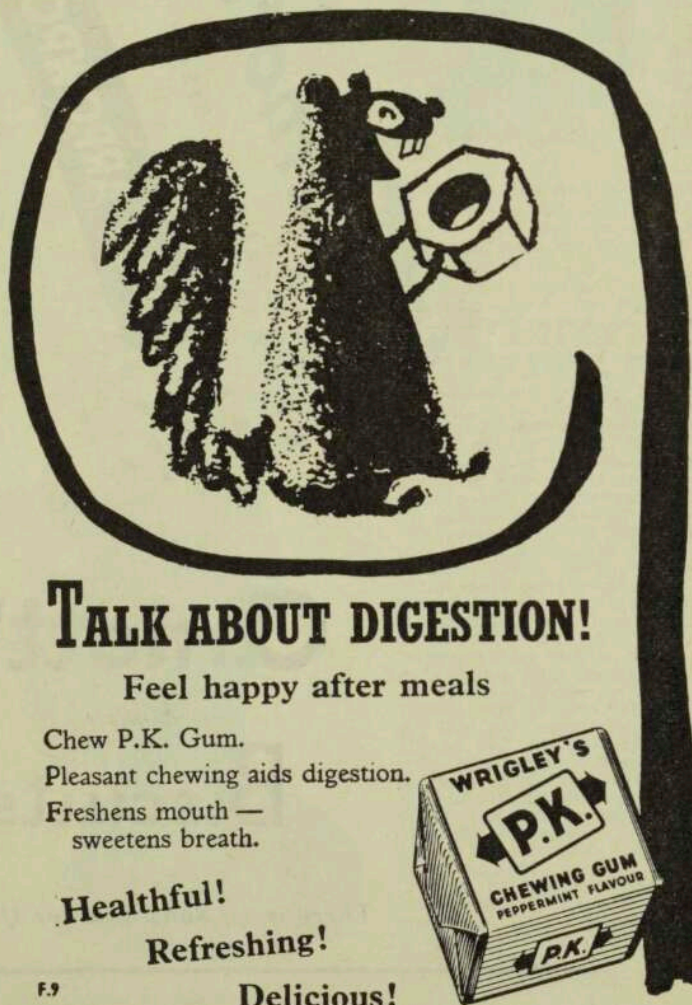
grown can be gained from the following figures which were released in the middle of March when the scheme passed its fourth full year of operation:

Total sales of dry cocoa beans for the 12 months of the fourth year amounted to 1,000 tons, which was nearly 300 tons greater than sales made in the previous year, and which would carry an approximate value of £A270,000.

The scheme is operating 17 fermentaries and plans to build two more in the next 18 months, by which time it is believed 1,000,000 cocoa trees under cultivation by members will be in bearing.

Total borrowings by the scheme have been authorised to more than £220,000, by way of bank advances from the Bank of New South Wales secured by the Papua-New Guinea Administration.

The redemption rate on the loan is £25 per ton of cocoa, and more than £50,000 has already been repaid.



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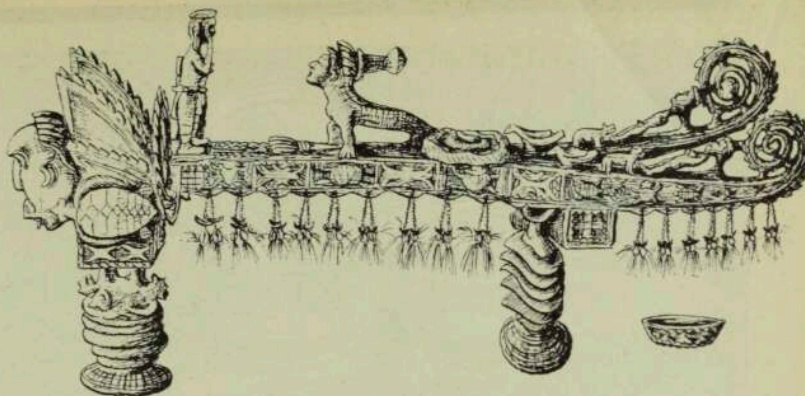
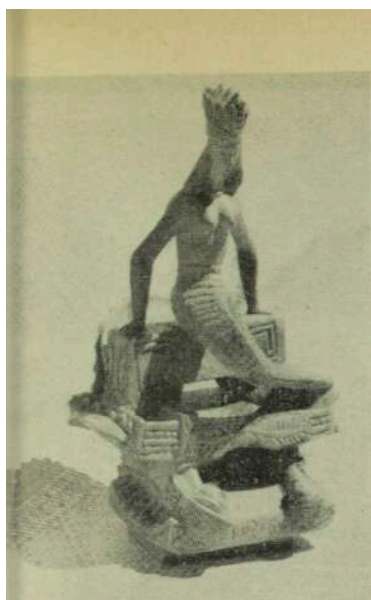
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BRETT HILDER REPORTS  
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ILLUSTRATIONS) ON

## Kosi, The Sculptor Of Bipi

*KOSI, the sculptor, lives on Bipi Island, off the western end of Manus, New Guinea, where he is the leader of a native school of wood-carving.*

His work, and that of his pupils, takes most of the prizes for carving at the annual show at Engau, the district Administrative Centre of Manus. Bipi Island is also known as Sisi Liu.

Kosi's work shows a natural blend of originality and ancient tradition. That of some of the other carvers show strong influences from the German Catholic Mission, especially towards Christmas time.

Kosi was born about 1910, the son of Papoi, and his brother Kawas is present Luluai at Bipi. Kosi married Siwa, and had two sons. The first was killed as a boy by Japanese, while the second is grown-up and married. As a young man he learnt the craft and lore of woodcarving from the old master Mahoun, who died about 1920, after handing on the traditions of the craft.

### Business Manager

We have not been able to get any information about ancient or even recent pieces of carving; the specimens we have seen have all been done in the last five years.

The wood used for carving has been either coastal callophyllum or harder kwila. The former has a reddish and creamy tints while the latter is more like teak, of a khaki colour and with carving qualities somewhere between cast iron and soft wrought iron. It also stains

the hands brown, which does not matter to Melanesians.

When I first met Kosi, a couple of years ago, he was accompanied by his friend Daikai, who acted as his business manager. Daikai is now said to be working in Rabaul, where he is probably managing some white master's home with great efficiency from behind the scenes. He

(Over)



Kosi, the sculptor, as seen by Brett Hilder.



THE sketches and photographs on this page and the following page show some of the wood carvings of Kosi, of Bipi, and some carvings done by natives other than Kosi.

The three figures immediately above are not by Kosi. The two tall figures are by unknown natives of Mokarang, near Lombrum, Manus, and according to Brett Hilder show signs of Hawaiian influence of an unknown period. The Mokarang people are more under foreign influences than those in remote Bipi, for they have had local neighbours through the years from Germany, China, Japan, the Philippines and America. The smaller group of the three above is a very graceful wood carving of two mermaids, mother and daughter, by Lomai of Bipi, who is a friend and possibly a pupil of Kosi. Hilder says it is to a slight degree after the style of Henry Moore, the British sculptor.

The large wood carving by Kosi at the top of the page is about four feet long. It represents the Legend of the First Canoe, which tells of a waterlogged canoe drifting ashore at Bipi carrying a merman with a long tail. He was unable to come out of water, where he had many marine friends, but he was fed with vegetables by the one unmarried woman of the village, who was no beauty.

She was later allowed to marry him, for want of anyone better, but the marriage could not be consummated on account of his lack of manly parts. Eventually this was altered by witchcraft, after which the merman walked ashore and lived for some years.

When he and his wife died, or were killed, their bodies were launched out to sea on a canoe which formed the subject of a later carving (see page 51). The First Canoe (above) has a head like both man and fish. The native woman is

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The canoe on which the bodies were launched, following the Legend of the First Canoe.

also done some woodcarving himself, and can therefore fix the fees asked for carvings with some sympathy for the artists.

Kosi's larger works have been priced as high as £15, representing several months of work. The most ambitious work I have heard of was a pageant of the traditional ceremony of welcome at Bipi, in which a couple of dancers perform on a raised platform in the village square, surrounded by a dozen or more of the villagers.

Other carvings are priced in proportion, down to £1 for a crocodile or a semi-human figure, but there are very few available. The prices are subject to some negotiation, and buyers are in short supply, as a bag of rice has been known to be acceptable when money was short.

### Polynesian Contacts

The main island of Manus is pre-eminently Melanesian in race and culture, but the islands along the northern coast show traces of Polynesian contact in their carvings, especially on Bipi.

Some of the others incline more to animism and conical points, which may be from Micronesian contact.

While the carvers of Manus dis-

(Over)

saluting her fishy spouse, who has his hair in the ancient Manus style with a knob. The sides of the canoe are decorated with marine life and hung from it are 16 "tambu" signs, both male and female.

The wood carving by Kosi shown on the top left of page 49 is of the Queen of the Mermaids.

She wears a form of marine crown over her long locks, and her throne is reminiscent of the sterns of old Spanish galleons.

It is supported by two swimming mermaids of the court, and is decorated by some marine animals.

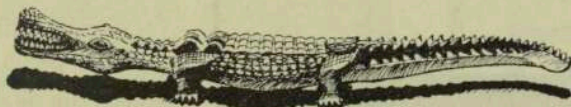
The style is slightly European however, says Brett Hilder, and not so likely to be classed as traditional native art.

The two wood carvings by Kosi below are of a crocodile and of a mermaid with the body of a mammalian porpoise. It is unlike the merman of the First Canoe, and this mermaid may have developed from the dugong, as the European legendry mermaid was supposed to have done. These carvings are about 14 inches long, in kwila wood.

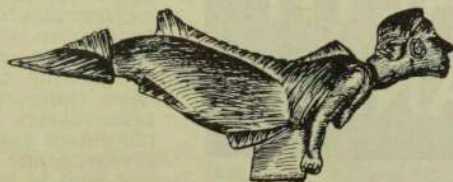
Another variation of the mermaid is that shown in early Indian art, in which the maid is shown with two legs ending in fishy tails, like the famous bronze mermaid in Copenhagen Harbour.

Most of Kosi's crocodiles show a strong affinity to Chinese dragons, which are supposed to have developed from the Komodo dragon, or monitor lizards, which grew to eight feet long on Komodo Island in the East Indies (see *Tropicalities*, this issue).

The five wood carvings shown in the photographs are all in the possession of Brett Hilder. The sketches were done in New Guinea.



more of Kosi's carvings. For a description see the illustration above.



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trict cannot rival the Malagasy carvers of New Ireland, nor the pouring of art from the Sepik River district, they do appear to show more freedom and originality. This may lead to their undoing, if they absorb too much from European sources, and lose their native traditions.

If we describe art as the mirror of social culture, we must remember that mirrors can play some tricks. As the native artists become more sophisticated, the satisfied artists of our civilisation have jumped back to the "primitif" style of art, better express the basic forces of life.

Indeed it is this pre-occupation with cruder styles which has produced the present world-wide interest in native forms of art, however crude they may appear to us. If we could understand the universe which produces the great volume of art in the Sepik, compared with the absence of art in some districts nearby, we might be able to understand more about the human animal. For he is the only species, apart from a few Bower birds, who spends so much energy on art.

## Story of a Drift?

The Bipi legend of the Fijian Canoe, as shown by two of the illustrations, may be the story of a Polynesian survivor in a large canoe which drifted to Bipi in the 19th century.

The story that he was unable to leave the water because he had no legs to walk on, may have covered up the fact that he was too afraid to walk ashore. The spiral ends of the canoes reveal a Polynesian source, possibly from the Trobriand Islands, away to the south-east.

The canoe with the twin masts suggests the larger double hull canoes of central Polynesia, while the blunt bow might have arisen from the canoe being broken off the bow, or at least having lost its ornamental prow.

In any case, the legend appears to be the most important in the mythology of Bipi Island, and deserves to be recorded.

## LANDMARKS GO

Those peculiar concrete "summit houses" on tall legs which once graced the foreshore at several points around Suva Point drive, have disappeared. Erected during the days of searchlight emplacements, they have been deemed unsuitable in the atomic age. All the windows of the nearby new Grammar School were flung open to prevent them being blown in when the last placement—and, apparently, favourite one for Suva lovers—sky high in February.



Tonga Clarifies Its Position

## TO "CLOSE RELATION" BETWEEN JAPAN AND TONGA

It is not true that the Kingdom of Tonga is about to enter into a very close association with Japan, says the Secretary to the Government of Tonga, Mr. W. A. Miller. However, there is "potential for increased contacts with Japanese agencies on purely scientific and commercial level".

MR. MILLER makes these observations in a letter to the editor of *PIM*, in March, referring to an article published in February headed, "Japan, Tonga Move Closer Together". The article consisted almost entirely of a verbatim report of a broadcast made from Radio Japan, in English, on February 3, and taken down on a tape recorder by a PIM staff man.

Commenting on several of the statements in the report, Mr. Miller's letter says:

"The article indicates that a scientific expedition from Kyoto University is to visit the Kingdom of Tonga at the invitation of the Government. In actual fact, whilst in Japan at the end of last year, the Premier was approached by the Kyoto University authorities to discover whether such a proposed expedition would be welcome. They were advised to refer the matter to the Government and a formal request has since been received and is being considered by the Government.

### Not Japanese Crew

"It would appear from the section of the article devoted to the fishing vessel *Teiko*, that the vessel has been obtained with a full Japanese crew, whereas the only person engaged in Japan for full-time service on this vessel is the Chief Engineer, the vessel's main engine and the majority of its ancillary mechanical equipment is Japanese.

"The delivery crew from Japan brought the vessel as far as Pago Pago and were repatriated from there by air shortly after their arrival. The Delivery Master for this particular voyage was Mr. I. Naol, who is a Fisheries Officer in the Tonga Civil Service and has been employed as such since mid-1957.

"A Tongan crew took over the vessel at Pago Pago and it is at



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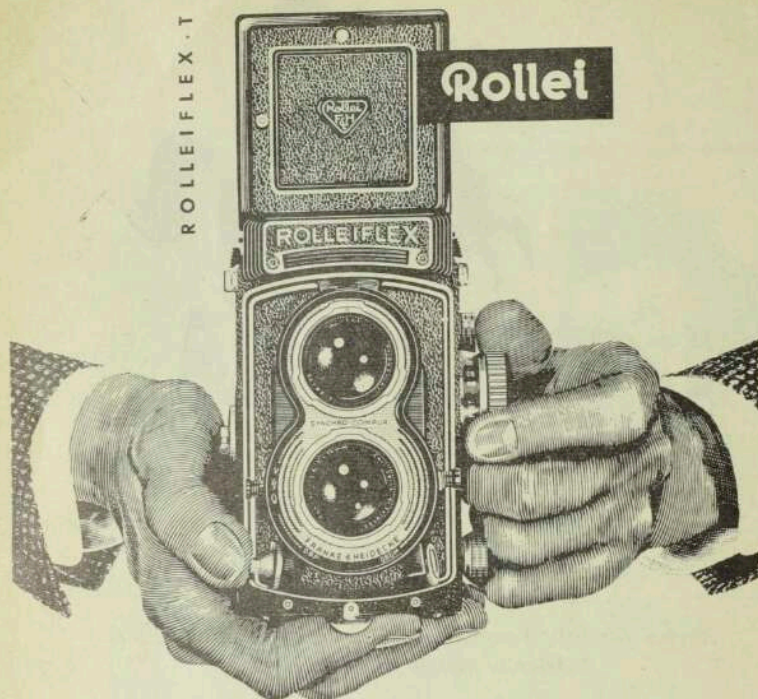
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present on its first fishing voyage in charge of Mr. Naoi, in the capacity of Fishing Master.

The Japanese broadcast which we have so extensively quoted in our article is based to a large extent on an error in spelling. The English spelling of the girl's name in question is Tateiri Keiko and not Liko.

Teiko is the Tongan name for the boat and was chosen as there are several Tongan names for sea-boats which begin with the letter T and these can be appropriately used when it is decided to acquire more fishing vessels.

It will therefore be appreciated that the reported episode concerning a little girl and a doll had nothing whatever to do with the naming of the fishing vessel concerned. In conclusion, I would refer to the impression which is to be gained from this article that the Kingdom is or is about to enter into a very close association with Japan.

### "Erroneous"

"This is erroneous and overlooks the reason for acquiring this fishing vessel from Japan, which recognises the fact that the Japanese are pre-eminent in the sphere of tuna fishing, especially in long-line methods and that it is axiomatic to obtain advice and other forms of assistance from the best available sources.

Additionally, with the considerable industrial development which Japan has achieved over the last 10 years or so and the large range of products that has thus been made available at competitive prices and in view of the efforts which are being made by Government to increase productivity in the Kingdom there is naturally a potential for increased contacts with Japanese agencies on a purely scientific and commercial level."

[EDITOR'S NOTE: Mr. Miller's references to Japan-Tonga relations speak for themselves. With reference to the tuna vessel, although the Radio Japan broadcast may have given the impression that a Japanese crew would be used in "Teiko", "PIM's" news column of the same issue, p. 136, reported specifically that she would be the first South Pacific vessel to engage in Japanese long-line methods of deep water tuna fishing with an Islands crew. An index reference to this item was given on the same page in the Radio Japan report. What "PIM" now learns for the first time as a result of Mr. Miller's letter is that the Tongan vessel bears a Tongan name and not a Japanese one. Mr. Miller's letter was received before the "Teiko" was reported missing. "PIM" hopes the news of her will be better than it looks as these pages are being printed.]

## NEW ISLANDS' STAMP ISSUES

Norfolk Island and Netherlands New Guinea are shortly to release two new stamp issues.

A NEW definitive series will be issued in Norfolk—the denominations of 1d, 2d and 9d to be released on May 23, and 5d and 8d on June 20. First Day Covers will be issued.

Efforts are also being made by Norfolk to arrange for an issue later in the year to mark the estab-

lishment of Local Government in Norfolk Island.

In NNG, the Postal Administration will issue two stamps between April 7 and May 4, on the occasion of the World Refugee Year.

A limited number of First Day Covers will be available.



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56

APRIL, 1960 — PACIFIC ISLANDS MONTHLY



## TERRITORIES TALK-TALK

By Tolala

*I see where the New Guinea "Times Courier" has sent out an S.O.S. for the "derivations of the mountains" known on the official maps as the Whiteman Range. They lie between Talasea and Kandrian areas on the Isle of New Britain.*

It will be interesting to see whether any old-time cartographers will come forward with explanation.

As a stab in the dark, without any supporting evidence, I would offer the suggestion that the range named after Steve Whiteman—a long-time well known Rabaul resident and an all-high host.

At one time he was engaged by Queen Emma as an accountant; he started his own trading emporium in Rabaul and was fairly successful at a time. His assistant was T. C. Lee. During the First World War, Steve was instrumental in capturing one of the German vessels (could have been *Komet*) down Talasea Bay, which was recorded by First World War historian Seaforth Mackenzie or Capt. Lyng.

Steve (known as the best-dressed man in the Pacific—principally because he wore Saigon linen suits instead of the orthodox white drill) would open house for visitors to Rabaul. Everything was laid on—regardless of everything. Nothing could have been simpler than that surveyors, grateful for hospitality, bound for the south coast of New Britain, agreed to perpetuate the name of their host in some appropriate manner.

Steve married an Australian lass—Eileen Deering, whose father was connected with the turf in some way. She made an ideal partner for Steve, and after his death in Australia (the date I forget) she still carried on the traditions of the Whiteman hospitality in her home on the east side of Casuarina Avenue.

In the Thirties, Eileen retired to her Kokola plantation over on New Ireland and later married a sea captain by the name of Ovie Hertz. With other Territorial women she was evacuated in December, '41, took on board the *Neptuna*, was put ashore at Townsville, where she died a few days later.

Townsville is a long way from the Whiteman Range in New Britain I know, but it is a link in memory's chain when one starts recalling the past.

And talking of naming mountain peaks and ranges after local entities, I saw once a map (I think was displayed in the old *Macdhui*)

which contained the names of nearly every pilot in Guinea Airways, at the time, for the many peaks and ranges in the Morobe district. I do not recall seeing these names on modern maps. I wonder why?

**POSTSCRIPT:** In a subsequent issue of *Times Courier* I note where the indefatigable Mr. A. Richards, Rabaul, has a similar idea as to the origin of the name. Richie should know.

### A Silver Jubilee

Another New Guinea news item gives one food for thought. At a meeting of the Rabaul TAC, Rev. Wesley Lutton suggested that some effort be made to mark Rabaul's 50th anniversary as "the seat of Government".

In 1910, the German Government transferred the capital of the colony from Herbertshöhe (Kokopo) to Simpsonshaven (Rabaul), a township carefully planned with a wharf suitable for overseas vessels in the heart of the town and constructed by the Nord-Deutsch Lloyd Company, which owned practically all the townsite,

with the exception of Government allotments.

In 1941, "the seat of Government" was in the process of being transferred from Rabaul to Lae when the kite went up. The post-war seat of Government was selected as Port Moresby after the amalgamation of the two territories.

Not wanting to split hairs, but just the same Rabaul has not been a seat of Government for 50 years. However, . . . There is no reason in the world why Rabaul's jubilee as a town should not be commemorated. In fact there is every reason, for few Pacific towns have experienced the vicissitudes which have assailed this port, and these are too well-known to be enumerated here.

If the people of Rabaul can stage a Celebration half as good for Rabaul's Jubilee as it did for the Coronation Ceremony of George VI, in 1937, it will do well. Let's hope the modern trend to neglect the commemoration of historical events does not prevail in this instance.

### Panoramic Views

Apexians in Rabaul have been doing a good job of work in clearing the site of the old Government House on Namanula, which is undoubtedly the best spot from which to view the town, harbour and surrounding scenery. And what a panorama!

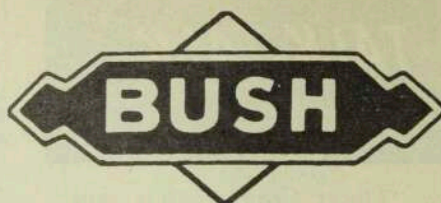
I recall standing on the Government House verandah one day after one of these delightful luncheon parties the McNicolls used to stage for touring VIP's, and talking to J. H. Curle, the author-cum-Mining Engineer (*The Shadow Show, Today and Tomorrow*) a man who



This aerial photograph shows what it looks like to peer down into Vulcan, in Rabaul Harbour. It was an island in 1937 but is now joined to the mainland and there is a dispute over the new land. This is discussed by "Tolala" on page 61.



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He travelled most extensively. He waved his hand at the vista before us: "The finest panorama I have seen in the Pacific," he said. "Do you really mean that?" I asked, thinking of his travels and acute powers of observation. "Most emphatically," he replied. "I felt he was being quite sincere." He turned to Essington Lewis, who was accompanying him on a trip to Morobe goldfields, who supported him in his opinion. "And it was a lovely view: The blue of the sea, the varied greens of the background with the long lines of the mountains and the splashes of coloured pagalows beneath the trees. That was before the eruption in '37. Yes; Apexian Darcey has the right idea to build a Look-out Hut on a fine site for tourists—especially those eager to take colour films. It doesn't take much to imagine the years to come some progressive person starting a night-bus there with a shuttle service to the foot of Mount Mother, connected with a funicular railway taking visitors to the top of the mountain for moonlight nights! Incidentally, I'm a bit puzzled why the old Government House is referred to as "the old German Residence". Certainly it was erected during the German regime, but was only occupied by the German Governor for about four years, while Australian Administrators were domiciled there for 27 years, and for the last few months before the Japs arrived was used as a hospital, displaying a large Red Cross on its roof. It was the last building in Rabaul to be destroyed by Allied bombing in 1944.

#### Missing Pic

Have any of our readers met up with an Edward Clarke at any time? A niece of his, Mrs. Edith Kane, 50 Bickerton Street, Christchurch, New Zealand, is making enquiries and thinks he may have been around here in 1943, after the Japs had left. He would now be about 87 years of age, and hailed originally from Birmingham, England. Drop us a line if you know anything about him.

#### Old Grande

The par. in my February *Talk* mentioning the old Penduffryn (Grande) plantation has brought nostalgic screeed from Roy Macgregor, of Madang, who was officer and book-keeper to Phil Selley there in late 1914, before moving off in August, 1915, for I. He recalls the days spent "with the rubber tappers out before daylight; the banana making; banana culture combined with the cutting and grading

of same and shipments on the *Mindini* and *Kulambangra* and the clearing gangs in the rear, the rest of the day was your own. One had no time for verandah overseeing." It was from Berande, writes Roy, that Jack Laycock left to go recruiting on Makira and got killed by the natives.

Yes, Roy, they were the good old days and there were some sturdy characters in the old Sorrowfuls at that time.

I held the fort a year later (1916) at Faisi, where such old-timers as Julius Oien, Sam Atkinson, "Long Jack," Dick Ravener, Jack Cruikshank, Tommie Mason and Hughie Scott used to foregather, waiting several days at times for the old *Mindini* (with old Voy and Corrigan

aboard) to arrive. . . . I wonder if Dick Ravener's ghost still haunts the Lofung inlet? . . . Who is the friendly host in the Faisi store, where once Phil Coot presided?

#### Coffee Promotion

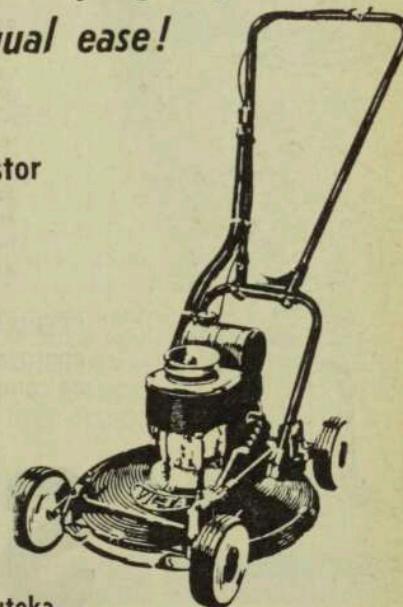
It is good to know that Ian Downs, the very capable president of the Highlands Farmers and Settlers' Association, is satisfied with the arrangements made this year for coffee sales in Australia. Let's hope that sales promotion is stepped up as a consequence.

I live in an average NSW country town and find it impossible to obtain New Guinea coffee. A recent survey I made of local super-

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APRIL, 1960 — PACIFIC ISLANDS MONTHLY



markets, delicatessens and common garden grocers showed their wares consisted of American coffee (9/6 lb; Continental (9/-), Espresso (12/6), Mocha (9/6), Kenya (9/-) and Caramel (9/-). "No New Guinea coffee?" I enquired. "Never heard of it," answered the majority of the salesmen with a puzzled air. It is no small task to place a new product on the shelves of shops tied up with chain stores, cartels and monopoly-like modern ramifications of Business.

Well, here's hoping the NG product every luck. And while on the subject of coffee that wide-awake Highlands Fertiliser Assn., I'd like to mention the Highlands Quarterly Bulletin which made its initial bow as the Association's official journal.

It is a tidy, well-printed magazine, packed with useful information on agricultural matters of interest to Highlands settlers and seems well supported by local and Australian advertisers.

#### Man's

Back in 1937, when Vulcan spewed ash of the sea and rose to a height over 600 feet, nobody gave a thought to laying claim to this mass of volcanic ash and boulders.

It was nothing but a pain-in-the-neck for everyone: a mass of unattractive-looking brown earthy vomit.

In 1945, however, after the slopes had turned to green from bushes and ferns, presumably, by winds and rains, the mountain lost its stark ugliness and a great deal of its weight as well. And now... Reports seem to indicate that litigation is in the offing between the Tolai Landowners and the local Turf Club at Rabaul, which leased the land from the Administration.

I note that the newspaper reports: "... a volcano burst out of the centre of the island..." Actually, the eruption originally broke out just off the north shore of Vulcan Island, on which was located a PHD quarantine station.

At the time I remember discussing the matter of future ownership, in the Tolai dialect, with a Truk native who was an ardent Christian lad. "It was an act of God," he said. "Therefore the land belongs to God."

A few days later I asked another Truk native. "Who knows?" he remarked. "The *quria* was the work of the *ambabarans*. It is something which belongs to them. We don't want anything to do with it."

But in these modern days when the *ambabarans* have lost much of their wisdom in the native mind and God has become the god of common to others... Well, I ask myself. Have they not become well-educated members of the Welfare State, dependent upon the fatherly

Government in every emergency, with faith that their colour will ensure ultimate satisfaction to them?

Methodists it will take a Solomon to sit in judgment on such a complex matter. Our legislators, it would seem, will have to make provision in their Land Ordinances for such contingencies as land created since the days of Genesis.

#### No Colour Discrimination

Without apology, but with acknowledgement to Peter England and the *Times Courier*, I lift the following paragraph:

At Moem Army Depot, Wewak, Australian Army Engineers and native members of the Pacific

Islands Regiment are working side by side.

In order to demonstrate this beautiful mateship and equality that is spreading over the world, the CO ordered a squad of Australians to empty the pans and clean the latrines of the native troops.

They did it.

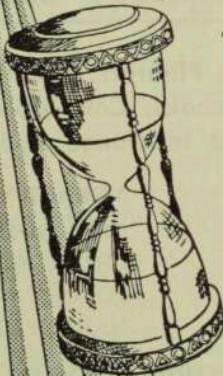
The CO has demonstrated his point all right—and quite a few other points that I don't suppose he would know anything about.

This must come as a reassuring gesture to those University students and others who demonstrated recently in Sydney's Martin Place against apartheid tactics of the South African government and the distressing riots in that country. But... (Over)



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## No Change In Tokelaus

The administration of the Tokelau Islands, about 300 miles north of Western Samoa, and an integral part of New Zealand, will not see any changes as a result of West Samoan independence.

The Islands have been administered in Apia for the past 5 years on behalf of the New Zealand Government. But the Samoan Cabinet has resolved that the administration of the islands should still be based on Apia after independence. The office work will be handled by the New Zealand representative.

it not bending over backwards a little too much in an endeavour to show that colour discrimination is its way out? I feel quite sure native troops did not genuinely appreciate the gesture. When I was in the Army—back in the dark days of the First World War—it was inculcated in me that an officer would never give an order which he, himself, would not be prepared to carry out. Would that apply in this case? Peter England was most circumstantial in his remarks. I will go further and say that I think it was a very poor show on the CO's part. I'll leave it at that.

h or  
hiro?

must buy into the divergence of opinion regarding the identity of Japanese who met up with Bishop Wade in 1942 (*Editors' Mail*, March, p. 27), although Alf Bag's comments must be treated with the greatest respect, owing to the long (no pun meant there) association with the Numa Numa company and Tosh being employed at that same concern.

During the early days of my imprisonment with the Japs in Rabaul, I heard that Tosh had visited Kieta, a senior naval officer on one of the Jap ships. Later I heard he had been killed in the British Solomons (Guadalcanar, I expect).

Tashiro (who was a nasty piece of work so far as we prisoners were concerned) was in and around Rabaul for some time and his rank was that of a Warrant Officer of Civilian-Naval type.

Before the War, Tashiro was connected (ostensibly) with the local branch of Japanese merchants known as the Nanyo Boyeki Kaisha. The little Jap steamer *Takachickaru*, with a base in the Carolines, used to service the company's stores throughout the South Pacific, which strongly suspect were nothing less than espionage centres.

One of the first Japanese interpreters I met when the Japs came in was the supercargo of the vessel, a congenial sort of a bloke to all appearances. Anyway he did us no particular harm.

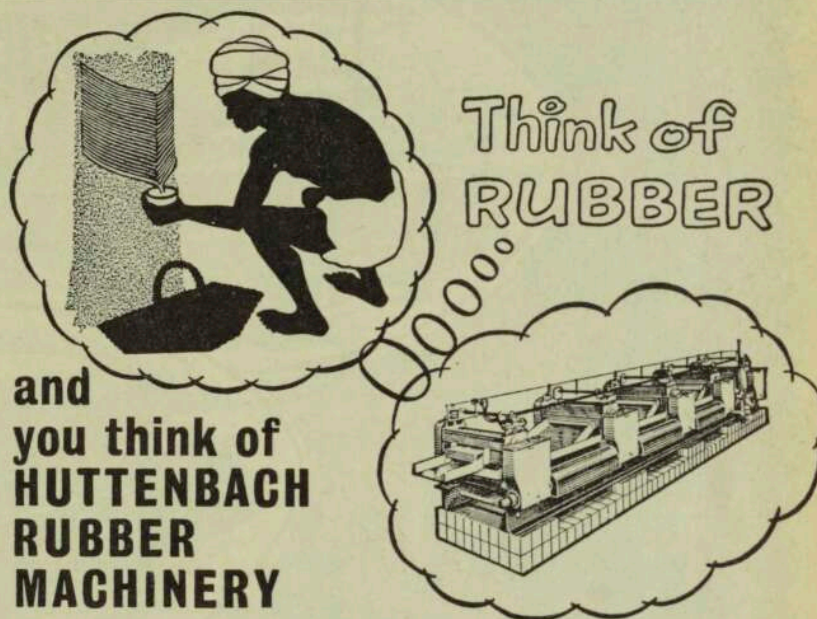
Ito, the barber, long domiciled in Rabaul, also arrived as an interpreter with the Nip forces. I believe he was killed in the Solomons.

All the Japs kept their ears to the ground before the war. Many of them thought they were getting away with quite a bit. I remember hearing of one such, living in an isolated area, who regularly sent to Japan charts with soundings and so forth, of outlying islands, which were duly picked up in Rabaul by

Security, opened, soundings altered and then sent on to Japan. And everyone was happy. This particular Jap was promptly grabbed when the kite went up.

But as for Tosh (Yatoshi), who was a fine tennis player, he was the most popular of them all. He bore the hall-mark of good breeding and was accepted everywhere as a welcome guest. He may have done a good job for the war lords in Japan, but he certainly also did a good job for his employers at Numa Numa.

The best adjudicator in this argument is the Bishop himself. Come in Bishop Wade! He probably will read the *PIM*, even if he is in the States.



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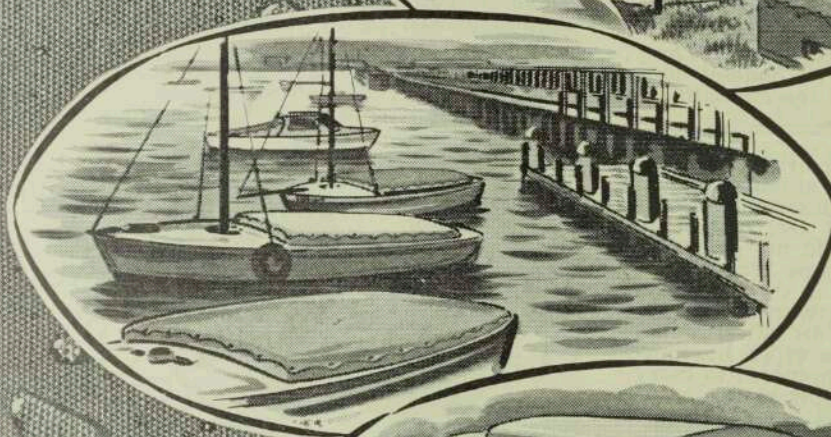
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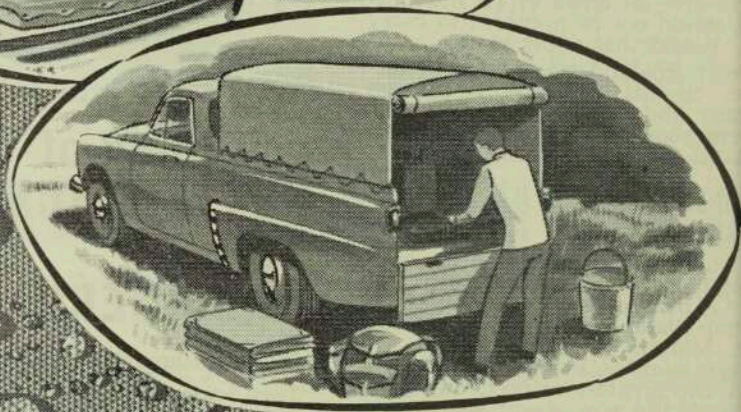
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**TORREMOLINOS, SPAIN:** *I hadn't been here a week before I had built at least seven metaphorical houses, all combining the best of Spanish and New World architecture, and commanding assorted, excellent views of Mediterranean or mountains, or both.*

AND with me, a subconscious interest in real estate and the local building techniques is a sure and dangerous sign of being *en rapport*.

I have never had a yen for a piece of land in England, France, Germany or Italy; I'd need considerable inducement to live for any length of time in any of them. But I can think of worse fates than having to live on the sunny coast of Spain. And for no particular reason.

The climate is good; but no better than that of the NSW coast. The fabulous, Mediterranean beaches of the travel brochures are just a joke to an Australian. Some of the habits of the peasantry are a lot more primitive than those of the Stone-age New Guinea Highlanders.

The people are happy, good natured, good mannered, but in a way, a lot like Polynesians who have their own occasional and peculiar ways of driving Westerners up the wall.

#### Just About Everybody

##### Likes Spain

The lack of social advancement, the poverty of a large proportion of the people, the political system may also be disturbing elements, if you happen to be troubled by such things.

But taking it all round, I've met few people who "didn't like Spain"; and many, like myself, who would be happy to stay, find a spot in the sun, put their feet up and leave the hard work to the donkeys.

But if you can't build a castle in Spain, you can always rent a villa, and this can be an experience well worth the price of admission.

Villas—large ones, all marble floors, sun terraces, tiled swimming

pools, big gardens—come very cheap in Spain in the winter months, but cheap as they are, they still are not as cheap as a good hotel in the same off-season.

It was a better economic proposition for our party of three to stay at a local hotel—each with a lavish room, private bathroom and glassed-in sun lounge with three meals a day—than it is to hire this villa,

### And What's Your Accent?

*At one time the Australian accent abroad stuck out like an arm in a splint. Now, with everyone else living in everyone else's country, and tourists gadding the whole time, its got to be almost inconspicuous.*

*An American woman in the Panama Hilton in Panama City, thought we came from Scotland and that the way we talked was just the very cutest thing. An American we met in Malaga, Spain, thought we were Canadians. It seems we are moving somewhat up the scale.*

*In London The Accent is swamped by accents from every country in Europe, Asia, Africa and the West Indies that have come here to live permanently. I was fascinated by a Jamaican conductor who slunk up and down a Number 9 bus like a loose-limbed panther saying, softly: "Animal jizz, please."*

*It took me the whole trip between Kensington High Street and Piccadilly Circus to conclude that he was asking for any more fares, please.—Judy Tudor, in London.*

You can get a lot of Spanish villa for £10 a week. "PIM's" party has been living in this one, complete with tiled patios overlooking the Mediterranean.

with maid Trinnie; the black beast in the kitchen that masquerades as a stove; and the *lavandera* who comes each week to do the laundry and eat us out of house and home.

But if we had not made the experiment, I should never have learned why Spaniards eat lunch at 3 p.m. and dinner at 11 (it takes that long to get it cooked on the equipment provided); I should never have had the experience of wading through the fish-guts and squid at the local market, twice weekly, to buy what's probably the best sole in the world.

I should never have seen the inside of a Spanish butcher shop, where the strangest looking organs stare you in the face, and where the carcasses hang from hooks at eye level and bear a strange, chewed appearance where the butcher hacks tiny bits off here and there to please the whim of the frugal Spanish housewife.

Nor should I have met Antonio, Trinnie's *amigo*, who assists the butcher who is a bull-fight fan, and is clued-up on the noble art himself. (Is that where the meat in last night's stew came from?).

There are, of course, entries on the other side of the ledger.

#### But the Domestic Cross

##### Is So Heavy

Probably if an autopsy were currently performed on your Sydneysider I'd be found to have *cocina* engraved into one side of my heart; *lavandera* into the other. These seem to have been the two heaviest Spanish crosses I've had to bear.

The *cocina* (stove) according to Jose Manuel, who let us this villa, works on the slow combustion principle. It's slow alright; but of combustion there is often nil. It consumes a black substance that Trinnie calls carbon; Jose Manuel





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chracite; and the rest of us something a bit more picturesquely Australian. It looks like black stone.

The *lavandera* is another story. She is dark, buxom and not bad looking. At first we were told that she would cost "about" 25 pesetas a day and would "eat at your house". By the time she had made her appearance, this had been bumped up to "50 or 60" pesetas per day, but she certainly eats at our house.

On the first day she came around 8.30, swooning with hunger. After being revived with a plate of cornflakes and milk, three slices of toast with the trimmings, and a pint of coffee, she was able to stagger off to the laundry, clutching the laundry-basket, two bars of green *bon*, and a big bottle of something that smells like peroxide and is used as a bleach.

### Why Buxom Wenches

#### Are Buxom

An hour later she was back in the kitchen, chatting with Trinnie and waiting for her lunch (soup, cold meat, two fried eggs, salad, cake and coffee). She had, we were informed, decided to soak the clothes that day; next day she would return to spend the whole day with us, rinse the clothes and hang them out.

Not on our sacred oath she couldn't! Even an Australian worm will turn. But it took three phrase books, a dictionary and the combined Anglo-Spanish efforts of Jose Manuel and Yours Truly before we got the idea across that 50 pesetas worth of washing required no more than four hours' labour, plus one breakfast and one lunch. No more, or less.

But we still have to restock the pantry, after each week's visitation. When it comes to woman power versus the machine, I'm all for the latter. My own modest washing-machine in Sydney will accomplish three times more than any Spanish *lavandera*, six times faster and 10 times more efficiently. What's more, she doesn't eat breakfast or lunch; hasn't got a donkey or a pig for whom we must keep the pea shells and potato skins; nor a family that has been saved from the brink of starvation only by our bread scraps and meat from the soup pot.

### Not a Country For

#### Sophisticates

The Spanish do their own sorts of things very well; it is when they try to follow the footsteps of more sophisticated countries that the results are unexpected and frequently frightful. In no department is this more so than in their cooking. It is as the standard fare at tourist

hotels that finally drove us to villa life.

The fish that comes out of the sea hereabouts is excellent, yet it is frequently served fried to a dry crisp. The markets and shops are full of fruit and vegetables, but what happens to the vegetables thereafter is a mystery. Perhaps they are considered fit only for peasants; certainly they rarely appear on tourist hotel menus, which have a deadly monotony that you can soon learn off by heart like a litany:

(1) Soup or hors d'oeuvres; (2) Fish—good, indifferent or terrible, according to the luck of the game and the temperament of the chef, with octopus easily avoided if you are so minded (it looks like onion-

rings, fried in batter); (3) the main course of either thin pieces of fried meat and chip potatoes; or baby lamb and ditto; (4) a despondent piece of fruit-filled pastry optimistically called a *flan*; or a piece of fruit. (You take the fruit).

The baby lamb needs a chapter to itself; this animal presumably having been delivered by Caesarian section, two months premature. A leg is as large as a normal lamb chop; and the forequarters, from which we take our chops, like something you've ripped out of a book of matches. This dish is regarded as a national delicacy, yet at each of my encounters with it, I felt as guilty as though surprised in some indecent act of cannibalism.

It takes four waiters to serve this

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APRIL, 1960.—PACIFIC ISLANDS MONTHLY



al. The headwaiter, who knows one of the key words in English, write it down; No. 2 who carries the order to the kitchen; No. 3 to fetch it out and leave it on a serving table to freeze; and, finally, No. 4 who will, at some stage, shift it to your icy cold plate.

The things a Spaniard can do toffee are bad, but what he can do with tea is terrible. Served in glasses of lemon (Madrid), or in big cups with goats' milk (around the Alicante coast), it is invariably a cold, amber liquid that might have been produced by soaking a bale of wool in an irrigation ditch.

But *vino* is cheap and good. There's a thin red wine from the north; or the sweet muscatel of Malaga that was famous even in the days of the Moors; or, from Jerez, the famous sherry, dry, medium or sweet, to please all palates.

#### ne Mediterranean Is

##### Busy Place

But man doesn't live by bread and wine alone. Past our door, along with the lateen-sailed fishing boats and the diesel-powered trawlers working out of Malaga, pass the ships of the world making for or coming from the Strait of Gibraltar; & O and Orient liners; Mr. Massis' giant tankers; warships; American, Italian, Greek and Spanish passenger ships cruising close inshore to give their customers a close look at Spain.

Overhead occasionally screams a posse of three American jets from their base further up the coast; or a trainee from the Spanish base a few miles away doing his bumps and ops.

Inland are the ancient mountain towns like Cordoba, Ronda and Granada, where Moor built on Roman remains and Spanish over the top of both. Or Sevilla, with its squares decorated with orange trees and its magnificent cathedral endowed with all the wealth of the New World when Spain was at the peak of its power.

Nearer at home, within half an hour's ride are the hill villages, huddled together, whitewashed, traversed by streets a few feet wide, that haven't changed in centuries and look as though they never will.

#### ustralian Gums Greet

##### Spanish Spring

After the spring rains the whole country looks as though a million *vanderas* have been at work. Green crops and pasture spread right up the valleys where two months ago it was brown and barren. The land round the olive trees has been freshly ploughed; the vines are unfurling on the firs and

late oranges are being harvested from laden groves.

The snow is melting on the ranges beyond, and the dry river beds of a few weeks ago are running bankers, the Australian gum trees that line their banks are standing up to their ankles in water.

The sun is warm, and down on the beaches the tourists are breaking out their Bikinis and acquiring their first sunburn.

We pack a basket and take to the hills, squeezing through the villages like a royal procession, bowing and

waving to the women sitting working at their embroidery in the doorways; taking pictures of the donkeymen who laughingly point to their patched pants and say they have better ones at home.

Just off the road, under the olive trees, we make our picnic and are usually left in magnificent silence and solitude but occasionally a couple of young goat-herders will appear to share our lunch and to watch the traditional boiling of the billy. They howl with laughter when we come to the time when you "sink

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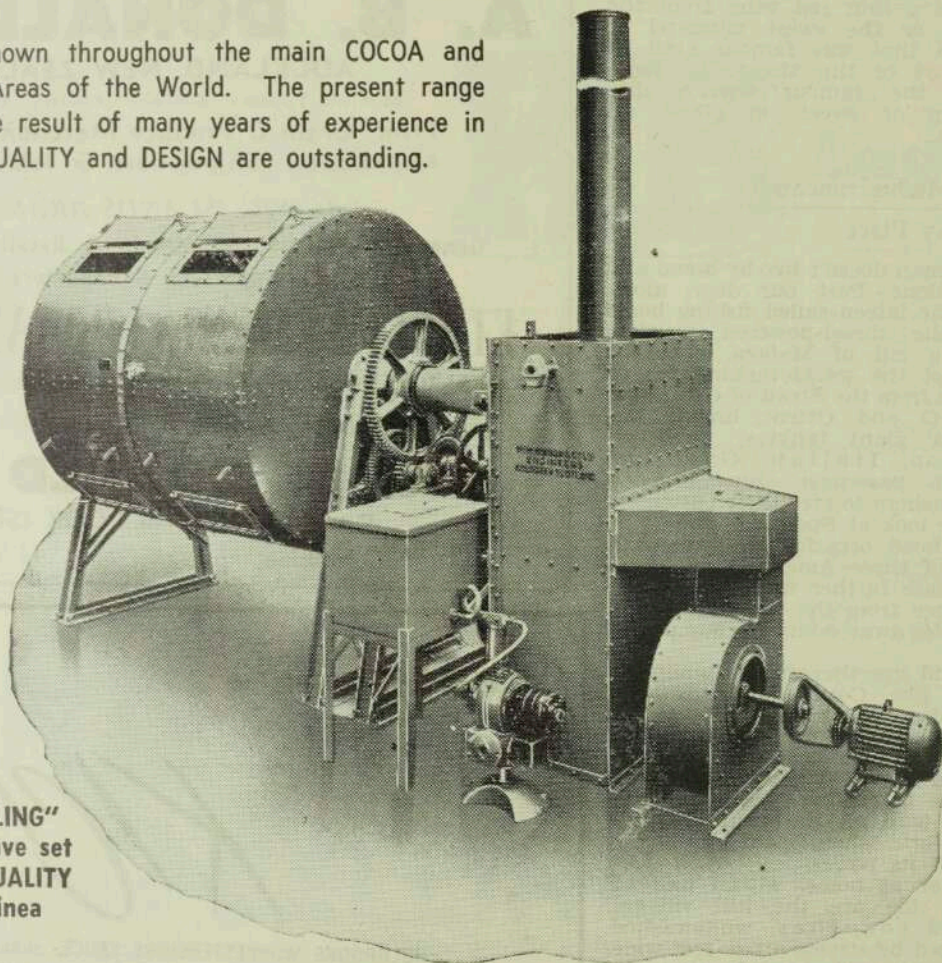
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Life appears fairly untroubled in Spain — apart from the black beast of a kitchen stove which "Sydney" complains about. But on a broader canvas the situation is not quite so light-hearted. R. W. Robson looks at world politics in the accompanying article.

"The tea leaves" by bashing the side of the billy with its lid, or a stick. How crazy can an Inglesi get? Into this Spanish idyll came a brief, unscheduled visit to London. As getting on towards spring there, too. Purple, white, pink and yellow daffodils poke their heads up above the grass in the parks. Daffodils bloom in window boxes, and with tulips and iris (at a bob a piece), set in the flower stalls. The shops are full of spring fashions. But from here on in, it's patchy. Within five minutes of arrival I was put sharply back in place. No, madam, it was impossible to get a patch cleaned in less than three weeks. No madam, it didn't matter where I was going in a week—it was just impossible to get it done sooner in this country—everything took time, since they were so beaten during the war!

## London Again—Where There Still a War On

Observing—but strictly to myself—that they were probably still suffering the after-effects of Water-polo, too, I bought myself a small clock—worth of alarm clock to see over the time till England reverses from her war disabilities.

For reasons of expediency I took over a young relative's flatlet in W8 and this was my first experience of Bus-and-Bed-Sitting-Room London.

This area is populated partly by overseas students and lower-income packet tourists, but mostly by detached or semi-detached English males of advancing years who spend their time feeding sixpences to meters in order to dry their pollies on clothes-horses in front of the gas fire; or shoving four pennies to the telephone in the hall, pressing button A, and having fascinating conversations, in high-nosed voices that rattle the light fixtures, with unseen audiences all the way between W1 and NW12.

As a diversion to both pastimes, they take matched pairs of poodles or walks on leashes in order that the poodles can relieve themselves on the pavements.

The statistics that say that there are a few million surplus women in Britain surely don't lie.

International Relations, As Seen  
By R. W. Robson, in Europe

## A Quick Look At A Snarling World

As seen and heard from this vantage-point in the centre of Western Europe, world conditions today are ugly and alarming.

**F**EAR of what the atom-bomb may do to humanity may prevent another world war; but a combination of circumstances—overpopulation, Communist intrigues against old-style Western systems, the rising tide of African and Asian nationalism, the bumbling incompetency of United States diplomats in relation to international affairs, the unpredictableness of this vast, new Red China—seems to make peace and progress in human affairs simply impossible.

Wherever one goes, one senses a vast uneasiness. People are producing and training children, in increasing numbers; but they seem everywhere to have a decreasing faith in the kind of world the coming generations are to enter.

Beatnik types, individually and in gangs, wander unashamed in all the great cities. Their behaviour, like their clothes, express a spirit of don't-care-a-damn—let us live only for the day. Any one, reading the world's newspapers, watching the world's so-called leaders assembling for their ceaseless, useless conferences, listening to the world's radio screeching, can scarcely blame the beatniks.

### No Spanish Politics

I resided briefly in the South of Spain. Every morning, I saw American jet-fighters from a base near Cadiz, screaming back and forth along the coastline, watched silently by the Spanish townsfolk (who have learned, the hard way, never to express a political opinion). Clearly, the Americans are taking over in Spain.

Every evening I listened to an English broadcast from Rabat (across the Strait, in Morocco) and learned much of the immeasurable fermentations going on throughout the Arab nations, from Northwest Africa right across to the Persian Gulf. I heard Cairo's bitter threats against Israel.

They are shadow-sparring again in Cyprus. I was close alongside when de Gaulle clamped on the iron hand in Algeria, and savagely suppressed a minor revolution. My radio here tells me of nasty anti-British moves

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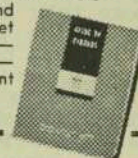
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## Russian Schooner To Call at Apia

The Russian 580-ton magnetic survey schooner "Zarja" will probably call at Apia in April, according to advice received in Wellington early in March.

The three-masted schooner sailed from Hobart on March 5 for Wellington, where she was expected about a week later. A stay of about ten days was planned at Wellington, and Apia was given as the next port.

The scientific party aboard "Zarja" is interested in visiting the New Zealand Department of Scientific and Industrial Research's magnetic observatory at Apia. Originally established in German times, it is the only permanent magnetic observatory in the South Pacific Islands area.

the British West African colonies, which are not reported in any Western newspapers.

Today, British and French newspapers are screaming at Germany because Germany is seeking military bases in Spain—seeking elbow-room for the inevitable day when the auton will lock horns with the monstrous Red Slav power created his eastern frontiers in 1945-6 the tragic errors of American statesmen". They say that Germany, for the third time in living memory, is building herself up into mighty military striking-force. Probably, they are quite right.

## Chicken A La American

How the chickens come home to roost!

In 1918, at President Woodrow Wilson's insistence, the League of Nations was formed. After that, America refused to join the League of Nations. The League virtually collapsed within eight years, and permitted the birth of the Berlin-Tokyo Axis, and World War II.

In 1945, the American and British forces smashed Hitler's armies in eastern Germany—and then, in accordance with undertakings given Roosevelt to Stalin, they stood back and allowed the Russians to enter Berlin and establish the Iron Curtain, and call the tune of the Cold War.

In 1956, realising that mounting Asian nationalism was opening the whole Middle East to Communist penetration, Britain and France moved in to Suez to put a curb upon Mr. Nasser, now called here "Egypt's Hitler". They could have stopped the rot; but they were forced out again by a disastrous combination of Eisenhower incompetence and

Dulles intransigence. Now it is too late—the Communist emissaries are all through the Middle East and North Africa, and clamping an economic hold upon the Arab and Asian countries.

## Khrushchev and Dutch N. Guinea

Even as I write this, I have before me a copy of a London newspaper, describing the visit of Mr. Khrushchev to Indonesia. He has "loaned" Indonesia another £89 millions Stg. (making a total of £132 millions, compared with America's total loans of £190 millions). He has made arrangements under which thousands of Russian technicians will go to Indonesia, to help Indonesians spend the money. He has assured Indonesia that he will back, to the hilt, Indonesia's claim to Dutch New Guinea.

Which is bringing this section of the Cold War right to the front door of Australia and the Islands of the South Pacific.

Not long ago, I sat on the top deck of a ship in Balboa, in the Panama Canal, reading *Time*, of December 7, 1959. There, on page 26, was an account of how the Panamanians were demanding the withdrawal of the Americans from the Canal Zone; and a photograph of a GI defending himself with bared bayonet against a mob of Panama hoodlums, who obviously wanted to exterminate this symbol of American power. I suddenly realised that, from where I sat, I actually could see the spot on the Zone border where that incident occurred, and was photographed.

## "Why Not Us?"

An hour later, over in Panama City, I talked about it to a couple of ardent Panamanian patriots.

"If Nasser can take the Suez Canal off the French and British, and show that the Egyptians can run it, we can do the same with the Americans and the Panama Canal," seemed to be their argument.

Truly, the little chickens of the well-meaning, altruistic Americans are coming home to roost.

Perhaps I am too old to see the future clearly.

But here, watching this pandemonium created by incompetent statesmanship and irresponsible journalism, I feel that there is no hope for the survival of Western-type civilisation unless the Western nations are incomparably armed.

We of the West—especially the English-speaking peoples—have given incalculable wealth, in knowledge and money, to the rest of the world; but, if ever they get the chance, the Communist, Arab, African, and Asian countries will tear us down and destroy us. A few weeks here, at the centre of the clamour, with leisure to read and listen, leave no doubt of that.

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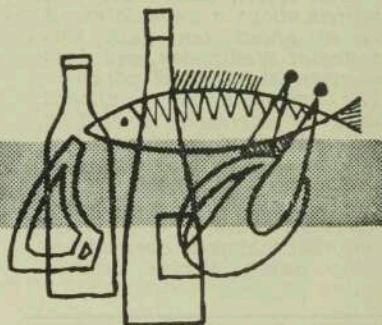




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## P-NG Wonders

### What Will Replace the DC 3 ?

From a NG Correspondent

With the arrival at Lae recently of a de Havilland Caribou freighter, Papua-New Guinea saw the fifth new aircraft in less than six months rather to go into service or to be demonstrated in the Territory.

THE expanding needs of civil aviation here are not being forgotten," commented an operator who saw the Caribou go through its paces at a trade and public demonstration.

The other four new aircraft to be seen in the Territory recently are the Handley Page Dart Herald (demonstrated), Fokker Friendship (demonstrated), Piaggio (in service with Patair, based at Port Moresby), and the Lockheed Electra (in service with Qantas, in transit at Port Moresby).

Operators have also expressed interest of a passing nature in the Scottish Aviation Twin Pioneer which has gone into service in Malaya but which has not yet been seen in Papua-New Guinea, although it has worked on the Netherlands side of the border.

#### The Caribou

The Caribou is a high-winged monoplane with two engines and a large rear door and landing ramp. Vehicles were driven up the ramp into the fuselage during the demonstration.

The aircraft is designed to operate from short and rough strips if necessary. The take-off run is only 540 feet, and can come as low as 300 feet into a 10-knot wind.

Its stalling speed is below 70 miles an hour, making it an ideal aircraft for supply drops.

The current trend for aircraft manufacturers to demonstrate their latest models has created considerable speculation among P-NG people concerning the future.

People are asking what sort of aircraft can be expected in the near future on domestic services, and are even now calling for bigger, faster and better aircraft. The cry for something new has been noticeable from an number of town advisory councils in recent months.

The present mainstay of the major domestic services is the tried and trusted Douglas DC3, of a basic design going back to 1936.

A considerable survey of the situation shows that newer, faster, and bigger aircraft might bring greater economy to the operators, but what would it bring to the passengers? It would mean fewer services per week (fewer mail frequencies to Madang, Wewak, Tavieng, Rabaul and other centres),

it might mean re-siting of airstrips which are now close to the towns they serve, and it could possibly mean the abandoning of some smaller services because of airstrip requirements.

The balance is hardly worth the effort, particularly when flight times between major centres would be reduced by only three-quarters of an hour or so at the very most.

The fact of the matter is that the DC3 is filling a requirement in P-NG (and particularly in New Guinea) to a much greater extent than is realised by the average person.

Furthermore, the fact that the DC3 has a basic design going back a quarter of a century is not an indictment of the aircraft today, but rather an outstanding tribute to what has been one of the greatest designs in aviation history.

It is not an exaggeration to say that everywhere airlines are undecided on how the DC3 can possibly be replaced, except at very great expense. Aviation is becoming more specialised, and most modern designs are ideal for one particular job, but not highly versatile.

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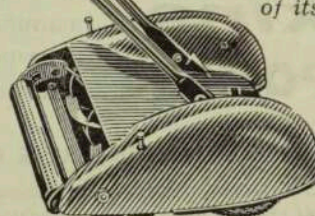
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*Pacific Islands  
Monthly*

MAGAZINE SECTION

**A Lei for Rarotonga**

AMERICAN millionaires are said to be rather hard to please, so when the great majority of the wealthy American tourists—paying £900 and upwards—who make the round-the-world cruise in the Norwegian luxury liner *Bergensfjord* stop at Rarotonga as the most enjoyable stop on their entire cruise, that is praise indeed.

And that was the result of a questionnaire circulated amongst the passengers at the conclusion of last year's cruise.

The liner's cruise lecturer, Mr. La Prade, for 35 years Vice-President of the famous firm of Cooks, said this when the 18,500-ton liner called at Rarotonga again this year. And with perfect weather and even better items of entertainment for the passengers in their dawn to dusk visit this February, Mr. La Prade pronounced the call a greater success even than last year.

For the only liner calling at Rarotonga in recent years—last year as the first visit—Rarotonga makes *Bergensfjord* Day a gala day for the island. There is a great deal of dancing of dancing, singing, and dancing teams in preparation for the big day, and the passengers cast votes for the best team, which receives a prize.

Rarotonga has no harbour, no pubs, and no taxis. There's not a ke box, restaurant, night club, casino, or other "tourist attraction".

The tourists are brought ashore in launches and transported in motor trucks and private cars. All of which goes to show that there can be a few tourist plums for places with next to nothing in the way of what is normally considered essential.

Just what the island makes from these visits in hard cash is not known, but an effort is to be made to encourage similar day calls by other tourist liners, and the two highly successful visits by *Bergensfjord* should certainly be an aid to that end. The Rarotonga Crippled Children's Society was expected to be a major beneficiary from the *Bergensfjord* visit as stalls were run on the Society's behalf. The funds are used for sending crippled children to New Zealand for surgical treatment.

**Get Into That Queue!**

TAXI drivers who leave their cars to solicit business on the wharf when the big liners tie up at Suva, are likely to be in for trouble in future. Fiji Visitors' Bureau has asked the police to take action. The Bureau is trying to do away with

the unseemly arguments between drivers over which tourist belongs to who, and they don't like the vulgar shouting for custom. That may go in Marseilles or Port Said or even Taipei, but it wouldn't have done for the Duke, sir, so in future taxis will approach the pick-up area in a well-ordered queue, and, millionaire or whatever, you'll take the front car whether it be a 1938 Dodge or a 1960 Holden—at least until you get off the wharf.

**Doctors Were Cheaper Then!**

THE following extract from the proceedings of the Cook Islands Parliament of 1897 recently appeared in the *Cook Islands News* sheet and should interest Islands heads of Medical Departments!

"The chairman (of the Hospital Board), Mr. C. Kohn, announced that he had interviewed Dr. G. Craig, who a few days previously had arrived from New Zealand. Dr. Craig held many testimonials as to his skill as a doctor, including strong recommendations from the New Zealand Government Inspector of Hospitals and Lunacy, and others, showing he was an eminent pathologist, and held the position of Demonstrator of Anatomy in Edinburgh, and had also given the greatest satisfaction in the employ of the New Zealand Government. It was decided to engage him at the rate of £180 p.a. Stg. For that amount he was to provide a nurse, medicines, food and attendance to all patients at the hospital as required.

"Dr. Craig accepted the post and announced that the Government would also have the benefit of the services of his brother, who was also a member of the medical profession, free".

**Mysterious Bones**

THE "dragons" which patrol Officer Ian Gibbons says P-NG natives declare grow to 20 feet in length and live on wallabies (*Tropicalities*, Feb.), are probably Komodo dragons not Komono. Komodo is an island near Flores in the East Indies which has dragons in large numbers. They first came into the news when Sir Alan Cobham saw them on his flight from London to Sydney.

They are the descendants of the

*Was This Fiji's Worst Hurricane?*

To the people involved, any hurricane is likely to be classed as "the worst ever", but so far as Fiji is concerned there is a good deal of evidence that if the hurricane of March 4, 1886, was not the worst ever, it came close to being the worst in European times. Yet somehow it does not seem to have been recorded by the meteorological boffins.

First brief reports of the blow were received in Sydney on March 19, but the first detailed accounts did not appear in New Zealand newspapers until March 24 when the steamer "Arawata" arrived from Suva—indicating the slowness of communications between Fiji and the outside world in those days.

From those reports it is clear that the worst hurricane in Fiji within living memory up to that time was in 1871. But the 1886 blow was said to have been much worse. About 40 lives appear to have been lost, mainly seamen in local smallcraft, amongst which there were heavy losses.

The hurricane appears to have passed close to Wallis Island, where considerable damage was also done, before crossing Fiji. Its centre seems to have crossed Taveuni though its course through the group is otherwise obscure. The SS "Suva", sheltering in Buca Bay on the Natewa Peninsula of eastern Vanua Levu recorded a barometer reading of 27.57 inches or about 934 millibars. This is a very low reading but there is no assurance that the instrument may not have been in error.

Great damage was caused at Levuka, Ovalau. Suva was less battered.

In a summary of hurricanes which have effected Fiji in European times published in the "Fiji Times" of January 13, 1959, and compiled from information provided by the Suva Meteorological Office, there is surprisingly, no reference whatever to this hurricane. The worst blow ever recorded, according to that summary, was on March 24-25, 1910. The blow of March 20, 1871, mentioned above, is spoken of as the first recorded hurricane to affect the entire Group. The summary says that 111 hurricanes, 36 less severe cyclonic depressions, and one tornado were recorded in Fiji from 1840 (presumably up to 1958). From 1848 to 1856 was the longest recorded break between hurricanes. Next longest interval was from 1931 to 1936—so the law of averages is no great aid in predicting the possibility of hurricane damage in Fiji.—J. P. Shortall.



dragons of mythology which in pre-historic times were enormous creatures. Australian goannas are their living relatives.

In 1918, a Solomon Island resident found enormous bones in the bush on Gateki Island which had the local authorities on flora and fauna puzzled. He packed them up and shipped them to the Australian Museum, Sydney, on the chance that a zoologist would be able to identify them. But they never arrived. They were part of the cargo of the BP steamer *Mindini*, and are now among the coral at Mellish Reef where *Mindini* met her end.—*Bill Baverstock.*

### Saying It With Bananas

ISLANDERS seek pen friends via many avenues—letters to newspaper editors, city mayors, and club secretaries—but there is probably none more novel than that increasingly employed from Fiji, Samoa, and Tonga, where banana packers are inscribing their requests with name and address on the skin of the fruit itself.

One such banana arriving in an Auckland suburban fruiterer's in February bore the following message: "Penfrien wanted. Sefo Naver, Aleisa. This banana, carrying a plea all."

### Life Goes On

SOME items culled from recent Islands reading: An advertisement in the *Cook Islands News*—"FOUND: False teeth at the LMS School compound. Owner please get from Pastor Aue Orometua. Description before taking."

From the *Moripi Native Council News-sheet* (NG): "Councillor Kake has been in to complain about passengers who come to stay in his village to wait for the boat. He said the village people did not object to feeding all these people, but they do get cross when the visitors go and take all their hosts' cups, plates and spoons."

From the same *News-sheet*: "The secretary of Uritai Native Society, Ako Kaipu, invited the Kukipi Station people to attend his party."

Ako put mats out in front of his house and everyone sat down and listened to several guitars. Later there was singing and dancing. While they were dancing some crackers were let off and Mora Iru got cross about the noise. I came from his house and told them to be quiet, and told the Station people to go back to their Station. When he threatened to break the guitars the people decided to stop. Some other comments about what happened at night cannot be printed."

### Just An Old Grass Strip

IT'S hard to realise that Fiji Nadi airport—with its main runway of 10,000 ft and ultimate modern terminal—the whole worth many millions as a result of its recent monumental face lift (*PIM*, March) was not long ago born as a grass strip hurriedly prepared on level land near the edge of the sea so that pioneer trans-Pacific flyers Charles Ulm, George Littlejohn and Leon Skilling could land on it. But it was never used for that purpose. Their aircraft crashed into the sea before reaching Fiji.

Charles Kingsford-Smith and Charles Ulm, in the famous *Southern Cross* had made an earlier landing in Fiji in 1928, but this was in Suva, the pocket handkerchief Albert Park.

Close to the site of that old Nadi grass strip the first runway for modern aircraft was laid in 1940. It was built by a construction squadron of the RNZAF—just a gravel stretch. But when the Americans came into the war, the Americans greatly extended it. And from those war-time days it has grown to its present position.

### Pin-Ups Were Their Pin-Ups

THERE was a sequel to the activities of the Rev. Wesley Lutton, chairman of the Methodist Overseas Mission in New Britain, who recently started a minor storm in Rabaul when he complained about the circulation of a calendar containing pin-ups in various stages of dress and undress (*Tropicalist*, March).

Following Mr. Lutton's complaint the Rabaul Town Advisory Council asked the Administration to decide if the calendar was an indecent publication.

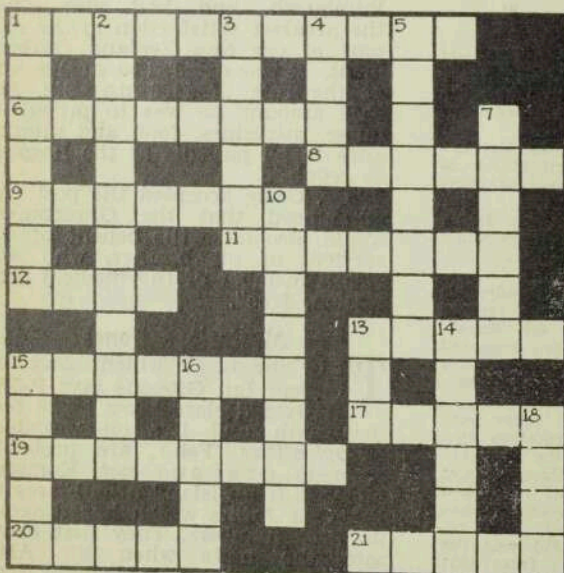
In March, the P-NG Administrator, Brigadier Cleland, said he felt the pictures could be classified as objectionable. He indicated that legal position would be investigated.

But while all this was going on the calendars were fast disappearing from the walls in houses and shops in Rabaul, and were close to becoming collector's items!

## CROSSQUIZ

### — ACROSS —

- 1.—What is the term for the Household Cavalry regiment of the British Army?
- 6.—What is Canada's national sport?
- 8.—What frame is used in calculations?
- 9.—If the streets go East and West in New York, what goes North and South?
- 11.—Which is the smallest English county?
- 12.—What is a squirrel's nest called?
- 13.—What is a well-known burglar's tool?



(Solution on page 95)

- 15.—What word is used on a musical score to produce a brisk tempo?
- 17.—What was the one-tenth tax?
- 19.—What islands are East of the Philippines?
- 20.—In Greek mythology, who had a hundred eyes?
- 21.—What is the term for a poisonous organic substance?

### — DOWN —

- 1.—Who invented the submarine?
- 2.—Who was the richest man in the world?
- 3.—What is a spouting oil well called?
- 4.—What does length times breadth give?
- 5.—Of what State in the USA is Dover the capital?
- 7.—Who played the male lead in the film revival of "The Student Prince"?
- 10.—What document compels a witness to appear in court?
- 13.—What engine did Frank Whittle invent?
- 14.—From what is a stereotype cast in a printing shop?
- 15.—What is the capital of the British Gold Coast colony?
- 16.—What do you require four of to equal a pint?
- 18.—What famous school was founded in 1441?





Nukunono, in the Tokelau, seen from the "Maroro" as the ham enthusiasts approach the atoll.

Photo: P. Alexander.

## The Hams Make Contact With Mid Pacific

*The world "ham" radio enthusiasts were able to make contact recently with the remote Tokelau Group, north of Samoa and administered by New Zealand, although there is no radio transmitter there. But they solved that problem by sending their own.*

AMERICAN Dr. H. W. Meredith and Fiji ham Peter Alexander sailed to the Tokelau from Fiji, set up in business for a week, made contact with 3,000 hams in 35 countries, and sailed back to Fiji again, after travelling a total distance of 1,780 miles.

On the way there, aboard the chartered vessel *Maroro*, they ran into part of the hurricane which devastated Vila, and on the way back they ran into part of the hurricane which devastated Niue. It was quite an exciting trip, according to Mr. Alexander, who supplies *PIM* with a report.

### Big Seas

Mr. Alexander says that out from Suva the *Maroro* ran into 30 ft seas and had to take shelter for a night at a small cove in the northern Fiji group. The "rock and roll" continued all the way to Apia. But luckily the seas were calm, while the hams got all their equipment ashore in what normally can be a dangerous landing at Nukunono Island, in the Tokelau.

Petrol to operate accumulators was floated ashore in 44-gallon drums by the natives, pushing the drums with their chins.

Also aboard the *Maroro* were Mrs. Meredith, Mrs. A. Akins, skipper Stan Brown and crew. They operated at Nukunono Island, which is a pretty spot four miles long and 300 yards wide and only a few feet above sea level. It is one of 30 islets in an atoll. Dr. Meredith and Mr. Alexander took turns in operating the transmitter.

Reports Mr. Alexander, "The hospitality of Rev. P. Desrosiers and his people was beyond words. We were fed and feted like a regal party. Several local dances were performed for us and the children put on plays in English. The people are very self supporting and apart from the copra they grow and export there is very little income, but they are very happy and contented".

### Heavy Costs

While there the radio men took the opportunity to make some repairs on local receiving sets.

The cost of the expedition was "considerable" says Mr. Alexander, who adds, "It was shouldered by the Doc, without any thought of getting any of it back. As far as I know there were no sponsors and no free gear".

Those are ham radio enthusiasts for you!



Fiji ham Peter Alexander makes contact in the Tokelau with world hams. He shared the task with Dr. H. Meredith, who financed the expedition.

## Do You Remember?

Looking at the issue of "Pacific Islands Monthly" of 20 years ago it almost appeared as if the war had disappeared. They were complaining about the shortage of copra ships, certainly, but in other ways it was still a "phony war". The Japanese had not yet come into the picture.

Here are extracts from the issue of April, 1940.

In Fiji the Native Land Trust Bill was passed on February 29, and described as "one of the most important measures ever designed in connection with the administration of that Colony".

Australia had a new Minister for Territories, Mr. H. K. Nock — making five Ministers in two years, and the Territories were complaining bitterly again that the post nearly always went to some unknown or untried Minister.

In Samoa, Mr. E. S. Paul bought the British yacht "Satenella" to begin a regular service between Apia and Pago Pago, following the loss in January of the "Tutuila" which had run the service between the two territories.

After lying idle for five years before being refitted, the Tongan Government vessel "Hifofua" (now, in 1960, in private hands in Fiji as the "Maroro") was in trouble again in Tonga. Back on the job for only a few months she had a serious engine breakdown and was lying idle again awaiting new parts from England.

Of topical interest today was the report of an attempt to float a company called "Mandated New Guinea Sugar Plantations Pty., Ltd." to apply for 15,000 acres or which to establish a New Guinea sugar industry. Said "PIM", "It is well known that conditions in New Guinea are very suitable for the growing of sugar cane but it is equally well known that British Empire authorities discourage the further production of sugar, which has been in considerable oversupply throughout the world. It would have to be sold in the world market with sharp competition."

Within a fortnight in February that year two hurricanes swept across the New Hebrides causing great damage, with many houses blown away. One of the hurricanes also seriously damaged New Caledonia.

As well as sugar they were talking about tea growing in New Guinea. In Australia tea was rationed, and there were hopes that New Guinea could be made to supply it.

There was still a serious shortage of ships in the South Pacific to lift copra because of the seizure of British merchant ships by the British Government. The Australian Government made urgent appeals to London. As a result some relief was given when a freighter was diverted





This is the jug presented by Queen Victoria to Maori chief Tamati Wake Nene. At right is one of Webster's watercolours, now in the possession of Mrs. St Julian, showing Stewart Island in the Solomons.



## Last Voyage of the 'Wanderer'

By Mrs. E. St Julian, in Suva

Captain John Webster, who has been in the news lately because of the visit to the South Pacific of Mr. Alan Lennox-Boyd, was my grandfather. He was with his friend Benjamin Boyd aboard Boyd's yacht *Wanderer* when Boyd was killed by the natives of Guadalcanar (which was how grandpa spelt it).

**G**RANDPA was born in 1818 in Scotland and died as a result of an accident in Auckland in 1912. He was brilliant at school, and always top in drawing.

He sailed down the Firth of Clyde as a passenger in the barque *Portland* in August, 1838. *Portland* was taking immigrants to Australia, and in Australia grandpa did much pioneering work.

In 1839 and 1840 he drove cattle 2,000 miles from Sydney to Adelaide, a journey of great danger at that time. He discovered and named the Edward River.

### Tried New Zealand

In April, 1841, he sailed for New Zealand to visit his eldest brother, who had started a timber mill at Hokianga, and grandpa helped his brother until the Maori wars broke out in 1845. Then grandpa volunteered to fight under the noted Ngapuhi chief, Tamati Wake Nene, the friend of the English.

Nene's was the first signature to the Treaty of Waitangi. The natives had been much opposed to signing, but Nene addressed them with great eloquence and changed the aspect of things.

In 1862 Sir George Grey, Lt.-Governor, on behalf of Queen Victoria, presented a silver and gold jug to Nene as a token of esteem for his loyalty during the Hone Heke wars. In later years this jug was always referred to as a cup.

Unfortunately, the beautiful jug at the time caused great jealousy among the tribes, so Nene presented it to grandpa to keep. He kept it in his lovely home at Opononi, which was always a resort of Governors and distinguished people.

At these times the jug was filled with a good port, and everyone drank to the Queen.

### Fired a Salute

I remember that grandpa, until he was too old, himself always fired a Royal Salute on the arrival of any vice-regal party. He used a cannon mounted just inside the fence near the front gate, which was on Opononi beach.

My brother, sister and I would spend our Christmas holidays from school in these surroundings, and what happy days they were!

After grandpa died, my father looked after that cup until the Auckland War Memorial Museum was completed. The family then gave it to the museum for safe custody.

The correct home for it should be Waitangi House, but fire always a danger in an old wooden building. It was displayed at Waitangi during Queen Elizabeth's visit in 1953.

Many a time I enjoyed cleaning that cup for my dad,

After this Maori war (the war of the forties was conducted with great chivalry) grandpa went to Auckland and acted as agent for Brown and Campbell, and towards the end of 1849 or early 1850 grandpa went to California.

He sailed from the Golden Gate for the South Seas in June, 1851 with his friend Capt. Benjamin Boyd. The voyage extended over five months and many of its stirring incidents grandpa reproduced in one of his beautiful water colours.

### The Fatal Trip

Capt. Boyd was several years older than grandpa, yet they had a great



## 'Fun That Ended in Tragedy'

(Continued from opposite page)

fect and affection for each other. They arrived in Guadalcanar on October 12, 1851, and I remember grandpa telling me of that fateful morning Capt. Boyd was up very early to go ashore to get pigeons.

Grandpa has awakened just as dingy was pulling away from anchored *Wanderer*. He called to Boyd, who called back and sighed. It seems that they were excellent shots, but grandpa had more luck and Boyd wanted to get even.

It was fun that ended in tragedy.

When Capt. Boyd did not return breakfast grandpa became anxious and took a search party to look for him. They discovered proof of this having been murdered and having been dragged into the bush by natives.

There was never any doubt of this grandpa's mind. He took no notice of the rumours that reached them later saying that Capt. Boyd was still alive and being held by natives.

### No Proof of Cannibalism

I really do think that grandpa thought his friend had been eaten. I don't think he had sufficient proof. If he was not certain of that, who in the world could be? Having failed to find any trace of Capt. Boyd, grandpa reluctantly sailed for Australia where, as everybody knows, additional

calamity befell him. The *Wanderer* was wrecked.

Grandpa published in Sydney in 1858 an account of this disastrous voyage in a small, now rare volume, *The Last Cruise of the Wanderer*.

I wish a British movie magnate would produce this historical story.

After the Guadalcanar tragedy, grandpa visited the Old Country to see his mother, and in England at the request of Queen Victoria he showed his watercolours to the Queen at Buckingham Palace. From all accounts, Benjamin Boyd had been a great friend of the Royal family. Grandpa also met some of Boyd's relations.

Grandpa returned to New Zealand in 1855, and engaged in the timber trade on the Hokiang River. He must have been nearly 40 when he married Emily Russell, daughter of one of the oldest settlers on the river.

She died before I was born and the last two or three years of grandpa's life were spent next door to my dad's home in Devonport.

### Wonderful Stories

I often played cribbage with him and spent many hours listening to his exciting experiences. I was in my early teens and old enough to appreciate his stories.

The collection of 16 paintings of *Wanderer* cruise he left to his two eldest sons, George and my dad, John Groom. My sister and I were given the honour of dividing them.

Uncle George never married and he gave his eight to the Auckland museum, three of which were reproduced in *PIM* in 1957.

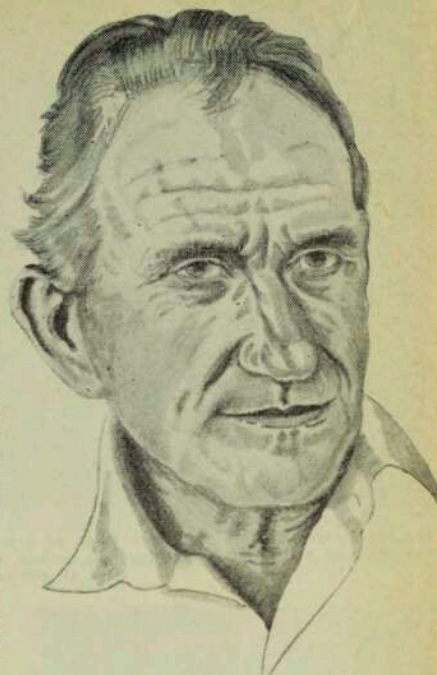
I have three of the paintings, two of the Solomons and one of the *Wanderer* leaving Hawaii. My sister has three also, including the fascinating picture of the Battle of Guadalcanar.

Grandpa had enjoyed good health all his life and had all his faculties until he died. He slipped and broke his thigh while alighting from a bus right outside our place.

I will always remember him with love and affection.

At left is John Webster, the man who last saw Benjamin Boyd as he went ashore from the *Wanderer*, never to return again. When this photograph was taken a few years before his death Webster was 90. The former British Secretary of State for the Colonies, Mr. Lennox-Boyd, saw momentos of Webster, including some of his paintings, when he visited Mrs. St Julian, writer of this article, in Suva during a recent Pacific tour.

—Photos on these pages are by Rob Wright and Stinsons.



A Brett Hilder Profile

## JOHNNO THE DIVER

DIVER JOHNSTONE was born at Liverpool in the U.K. in 1891. His grandfather, William, had been a Navy diver since 1865, on the China Coast, and Johnno's two brothers were divers, too.

JOHN EDWARD JOHNSTONE started serving his time as a shipwright in Liverpool, then came out to NSW in 1911 and finished his time on the Manning River, where his last ship was the *Hall Caine*.

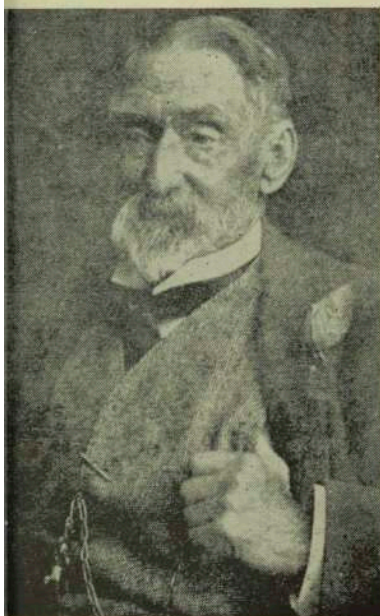
Johnno qualified as a shipwright surveyor and when war broke out in 1914 he went home to England and enlisted in the 17th King's Liverpool Regiment. He was put to work at the Portsmouth Dockyard and finished his training at the Royal Naval Salvage Section at Invergordon, where he qualified as a deep-sea diver.

For the rest of the war he was employed on war-time salvage jobs around the UK.

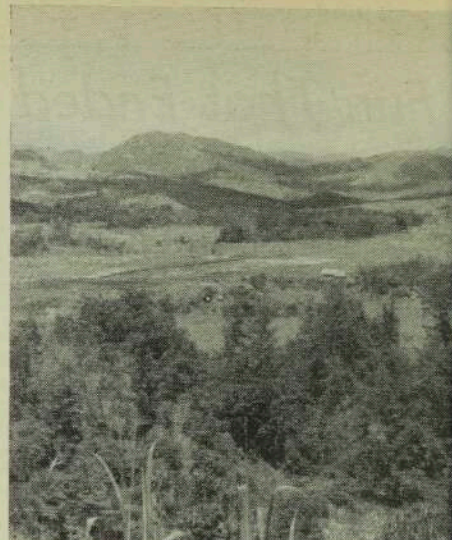
In 1919, he returned to Australia, working at Williamstown Dockyard, Melbourne, on the screeve-board for the building of the standard "D" and "E" ships for the Commonwealth Line until 1923.

When the Union Company's SS *Karitani* was wrecked on Deal

(Continued on page 99)







The photographs on this page were taken on a patrol which established a station in New Guinea's Nembi Valley. Above, the patrol on the march and the new station at Nipa, where an airstrip is partly constructed, seen from a distance. Below, the patrol fords a river—but there are other ways of getting across such as by a shakey vine bridge made by the locals.

—Photos by J. Jordan



The two women on the left have smeared their bodies with clay as a sign of mourning. In the background is the ceremonial dance house.

## On Patrol in New Guinea

ONE of the latest patrol posts to be established in primitive unadministered areas of Papua-New Guinea is at Nipa in the Nembi Valley, west of Mendi in the Southern Highlands. Assistant District Officer J. Jordan has been at work on a station and airstrip in the valley, but while this has been going on the valley natives have been busily fighting each other—which is one of the normal activities in the area. Some of the locals who are helping to build the station occasionally excuse themselves while they take time out to have a fight with one of the nearby enemy groups. On one occasion Mr. Jordan, out on patrol with native police, walked into the middle of a fight between several hundred tribesmen, but decided wisely not to intervene. One of the warriors, Mr. Jordan noted, had his right wrist, with which he drew the bow string and arrow, encased in an Australian beer can with the ends knocked out to give his wrist support. The beer can presumably had been carried back or traded from more civilised parts.

Work is now going on in the area to explain to the tribesmen that there are better things to do than to fire arrows at each other.





# BBC FILMS THE LAND DIVERS OF PENTECOST

## They Jump From Seventy Foot Towers

The famous "land divers" of Pentecost Island, in the New Hebrides have been filmed by the BBC television unit which recently visited the South Pacific. Thus what was on there is going to get a much larger audience than in the past. The New Hebrides Condominium British "Newsletter", an excellent newsy monthly publication, described the BBC visit this way:

ABOUT 400 yards inland from Martelli Bay, a clearing had been prepared for the ceremony, a steep slope. All undergrowth had been removed and the earth trodden up to soften the fall of those diving. At the top of the slope, a tower of poles lashed together with single vines had been constructed, the scaffolding, round a tree trunk which had been bared of its branches. This tower was about 70 ft in height. Projecting from it at various levels from about 30 ft upwards, were 21 platforms lashed ingeniously to a structure so that each cracked when a jumper landed after his dive from it. A pair of pliant corkscrew-wound vines, which reached down about 8 ft from the ground where they sloped sharply away, hung from the "diving board".

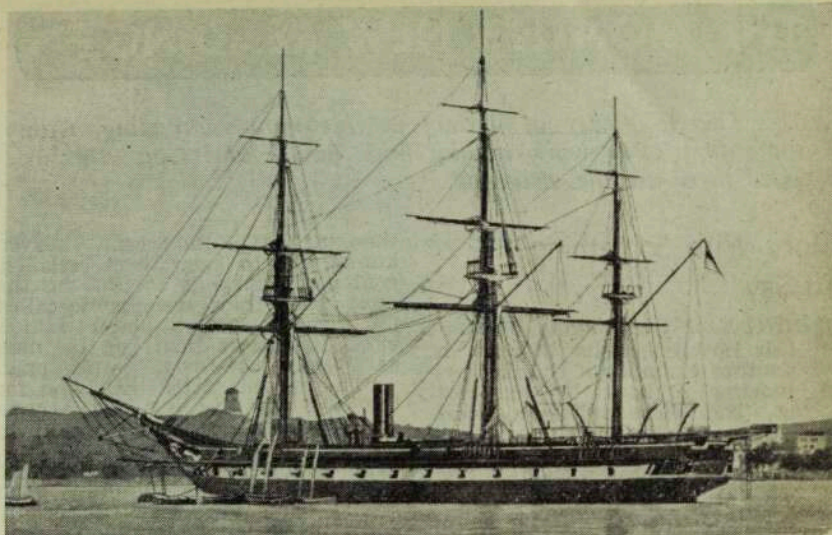
### "Don't Be Afraid"

The ceremony started with the arrival of about 40 people, including some women and boys, on the matted pieces of ground behind and above the tower.

This group began to chant a traditional composition intended to encourage the divers not to be afraid of plunging earthwards from the heights; as they chanted, the ranks of the group stamped a few paces to one side, turned, and jumped back again. Some of the dancers carried carved clubs, others leaves or a flower in their hair. The rather mournful sound of the chant filled the clearing during almost the whole of the early part of the day.

Presently, one of the dancers climbed to the lowest platform. The chanting continued while the lower ends of the vines attached to the platform were hauled up and attached firmly to his ankles. He then stood dramatically erect, face lifted towards the sky, and stretching his arms outwards and upwards, clapped his hands several times above his head.

(Continued on page 99)



The German corvette SMS "Gazelle", which in the late 1870's visited New Guinea and other parts of the Pacific.

## SHE NAMED A FAMOUS CRATER PENINSULA

The German corvette SMS "Gazelle", during its voyages, 1874-76, under Captain Freiherr von Schleinitz, left at least two names on the map of the New Guinea Islands which are in use today: the Gazelle Peninsula of New Britain, and the Kaiserin-Augusta harbour on Bougainville. The ship was not a new one, having been launched in 1859; she had already made long voyages to East Asia and the West Indies before she was commissioned to go, via the Cape, to Kerguelen Island to observe the transit of Venus, and thereafter to the Central Pacific, returning to Kiel by way of the Strait of Magellan.

From Kerguelen she passed via Mauritius, Koepang, Timor, Amboina and Dutch New Guinea to New Hanover and New Ireland, as far down as Carteret Harbour, before crossing to Blanche Bay.

When she was there New Ireland and New Britain bore the names they bear again today, and the Bismarck Archipelago was known as Britannia Archipelago. The German names—Neu Mecklenburg, Neu Pommern, Neu Lauenburg (the Duke of Yorks) were only put on the map years after her return, when Germany decided to seize what became German New Guinea. In the account of the Gazelle's voyage, published in Berlin in many handsome volumes in 1889, all the German names were put in that were not in use in New Guinea. There are separate volumes on zoology, geology, botany, meteorology, besides the account of the voyage. As well as charts and sketches of the coasts visited there are pictures of native weapons, masks, ornaments, and so on, all very scientific and thorough. She called at Fiji, Tonga and Samoa, besides New Guinea.

The ship was in Blanche Bay in the middle of August, 1857, when the Gazelle Peninsula was named. The boiling water along the shore of Crater Peninsula was noted, as was the lack of drinking water, in fact the natives were seen digging holes for water on the beaches. They came on board, showed empty pipes, and asked for tobacco in exchange for anything they had to barter. Evidently whalers and traders from Australia had already given them the smoking habit.—Lew Friday.



## THE MONTH'S NEW READING

*There's plenty of variety in this month's reading, with some first class work among both fiction and fact. And as usual there are the also-rans.*

### Story With Something To Say

**BRING BACK The Singing**, by English novelist Stella Morton, is another example of the dangers of judging a book by its dust jacket. The rather shoddy jacket used here implies that the book might be one of those cheap lending-library romances without a line of original thought in it. But it isn't so.

This story of the gradual break-up of a marriage, and a family, because each parent is pre-occupied with a separate career, is done with great sensitivity and understanding. What author Morton has to say is very real, and her narrative powers are such that the result is a book that is highly satisfying, whether viewed as an accurate piece of reportage on life, or as a plain piece of story telling.

Clare and Hugh Eagleton have a huge and beautiful home, servants, several cars—and four young children who have everything they want except parental love. Hugh Eagleton is a horticulturist in a big way—the largest grower in England. It's a success he has strived for for many years, but now he has it he is wondering if it is what he really wanted; the early days seemed simpler.

The beautiful Clare is partner of a top-ranking fashion designer who, with her driving force behind him, has reached a peak where he has been invited to design for a Royal Tour. Clare, unlike her husband, cannot see that her career is affecting the harmony of the home.

The crisis is reached towards the end of the book, and we are left to imagine the final developments for ourselves—and it is better that we should, for there are a hundred ways in which such a recurring problem can work itself out.

There are many ways, too, in which such a problem can develop in the first place, and one of the main ones is stressed by the doctor who explains to Hugh Eagleton: "Males we may be. Men we aren't. If we were men we'd have the guts to be heads of our households. We'd have the guts to tell our wives that a home and a mother's love of our children were the most important things in the world."

"We'd have the guts to keep out women—I don't mean to earn enough money for them only,

though that's important, heaven knows, but to keep them satisfied, content. Thousands do. But for the most part they are the so-called 'little' men the world doesn't notice, or if it notices turns up its nose at, because they're not sensational.

"They're the 'little' men who for the most part live in Acacia Avenue and catch the eight-thirty and help bath the kids when they get home. The 'little' men who go without cigarettes to buy Johnny good strong boots and take the family down to Littlehampton in August.

"They aren't of any news value, and if the novelists write about them, they scald them with sarcasm or superimpose their own nasty traits on them—I tell you, Eagleton, that they're nearer manhood than you."

(BRING BACK THE SINGING. Published by Hodder and Stoughton. Australian price, 18/9.)

### The Sea His Magic Carpet

**THERE** was a time, years ago, when anything written of a visit to the South Pacific Islands was sure to find a reading public. The Islands were unique. Everybody wanted to go there, and all were envious of anybody who did.

One would have thought those days had gone, yet several books we can think of in the last few years have dealt with the South Pacific from no other angle than that the authors happened to go there, and all have done tolerably well in the bookshops. The authors have relied on a readable style of writing, and on the fact that there is still apparently a reading public for the trivia and the routine of Islands' life.

Peter Padfield is the latest of the writers who have nothing of special interest to say about the South Pacific, but insist on saying it in book form. And no doubt his book, *The Sea Is a Magic Carpet*, will have its public, although we think this will be more because of its earlier chapters, than its final ones on the South Pacific.

Padfield is a young Merchant Navy officer who suddenly decided he wanted to get away from the comfort of the big ships (he was with P & O, in the *Strathmore*) and applied for, and was given, a chance to sail in the *Mayflower II* when she crossed the Atlantic under Alan Villiers in 1957.

In the first chapters he tells little of the story of that voyage Plymouth, illustrated with some of his own not-terribly-good sketches but having got that off his chest he takes the reader on a route voyage to Australia on the P & steamer *Bendigo*; on a voyage from England to New Zealand to deliver a tug; and on a holiday visit to the Solomons, during which he he search for the missing *Melanesti* lost mysteriously in 1958 (and during the search, Padfield ran a BSIP ship *Myrtle* aground).

Padfield seems a friendly fellow with an easy if not expert style attributes which, no doubt, Alan Villiers recognised when he suggested to Padfield that he should write this book. We would have thought ourselves that what Padfield has to say would have made a better series of articles than a book, but we wish him luck with it.

(THE SEA IS A MAGIC CARPET. Published by Peter Davis, Ltd. Australia price, 22/6.)

### Picture Record of Old New Caledonia

**BEFORE** the war, when I first went to New Caledonia, I found a dreamy and dilapidated island visited by few people, completely free of the grip of the Nickel Company and the great business houses, notably Maison Ballande. Yet it was easy to become captivated by the beauty of the country and interested in what remained of the old life and tradition among the hospitable natives.

Then the war came, and one saw with regret the Americans—few of whom ever took more than a superficial interest in the place—denying the countryside of its links with the past, old carvings, weapons, and so on. In giant crates these were shipped off to the USA, generally to officers. ("What's happened to the old totems?" one would ask at a native village. The reply was invariably the same—"The Americans took them".)

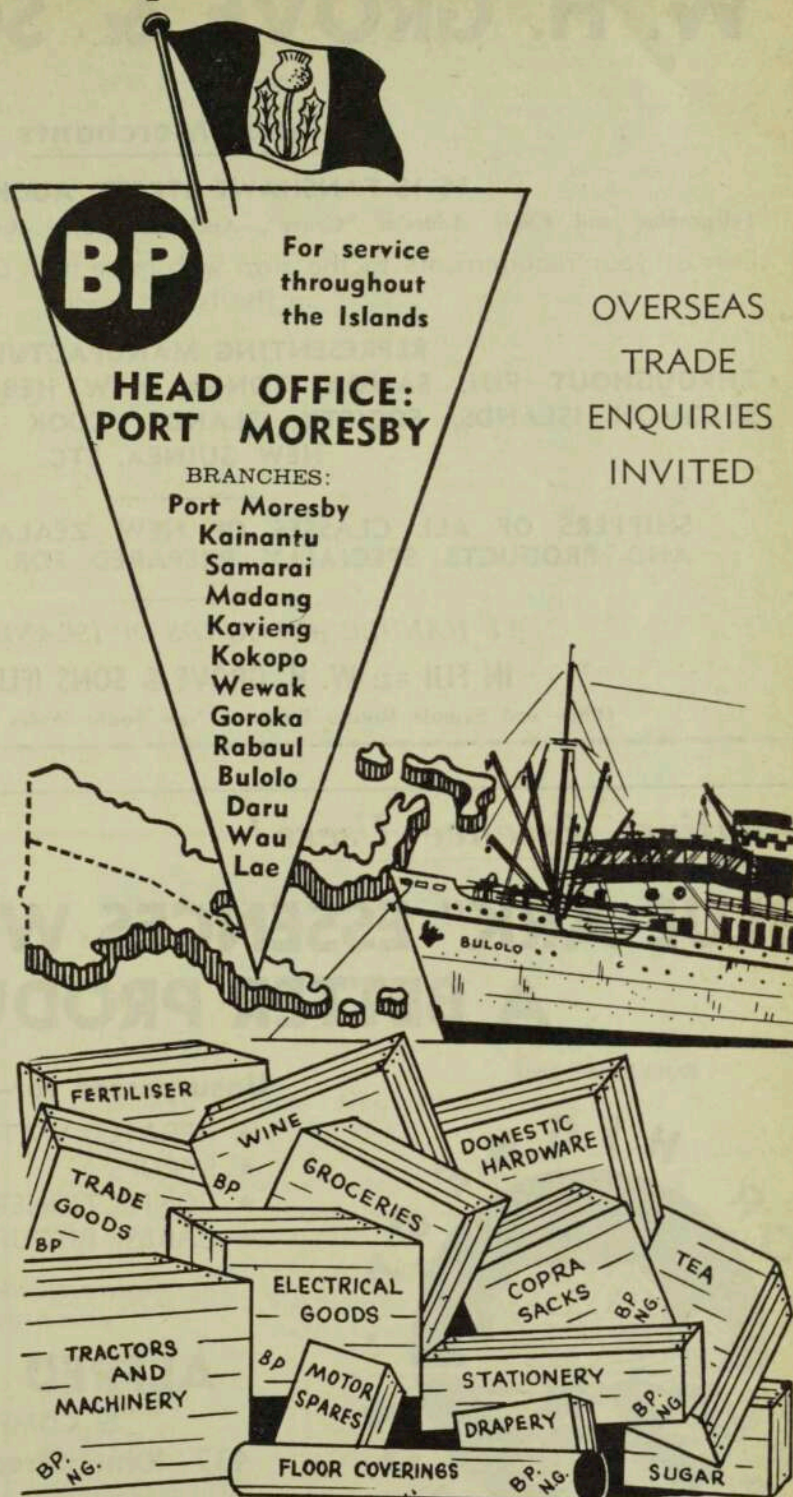
The French Caledonians let things go because the dollar was bringing them unanticipated wealth, and few were interested enough in their island to care about preserving its relics of the past.

Today there is little excuse for the islanders, how ever occupied they may be with politics, not knowing something of the past. The writings of grand old Professor Lestringard, and of Baudoux, Marié, and other excellent writers, have put Caledonian literature on a map. One of the most knowledgeable men on the island's history today is Maurice Lenormand, Caledonian deputy in Paris.

In France the indefatigable M. Father Patrick O'Reilly has been publishing year after year records of Caledonian and Hebridean men and books, all in



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usable to the future historian. With him as its secretary, the New Caledonian Centenary Committee, since 1953, also come out with a succession of first rate books. We see Mariotti's *Centenary book*, as Person's *la Nouvelle Calédonie*, *Europe*, and the *Geography of New Caledonia* by Faive, Poirier and others.

The latest—unfortunately it is to be the last—book to be issued under the committee's sponsorship, evokes the colony in a particularly successful way, in nearly 100 pages of pictures culled from all sources of the days of the discovery of the island by Captain Cook in 1774. It is wonderful to have this memorial record under one cover, and congratulates the compilers, Patrick O'Reilly and Jean Poirier (professor of Literature at Lyons) for the comprehensive nature of their collection, though a few pictures from our Mitchell Library might still further have enhanced its value.

There is a visual documentary of village life, costumes, masks, weapons, money, canoes, agriculture, fishing and so on, as seen by white navigators and early artists.

Among the once universal beehive-like huts of the island it is interesting to come across the picture of a large, low, rectangular man's house, very like one I saw at Ambon Island, off New Ireland, the other day.

In its latter half the book contains sketches of incidents in the always happy relations between the indigenes and the white invaders—for instance the clubbing to death of lay brother Marmoiton when the first Catholic mission at Dumbéa was destroyed in the 1840's. Another section is devoted to Dumbéa and its evolution since 1840. This includes humorous cartoons of social life, and a skit on the first nickel boom which brought in amateur as well as professional prospectors. The Nouméa convicts, and of the Comandant deportees is there.

A sketch of the Joubert sugar mill the Dumbéa reminds one that the Joubert family, which built Sydney's St. Malo and operated the Cove ferry service in Sydney, were also among the biggest landowners in New Caledonia.

And there is a drawing of the present Nouméa Town Hall with a reminder that it was once the headquarters of the New Caledonian ink whose crash ruined the colony for a number of years.

The introduction, "Aspects de la Traditionnelle", is excellent and revealing. It makes a timely plea that memory of the old native culture should not be lost in these days when tribal life is fast disintegrating, when commercialism is debasing the old native arts into the making of curios.

But this introduction contains one grave flaw which cannot help irritating the reader: time and again one is referred to numbered pages for pictures to illustrate the text; but on referring to the pages it is only to find a different set of pictures—the pictures one hoped to see are usually pages away and one has some difficulty in finding them. Fortunately, the pictures are correctly listed in the contents at the end of the book.—L. Priday.

(NOUVELLE-CALÉDONIE, IMAGES ET DOCUMENTS ANCIENS, par Jean Poirier et Patrick O'Reilly. Published by Nouvelles Editions Latines, Paris. French price, 2,500 francs (25 of de Gaulle's new French francs).)

## White House Versus Capitol Hill

**P**OWER politics and ambition in high places combine to weave the theme of *Advise and Consent*, a first novel by Allen Drury that has been topping the best-seller lists in the USA.

Lengthy (638 pages) but tightly-written, it is a compelling and timely book that can be recommended as an interpretation of modern life in official Washington.

US legislative power is invested by its Constitution in a Congress, consisting of Senate and House of Representatives. The Senate, 100 strong (two from each State), is

entrusted among other things with the power of giving or withholding its "advice and consent" to the confirmation or rejection of major appointments made by the President.

The novel opens with Mr. President seeking the acceptance of the man he has appointed to be his new Secretary of State, Robert A. Leffingwell, the nominee, has made enemies, Senators among them, on his way up to his present post of Director of Office of Defence Mobilisation, and it won't be a unanimous vote.

A sub-committee of inquiry, chaired by able, young Senator Brigham M. Anderson, hears evidence that casts some doubt upon Leffingwell's loyalty—a charge that years earlier he had been a member of a university campus communist cell. Instead of closing its hearings, as expected, with a favourable report, the sub-committee is recalled by Anderson to investigate further.

For a President to fail to gain confirmation for his cabinet appointments is almost unheard of, and there ensues a ruthless political battle between the White House and the Senate.

Believing that what he proposes is in the best interests and welfare of the nation, the President uses all his party influence, all the force of his personality, and all his powers of patronage to compel a decision in his favour. (Over)

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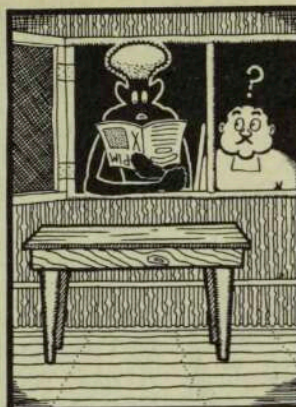
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the story soon moves to a tremendous climax.

Forty-years-old author Drury conveys a tense behind-the-scenes atmosphere of realism; and he should be able to, for he has sat in the US Senate Press Gallery for the past 16 years.

This is both a powerful and entertaining novel.

ADVISE AND CONSENT. Published by Heinemann, Ltd. Australian price, 26/-.)

### Suspense Novel a Bit Short on Suspense

*GAME for the Living* is a novel of suspense from the hand of Patricia Highsmith, who is a first-class writer of suspense novels with a difference. *Strangers on a Train* was one of hers. Miss Highsmith always writes with a careful eye for detail, and a shrewd eye for character, and in this her latest work is no exception. The facts of human nature one learns on the way are worth the price of the mission.

Yet *A Game for the Living* is not merely a satisfactory thriller for the simple reason that it takes a long time to warm up. The first quarter of the book (which deals with the murder of an artist named Julia, who had men friends she equals favours to, thus complicating the search for the murderer) could almost be dispensed with.

GAME FOR THE LIVING. Published by Heinemann, Ltd. Australian price, 26/-.)

### Heaven (Or Something) On South Sea Island

KINNER, the reliable, self-effacing chief clerk of the London firm dealing in Islands, produce, and Mackintosh, the Scottish sailor of good education and strictest morals, hadn't much

in common, except each was looking for a heaven on earth.

They both found it—in a South Sea island roughly answering to the description of Tonga's Tin Can Island, but with pearls instead of coconuts. What happens there is told in *A Choice of Heaven*, by J. M. Scott, who wrote a book that was made into a film—*Sea Wyf and Biscuit*—but that was a better book than this is.

*A Choice of Heaven* is not the kind of book likely to find any admirers among Islands readers—but it might well stir romance in the breast of a Cockney lad fed-up with London weather, so long as his idea of what the South Seas are like has been gleaned from Hollywood.

Yet we might be unfair to that lad. Even those looking for sheer escapism would most likely be bored by this silly novel, which Mr. Scott probably dashed off one morning when he had nothing better to do.

(A CHOICE OF HEAVEN. Published by Heinemann, Ltd. Australian price, 18/9.)

### Coasts and Characters Of Cape York

AUSTRALIAN husband-wife writing team Coralie and Leslie Rees took a look at the *Coasts of Cape York* around the north-eastern tip of Australia, just below New Guinea, and this bright travel book, liberally sprinkled with characters, is the result.

They started off at Cairns and went right around the Cape to Normanton, at the base of the Gulf of Carpentaria, and although many of the stories of this area have been told before, the Rees' writing team makes it all sound new.

Of special interest is their report on the activities at Weipa (pronounced "weepa") where there is enough bauxite to last the world for 400 years, some say. Nobody took any real notice of the reddish gravel until 1955, although Matthew

Flinders had marked the "low reddish cliffs" in 1802. Fifty years ago the bauxite was reported on and then forgotten, for nobody wanted it.

New Guinea hydro-power may yet be used to process the material into aluminium, and the coasts of Cape York may yet become as famous as the oil wells of Texas.

(COASTS OF CAPE YORK. Published by Angus and Robertson. Australian price, 27/6.)

### African Mission That Failed

WHEN Livingstone emerged from the interior of Africa in 1856, acclaimed as a great explorer and missionary, and with a passionate, mystical, selfless belief in the future of Africa and in himself as the opener of its gates, the world listened to him, entranced. In triumphal progress through England, Scotland and Ireland he stirred enthusiasm for his beliefs of what could be done to open the interior of Africa as a land of promise, a land which needed only white venture and white capital to make it flow with milk and honey.

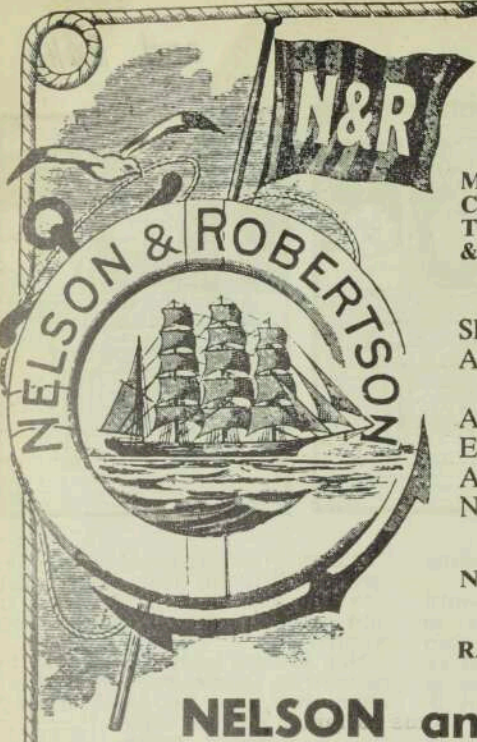
The highway to the interior, said Livingstone, was the Zambezi, where for several months of the year a large vessel could navigate, enabling the settlers to be supplied and produce to be brought out.

In 1857 Livingstone was made the leader of a Zambezi expedition to explore further this scheme, and on his heels followed the Central African Mission, sent by the Church of England and four universities, and led by Charles Frederick Mackenzie, designated the Bishop of Central Africa.

The task of this mission was to make itself self-supporting in Africa, to teach the natives to cultivate and spin cotton, and, through Christian teaching, to destroy the slave trade.

Mackenzie's *Grave* tells the tragic story of how that mission failed





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use it was before its time. The Ibezi was no highway to central Asia and there was no milk and honey to be found. Mackenzie and his friends did not die in vain. Author Owen Tudwick (now Dixie Professor of Ecclesiastical History at Cambridge) tells the detailed story of the expedition and explains its sequel in simple, straight-forward manner. Tudwick adds a great deal to the drama of the events. His book is more than an important piece of historical writing—it's a fascinating story of courage and adventure for the general reader.

**MACKENZIE'S GRAVE.** Published by Hodder and Stoughton, Ltd. Australian price, 37/3.)

## On The Back Trail Again

All the writers of Australian "outback" books there are few more popular than Arthur Field, a 72-year-old Englishman. Field is the creator of the half-breed Queenslander, Napoleon Naparte, detective.

Field came to Australia in 1911, did not embark on a literary career until 1927. His latest (and last) published book, *Bony and the Black Virgin* is well up to standard. It is set in the drought-stricken back of NSW, where two men have been savagely battered to death on the desolate sheep station of old man Downer. The vast, sun-baked, sand-swept country reveals its clues. But Bony's uncanny understanding of the bush and the people who live there—both white and aborigines—leads him eventually towards a solution of the case.

With professional sureness, Bony covers the strange story behind seemingly simple murders, but the tragedy which results from his investigations is not bargained for, as by Detective-Inspector Bonaparte.

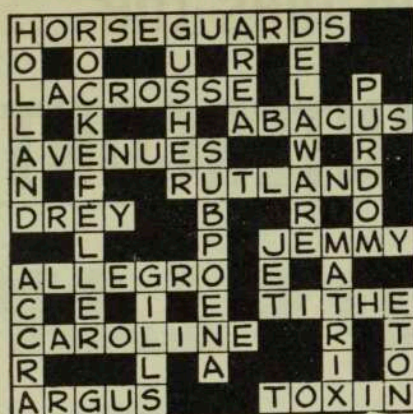
Field's characters fit lifelike into a faithfully-painted Australian background—John Downer and son, the station-owners; Pointer, his artist daughter; Robin, the t-door pastoralists; Nuggetty, head man of the local abos. His young, educated daughter, Zoe.

**BONY AND THE BLACK VIRGIN.** Published by Wm. Heinemann, Ltd. Australian price, 15/6.)

## in the Local de-books

THIS is a not credible portrait of a Colonial Office schoolteacher (male) in Hongkong who falls for a voluptuous Eurasian. Anna has been paid for her services. The confession of Hubert Phipps' desire and his unrepentant sense of guilt slowly leads into drunken debauchery. Only

## CROSSQUIZ SOLUTION FROM P. 82



the Striking Wind, a typhoon, sets him on the straight and narrow again, with Agnes, his wife, and a young Phipps coming up.

Author Donald Moore, in *The Striking Wind*, knows the East, and has written half a dozen other novels of racial entanglements in the British pocket communities of Asia, but this one falls short of the target.

**(THE STRIKING WIND.** Published by Hodder and Stoughton, Ltd. Australian price, 15/6.)

## Getting Away From It All—UK Style

WHEN his doctor told him to leave the city for his health's sake, Englishman R. H. Ferry threw up his job, took a tent and a flea-bag and hied to a quiet river valley in the west of Britain.

*My River Valley* is a delightful account by a naturalist-at-heart of how he got to know the birds and the beasts of the field for a year while he regained his strength. The story is enlivened by the exploits of Carbide, the local poacher supreme, but the main characters are the blackbirds and wrens, the trout and carp, and the otters and rabbits of the valley that taught him again to taste the sweetness of country life.

**(MY RIVER VALLEY.** Published by Hodder and Stoughton, Ltd. Australian price, 22/6.)

## Corrigan Outsmarts The Russians

IF Mark Corrigan, US special agent, who carries out an endless series of dangerous assignments, is your cup of tea, then you'll swallow this one without grimacing; if he isn't then you will grimace.

Corrigan gets around. His last four thriller-books have had him in Sydney, Siam, Hawaii and Singapore. This time it's Russia—the trend today for the "hardboiled" school of

writers is to show how easy the heavy-handed, bumbled-footed NKVD (secret police) or OO (special police) can be outwitted.

In *Girl From Moscow*, Corrigan impersonates a Russian refugee, Nicky, who fled the Soviet, via the Underground's escape route. His mission is to go to Moscow to find and bring out a girl named Katya, who carries in her pretty head a secret worth millions: Formula 77, a cheap substitute for petroleum.

First, Katya is snatched from escape-impossible Lubyanka prison; is caught again in the round-up net, and sent to a guarded, impregnable OO laboratory to work on Formula 77. So Katya must be spirited from prison again.

How? Well, the guy Corrigan is doubling for had a comely, accommodating girl friend, Julie, and what would be more natural than for the racy Corrigan to take up where Nicky left off. By coincidence, Julie is secretary to the OO Commissar; again, by coincidence, Corrigan, at Julie's flat on some extra-curricular activity, finds her using as a bookmark three blank OO passes for the laboratory-prison. So, he borrows the book when he leaves in the morning.

Corrigan and the Underground ring the changes at the laboratory, but Katya comes to grief. But the Formula is not lost. Corrigan comes good in a twist ending and that threepenny gallon of coloured lolly-water you're running your car on now is probably none other than Formula 77.

**(GIRL FROM MOSCOW.** Published by Angus and Robertson, Ltd. Australian price, 17/-.)

## What's New in Paper Backs

THE selection of paper backs is getting better and better, with something for everyone. Here is a current list—our copies from William Collins (Overseas) Ltd., Sydney.

**A LAMP IS HEAVY,** by Sheila Mackay Russell, one of the more successful of that great splurge of book-length anecdotes on hospital nursing which hit the English-speaking world a few years ago, and may not be finished even yet. Miss Russell is an American writer on the subject, but the American problems are no different to the English ones. (GREAT PAN).

**THE LAW OF THE STREETS,** by Auguste Le Breton, is set in the Paris underworld and centres around a couple of young thugs. It's a realistic thriller, and apparently has lost nothing in being translated from the French. (GREAT PAN).

**OVERDUE,** by Francis Clifford, an exciting, fast-moving thriller of a plane crash with four survivors—one of them a murderer. It's full of suspense, and another story that can be read through at a sitting. (GREAT PAN).

**THE WAY BACK,** by Vincent Brome, is the true story of Belgian Army doctor, Albert Guerisse, alias Pat O'Leary, who was awarded 27 decorations by seven



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tries for his behind-the-lines work world War II. He was betrayed in underground activities and tortured by the Gestapo, but survived to take part in the Korea war and is now living in London. Reads almost like fiction. Recommended. (GREAT PAN).

**DOUBLE IN JULY**, by Erskine Caldwell, known for "Tobacco Road" and "The Little Acre". Here is the same sort of raw stuff—plenty of basic urges of oppression and lynch talk—but more urgent than anything. (GREAT

**YOUNG MAN ON A DOLPHIN**, by Henry Thorne, is the ribald and light-hearted story of a man who finds himself alone on an island of Italian men—and good-looking women, at that. Such as Lucia, "who had the best of it was something to see her walk a single step. Margherita's eyes were the longest, and she kept them lowered. Letta had the widest, most magical smile." (GREAT PAN).

**THE PEARL AND BURNING LIGHT**, by Steinbeck. Two of his longish short stories. One, a poignant tale of a fisherman who found a great pearl that turned into every man's enemy; and the other about a circus triangle. (GREAT

**THE GUN VERSUS CRIME**, by Arthur Holm. His handler describes how Rex III, of Britain's CIB police dogs, was used to capture criminals. Rex's record: "arrests". (GREAT PAN, Illustrated).

**LIZ CALLAGHAN**, by Robert S. Close. Condemned to die for a petty crime in London of the 1820's, Liz Callaghan in this novel is reprieved from the gallows and sent in a squalid prison ship to a Tasmanian convict settlement. Close writes "Love Me, Sailor". (GREAT PAN).

**LOST CITIES**, by Leonard Cottrell. An absorbing account of 10 lost cities (including Babylon, Ur, Pompeii, and Machu Picchu of the Incas)—how they were built, how they lived in them and how they were discovered. (GREAT PAN, Illustrated).

**SUMMER OF THE SEVENTEENTH CENTURY**, by Ray Lawler. An Australian play (and setting) that has achieved a measure of prominence at home and overseas. The "doll" is the kewpie walking—that Barney and Roo, canecutters from North Queensland, bring down to Melbourne each year on their five months' season. (FONTANA, Yellow).

**THE FARRAR**, by Josephine Tey. With a brief introduction, Brat Farrar at 20 found it hard to take the place of a lad, an identical twin, who disappeared years before. A suspense story. (GREAT PAN).

**ERROR STORIES**, selected by Herbert Thorpe. A large section of the public likes to read about torture, sadistic monstrosities, chilling terrors. These 22 stories by noted authors of the macabre constitute a splendid collection of terrifying tales. (GIANT, 5/-).

**ROOM IN MOSCOW**, by Sally Bell. Factual account of how a young American girl set out to see Russia from the inside. She landed a job in Moscow, and the book is a fresh frank account of everyday life in the Soviet Union. Some may recall the author's name, Cedric Belfrage, a London daily newspaperman, who did a writing tour of the Pacific in the 1930's. (GIANT PAN).

**THE GHOSTS** is one by the late Edgar Wallace—Dr. Andrew Macdonald does the detective work, scenting out the trail that surrounds a murder. (GREAT

**THE SECOND GHOST BOOK**. Twenty stories including L. A. G. Strong and others. Spain let go their imaginations on ghost stories. Entertaining, horrible. (GREAT PAN).

**THE SMALL WOMAN** is Alan Burgess' true story of Gladys Aylward, the maid who became a missionary in China. The book inspired the film, "Inn of the Sixth Happiness". (GREAT PAN, Illustrated).

**ODDS AGAINST TOMORROW**. William McGivern, who wrote "Margin of Terror" produces another thriller of the American underworld. Good stuff, very fast. (FONTANA, Yellow).

**MOMENT OF DANGER**—this Donald McKenzie crime story tells of robbery and violence in a snappy style. Most readable. (GREAT PAN).

**THE SAINT STEPS IN**. Leslie Charteris again, with The Saint involved with a scientist and his daughter. Slower than usual, this one. (GREAT PAN).

**THE BRIDE AND THE BUGATTI**, by Nicole de Burton, is a comedy about a honeymoon without money. The Bugatti is a car, if you don't know. (FONTANA, Yellow).

**FURNISHED FOR MURDER**, by Elizabeth Ferrars. It's murder galore in a quiet English village. (FONTANA, Yellow).

**THE MAN IN CHARGE**, by Richard Jessup. A nymphomaniac is murdered, and doesn't that start some trouble among the social elite of an American town! First rate. (GREAT PAN).

**TO LOVE AND BE WISE** is an Inspector Grant mystery by Josephine Tey, which starts when an American photographer is missing from an English village. (GREAT PAN).

**THE DEVIL'S SADDLE**, by Norman Fox. We wondered what had happened to the Westerns lately, but here is a good one of the badlands. (FONTANA, Yellow).

**THE NUN'S STORY**, by Kathryn Hulme, is the familiar, moving tale of the Belgian girl who became a nun and helped in the war. (GREAT PAN).

**THE MARK OF THE WARRIOR**. Paul Scott puts his British soldiers on locale in India and Burma, where they get in some exciting jungle warfare. Powerful stuff. (GREAT PAN).

(Australian prices: Great Pan, 3/9; Pan Giant, 5/-; Pan Major, 7/6. Fontana, 3/9; except where otherwise marked.)



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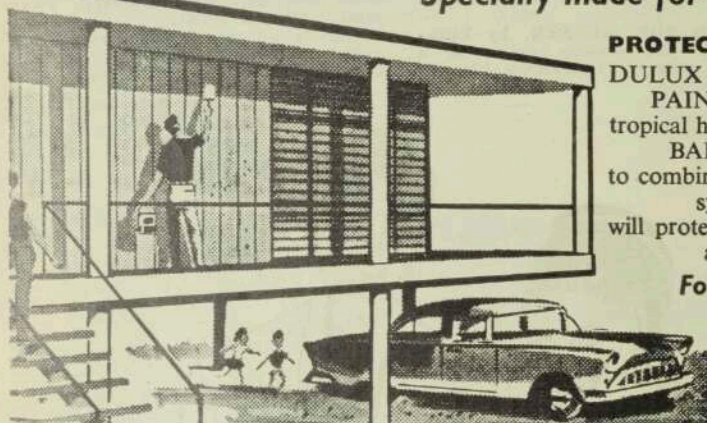
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## Land Divers

(Continued from page 87)

the tempo of the chanting increased and shrill cries seemed to be spontaneously from some of the group behind the tower. The diver cast away a sprig of leaves with his right hand and plunged to earth.

His head appeared to be near the ground, the vines took up strain and his fall was arrested before his head could reach the soft earth.

Several helpers then cut him free from the vines, and he walked off as if nothing had happened.

Throughout the morning, divers went forward, mounted the tower, and one to yet a higher board, and they came to earth while their friends encouraged them with their chants.

Some of those making their first jump looked rather apprehensive and waited while they plucked up courage. One older man, certainly over 50, dived with such obvious skill from about 60 ft, that it was clear he had frequently done so before. Another, and younger, man, was soaring down, his legs worked as if he were riding a bicycle.

Only one of the vines broke, and then only at the last moment, before the diver reached the ground.

He seemed a little dazed after his toppling descent, and it is remarkable that their legs were not wrenched out of their sockets. . . . The highest jump was made from a platform over 60 ft from the ground.

## Hilder Profile

(Continued from page 85)

and, in Bass Strait, she was laden with 484 tons of blister copper from Mt. Lyell mines in Tasmania. The copper was worth £70 a ton, so Johnno borrowed a diving suit and went into the job.

His salvage was a success, and Johnno was able to buy a suit and set himself up in business as a diver. Since then he has had no time for anything else, and his life has been packed with successful adventures.

His biggest and most publicised job was in 1940, when the *Niagara* was lost on a mine just north of Auckland, carrying millions of pounds worth of gold. Another war-time job was the *Bantam*, on the coast of New Guinea, but his jobs have been so many and varied that it is telling would take several months.

His present job is at Manus Island,

supervising the final clean-up of war-time scrap in that area. He has an interest in the results as well as the official job of Liaison Officer for the Anglo-Pacific Trading Company, who have sub-let the contract to the Matsukura Company of Tokyo.

In the last nine months, with a work force of only 46 men, they have shipped away 5,000 tons of scrap. They keep two small vessels busy and their present monthly production is 1,200 tons of scrap metal.

Johnno has a wife, Edith, living at Ivanhoe, near Melbourne; he has two sons and two daughters, and eight grandchildren. His life, his work and his adventures have formed the material for two books by the late James Taylor.

The first was about the *Niagara* and was called *Gold From the Sea*, published in Sydney, 1942. The second was *Spoils From the Sea*, about Johnno's other adventures, published in Sydney and by Harrap's, London, in 1950.

A third volume is at present in the press; it is to be called *Johnno the Diver*, a boys' adventure book, edited by J. Lennox Kerr, and is being published by Harrap's, London.

This should complete the story of his life, providing that he can be persuaded by his wife to retire to a quiet suburbia. He is very fit and very active, but despite his exciting life he has a gentle disposition which endears him to all who come in contact with him.—BRETT HILDER.

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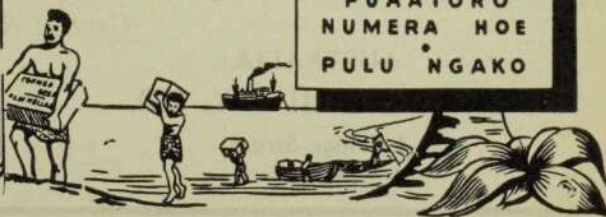
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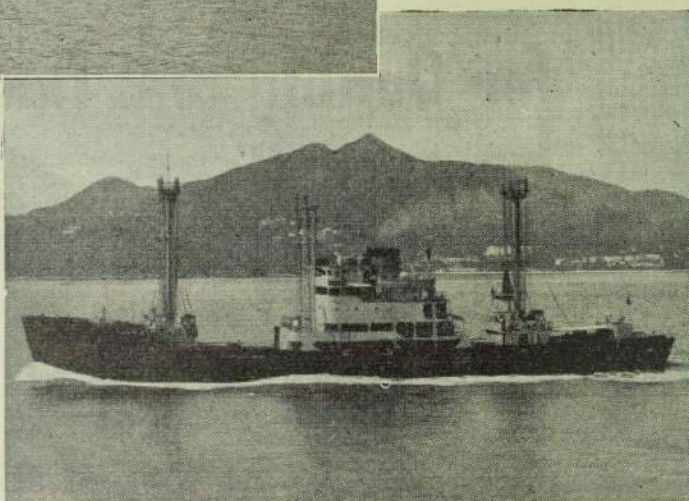




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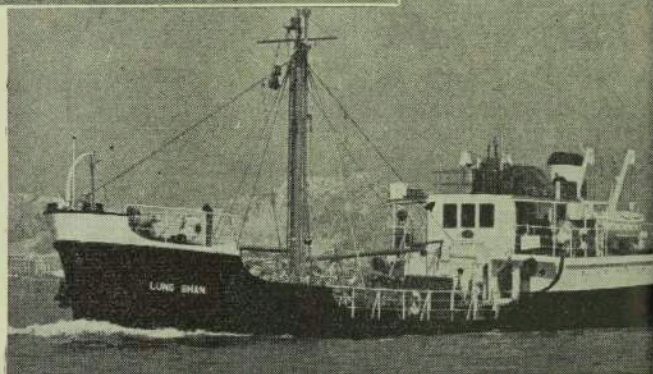


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## PACIFIC SHIPPING AND CRUISING YACHTS

All round the South Pacific, and probably in waters much more distant, seamen were speculating in March on the strange case of the yacht *Drifter*, which put into Auckland on March 5 after 202 days at sea at the end of a passage which might normally have taken 20 to 30 days. (*PIM*, Mar., p. 133.)

WHILE yachtsman Moore was not a professional navigator he was a man of more than average intelligence—a Bachelor of Science, qualified marine radio officer who served in Union Company ships, and a yachtsman of a good deal of practical experience who had proved deep-sea navigational ability by making a direct passage from Wellington to Rapa Island last May, and from there making apparently uneventful runs to Manuava, Papeete, and Rarotonga. Moore used the Marc St. Hilaire system of navigation and employed American HO211 (Ageton) altitude and azimuth tables.

The Search & Rescue organisation had been unable to assemble any evidence that *Drifter* was equipped with radio, but in actual fact the yacht was perhaps better equipped in this respect and with general safety devices and navigational aids than any yacht of her size ever to leave the Pacific.

The main transmitter, for voice and morse, was a war-surplus NZ Army ZC1 model—a type used in many NZ smallcraft and by radio amateurs. This was capable of operating on the 2182 kc/s distress frequency and also on the 3.5 and 7 mc/s amateur bands. Moore is a licensed radio "ham".

For emergency use he had a war-surplus Gibson Girl distress transmitter of the self-contained type with hand-wound generator. He had a direction-finding loop coupled to the ZC1 receiver, which also had a medium-frequency band for picking up ordinary broadcast stations. So it was possible to receive a fair sort of radio bearing of broadcasting stations with this out-

In addition, *Drifter* is probably one of the very few cruising yachts in post-war years to carry a portable radar reflector to aid in an emergency search. The yacht also carried an Aldis signalling lamp, a collapsible canvas dinghy, and an aircraft rubber dinghy. There was also a range-finder device to aid coastal navigation.

The yacht itself, built in Los Angeles about 1937 and sailed to Auckland about 1939 by the Westrom brothers, appeared little the worse after nearly seven months at sea. Paint was peeling, the standing and running rigging, and most of the sails, appeared

in good order. The working sails were of stout canvas and a big dacron balloon-jib was carried. Cutter-rigged, and measuring 30½ ft x 10½ ft x 5½ ft, the yacht was equipped with a 5-hp, single-cylinder Ruston diesel motor which was in working order.

While the yacht itself was well-equipped, it was very evident that Moore is not an orderly or systematic seaman or navigator.

Below decks there appeared to be a place for everything but nothing in its place.

The cabin was full to table-top level with tins, boxes, sails, magazines, navigational gear and sundries of every kind in utmost confusion, though admittedly Moore seemed to know where to put his hand on most of these items!

His log, fairly regularly entered, occupied three foolscap-size exercise books in very dog-eared condition, at first in pencil and now all but obliterated, and later entered in ink.

After leaving Rarotonga on August 16, Moore said that he experienced a fair-weather passage down to Cape Palliser just north of the entrance to Cook Strait—at least that is where he thinks he was 4½ weeks after leaving Avarua Harbour.

### In The News This Month

|               |                  |
|---------------|------------------|
| Airco         | Melanesian       |
| Amohine       | Nagasaki Maru    |
| Aoniua        | Nedereems        |
| Betua         | Nina             |
| Bonna         | Northern Star    |
| Canberra      | Nuguria          |
| Chimba        | Olna             |
| Chitose Maru  | Oriana           |
| Crusader      | Patsy Jean       |
| Debonair      | Ratanui          |
| Diari         | Reposado         |
| Dobiri        | Romayne          |
| Drifter       | Sarong           |
| Duali         | Sea Chanty       |
| D'vara        | Siren            |
| Elass         | Southern Cross   |
| Elina         | Stanvac Nairobi  |
| Flying Walrus | Stardust         |
| Foxton        | Swan             |
| Hifofua       | Tahi Waitangi    |
| Himalaya      | Teiko            |
| Iberia        | Tenyo Maru No. 3 |
| Inaha         | Thor             |
| Islander      | Thorshall        |
| Joyita        | Vema             |
| Kehua         | Waihape          |
| Kochab        | Waitemata        |
| Lammerhak     | Wairuna          |
| Margery       | White Squall     |
| Maui Pomare   | Zarja            |



Drifting yachtsman James Moore, as he looked after 202 days at sea. "PIM" shipping roundsman Jim Shortall took this photograph in Auckland.

But neither then or at any later date did he ever positively identify any headland or light in three months of beating about in Cook Strait. Because of constant poor visibility and inability to identify landmarks he was unable to locate the Wellington entrance up to mid-December.

He would get a glimpse of land, perhaps motor in to take a closer look, fail to identify, then motor out to the safety of deep water in the hope that conditions would improve. Thus a great deal of his diesel fuel was expended, later limiting his ability to charge his radio batteries.

Is he still convinced that he really was in Cook Strait and not somewhere much further north on the NZ coast—perhaps in the Bay of Plenty?

"Look, I've crossed Cook Strait a dozen times; I know the area well," is Moore's reply—in rather unconvinced tones.

There is now no doubt at all the 500 kc/s morse distress call picked up by the ship *Cornwall* on October 9 originated from the Gibson Girl aboard *Drifter*, and a study of the circumstances suggests strong evidence that the yacht was much nearer the Bay of Plenty than Karori Rock in Cook Strait—where Moore thought that he was on that date when he sent several calls.

Performance of a Gibson Girl transmitter depends very considerably on the use of the kite to hoist the 300-ft aerial wire. When Moore unpacked his kite he found



## CARGO VESSELS

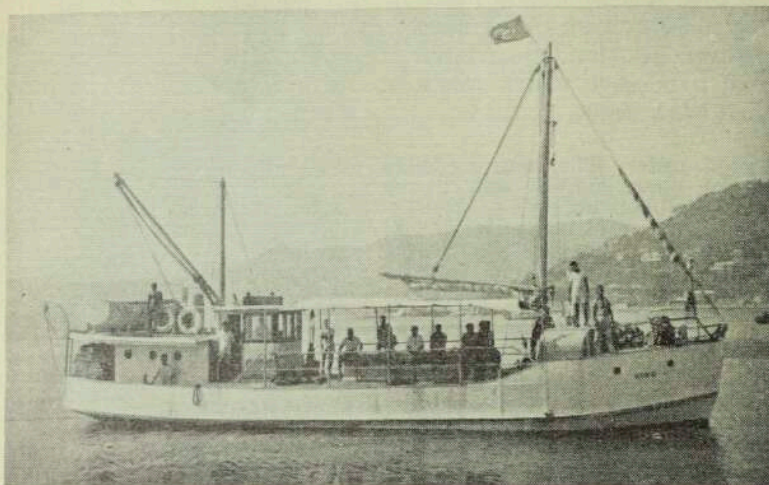


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## Don't Look Now— But It's Jim!

In Auckland yachting circles James Patrick Moore and his yacht "Drifter" were written off a long time ago. At his home yacht club in Wellington a plaque had "almost" been erected in the club house to his memory. So when two Americans from the yacht "Romayne", rolling up Auckland's Queen Street on a Sunday evening in March, were approached by a bearded and barefooted gentleman, who on being shoed away protested that he was Jim Moore and that they must surely remember him from their meeting at Papeete, the Americans might have been excused for going to something like a "bad dream".

They were the first people to know that Moore had come back from the dead. (See p. 97). He had arrived in Auckland after dark, pulled ashore for a square meal at a restaurant—the first restaurant had been at Papeete over seven months earlier—and by some extraordinary coincidence the Americans from "Romayne" were the first to hear the story of his 12-day passage from Rarotonga.

Water had penetrated the anemometer and had corroded the aluminium rods forming the visible frame. He managed to round that problem but when started to pay it out, the short line which attaches to the aerial, parted and the kite blew away. Moore would have paid him to put it out and recover it. Instead he had the yacht's backstay as an alternative. This is fitted with insulators and is intended for use by the ZC1 transmitter. It is much too short to give good radiation on 500 kc/s, so the range would be very limited, especially in day time.

Herein lies the clue which strongly suggests that Moore was there near Cook Strait on October 9. The ship Cornwall was the only station to intercept the calls at 10.50 a.m. and another at 11 p.m., that is, in broad daylight—and Cornwall was then near Cape. Wellington Radio never heard either call.

Moore then made what he now admits was a wrong decision.

Searching aircraft came over the yacht, in poor visibility. Had Moore then made contact with the craft by radio or with his Aldis lamp the search would have been ended. Instead, because of the poor visibility and general weather conditions, he decided that if searching

craft were sent out at that time they would never sight him and might get into trouble themselves—so he ignored the aircraft.

The search, in widely separated areas, near Karori Rock, Cape Karikari, and Makoriri—all possible places with names resembling Karori cost £800, plus an unknown but much greater sum in diversion of shipping, including HMNZS Kanieri, and other costs. It was abandoned on the second day.

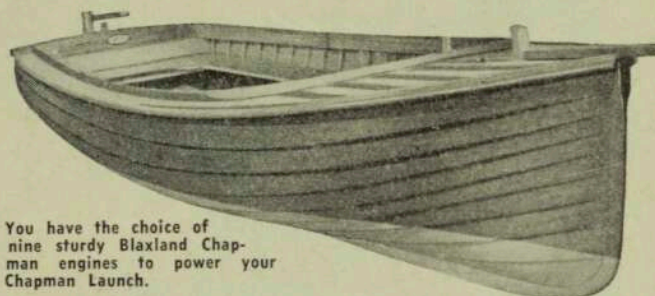
Moore stated that at no time during the period from the latter part of September, when he arrived near New Zealand, up to early March was he able to get a decent celestial sight. He did indeed take many

sights—"but they didn't make sense".

Instead of getting a "fix", Moore seems to have got a fixation—that he was in fact all the time in the Cook Strait area. So when he did take a sun, moon, or star sight, he did so with the firm conviction that they must necessarily place him there.

When these sights instead placed him somewhere far from Cook Strait, as an inspection of his log shows, he brushed them aside. He seems to have lost all faith in his celestial navigation. He became convinced that the horizon was unsuitable for sights, or that there was some other peculiar refraction causing the trouble. (Over)

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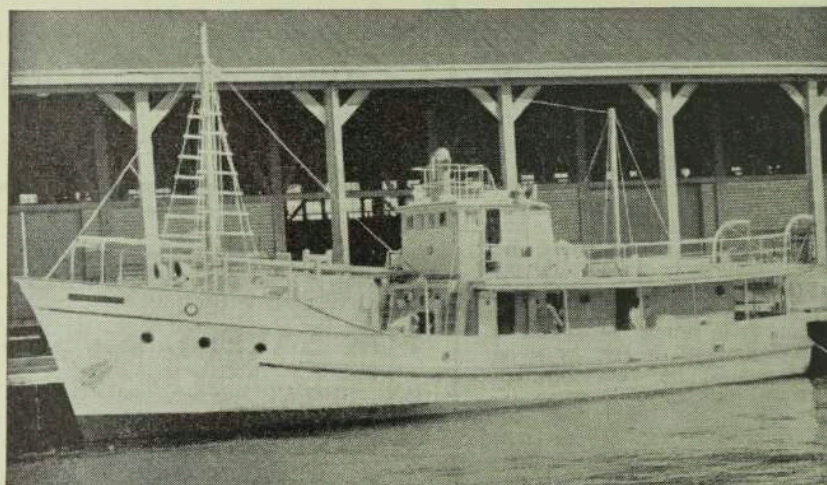
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was able to receive time signals fairly regularly to check his clock. He knew how to deal with the data in the nautical almanac at the end of 1959 so that he could still work sights. Meanwhile, without keeping any close account of his movements by dead reckoning, he seems to have sailed a series of patterns calculated to bring him into contact with land after he lost sight of it apparently some time in December.

As for to that he was in sight of identified land fairly frequently, he was frightened to approach too closely. As he rightly says, Cook Strait is no coastline to be prowling in a small yacht with a low-powered engine unless you know exactly where you are. There are big tides and many dangers.

Perhaps at first Moore was in the Strait for a while—but it was until the end of February that he was forced to accept the unfavorable—that he was then a long way from Cook Strait. He reached an isolated island. There are few islands on the New Zealand coast from which the mainland is visible or within easy sailing. Much mainland lay close to this island, which he photographed and on which he has since been positively identified as Raoul in the Kermadec Islands.

After he passed another island, he may or may not have been in the Straits. These islands agreed with celestial sights. Heading back towards New Zealand early in March, Moore got a four-star fix which placed him about 80 miles north-east of North Cape. From there on in to Auckland was plain sailing.

Moore's log shows that he sent numerous distress calls on 500 kc/s on the Gibson Girl after the calls ended on October 9. He also sent other calls in morse on 2182—because his batteries were in poor condition to use voice—he also sent other calls on the 1600 kc/s amateur band. None of them was heard.

Like his celestial sights, Moore would not believe his radio bearings, which clearly indicated a position north-east of the North Island.

As he worried about the situation? Very little, apparently for the first four or five months when he had ample food.

From then on he was reduced to tinned and unpolished rice. He provided plenty of drinking water by filtering seawater with an ordinary pressure cooker, and later heavy rain gave him ample supplies. He was two stone in weight but appeared in good condition at 10 months on arrival at Auckland.

He is tempted to believe that his food supplies became low, but he was perfectly contented to remain at sea. He was convinced he would eventually make land

## ROUND THE WORLD

The 38 ft., 16 ton ketch "Sarong" dropped anchor in Sydney Harbour on March 24, after a round-the-world voyage begun on May 7, 1958.

Owner - skipper Ted King (with cap), seen here after the 39,000 miles trip with crewmen, from left: Peter Neilson (Melbourne), Ken Payne (NSW—one of the originals), and Andy Sunstrom (Denmark). Route was Darwin, Capetown, London, New York, Panama, Pacific Is., and NZ.



again after losing sight of it in December. Meanwhile he was content to read and re-read Jacques Maritain's *Introductions to Philosophy*, *Introductions to Logic*, and *Preface to Metaphysics*. These books, he says, made all the difference. They contained endless food for thought—and there was ample time to think!

In mid-March the yacht was for sale for £1,100, but if unsold, Moore—and perhaps some companions—would again head for Wellington soon.

• **BETTER RADIO WATCH IN SOLOMONS:** As a result of the loss of the two-year-old, steel Government vessel *Melanesian*, in July, 1958, and other shipping incidents in that area, Honiara Radio is now operating a 24-hour radio watch on three separate shipping frequencies. This was stated at a Solomon Islands Advisory Council meeting in recent months. It was also then stated that tenders were to be called almost immediately for a wooden vessel of about 80 feet overall length to replace *Melanesian*. This would be a very much smaller vessel than the 241-ton, 118-ft Hongkong built *Melanesian*.

• **ENGINE-ROOM MISHAP:** Tonga's new longliner *Teiko*, en

route from the building yard in Japan, arrived at Nukualofa in February with a broken drive shaft coupling the main engines to the refrigeration plant. Repairs were made in Pago Pago.

A company is being floated in Tonga to take over the operations and the ship will be run on the Japanese system of 60 per cent. for the owners and 40 per cent. for the crew, with captain, fishing master, chief engineer and radio operator receiving a fixed proportion of both these shares. Pay thus depends upon results.

A new arrangement has been made under which the Van Camp cannery at Pago Pago will take the tuna not required for home consumption or other markets.

Last year Prince Tungi said in Suva that a group of Tongan boys would probably be sent to a Japanese fisheries university. In accordance with that plan it is probable that a Japanese language teacher will soon be hired to teach the prospective students enough Japanese to be able to take the course in Japan.

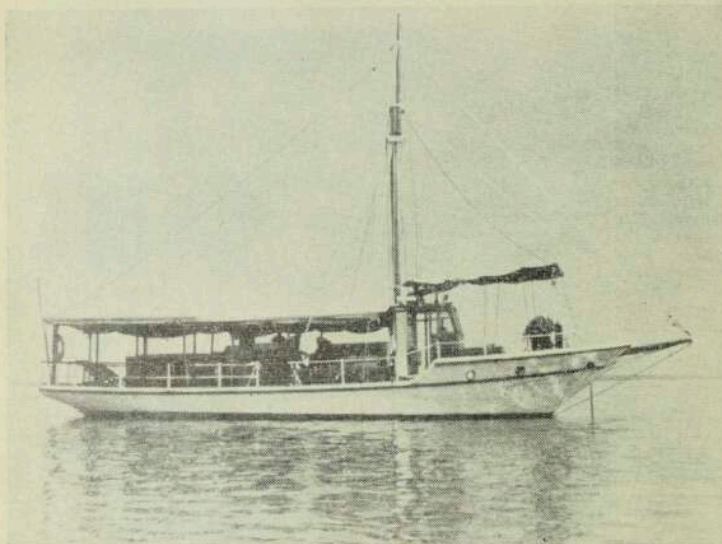
*Teiko* brought from Japan a small liver oil extraction plant which is to be used experimentally. If it is



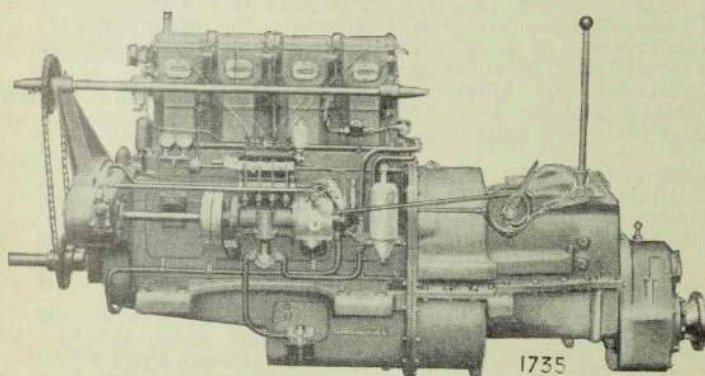
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process and a ready market can be found for this vitamin-rich oil, a sugar plant will be established.

#### THIS MONTH'S BOTTLES:

bottles were reported from Helu, a Tongan employed in Ratanui tossed a bottle containing his photo and a note overboard as his ship lay in Levuka Harbour in January, 1958. Late in December, 1959, Assistant Medical Officer Jone Nasome, in the course of a medical patrol from Honiara, was swimming off a beach on Bell Island about 1,100 miles to the WNW of Levuka when he found the bottle still afloat, and in the course advised the sender.

February 4, Metua Tou, of Roroto Island, in the Cooks, picked up the bottle near Vainauru, on the coast, and found it contained a slip of paper with the following: "J. F. Wright, SS Waitemata, 1,100 miles north of Rarotonga, 1959".

The note would suggest that this ship had drifted eastward against the prevailing wind and current, but on examining it appears that the term "ship" was used rather loosely. The ship was then bound from Los Angeles to Rarotonga and was en route north-east of Rarotonga, probably very close to Mitiaro. This is an example of how lack of information could lead to an incorrect and misleading conclusion.

**EXPEDITIONS EVERYWHERE:** Just as the Russian non-magnetic survey schooner *Zaria* arrived at Wellington on March 14 on the course of her cruise from Vladivostok, with Apia and Rabaul next port, there was word of two other scientific expeditions.

The big three-masted auxiliary schooner *Vema*, owned by the Biology department of Columbia University, New York, lately carrying out investigations into an earthquake below the Indian Ocean, was due to call at Wellington in the second week of April and seems likely to call at some Islands ports as she heads homeward across the Pacific. Early in March, built 23 years ago as a private yacht, was en route to Hobart from Fremantle.

From Rarotonga came a report dated mid-February indicating that the American scientific expedition was expected there about April and would remain in the Cooks three weeks in the course of a year world cruise. Only other details given were that the expedition's schooner, name not stated, had ten graduate students and five seamen aboard, had cleared at Honiara, February 20. Could this be the well known *Yankee* under her new ownership and in a new role? An expedition ship of another name—she dropped in to Suva twice

last year, once as mother-ship to a tuna fleet and once as supply ship to a large mother-ship, called at Wellington in March in yet another role, this time as supply ship to an Antarctic whaling fleet. This was *Tenyo Maru* No. 3, of the Taiyo Company. She will be back on the tuna grounds in June.

• **WHAT WAS THIS ONE?:** Several items of wreckage, including a table bearing the name A.Y. ISLANDER were found on a beach at the far south of New Zealand, 33 miles west of Invercargill, early in March. It was suggested that A.Y. might stand for "auxiliary yacht" but no explanation of the origin of the wreckage, which was not very greatly weathered, could be found from inquiries in New Zealand.

• **STARTING AGAIN:** Taking on stores and equipment at Rabaul in March was Okadagumi Salvage Company's *Chitose Maru*, preparing for the company's third big bite at salvage operations in the South Pacific.

The first major job was at Rabaul three years ago, followed last year by work at Bougainville, and now the salvage teams are turning their attention to the British Solomon Islands Protectorate.

*Chitose Maru* was at Rabaul mainly to collect a tug, a floating crane and a divers' tender which had been mothballed there since the end of the Bougainville operations.

The floating crane will be missed from Rabaul where it has proved a useful standby for odd jobs in the harbour, ranging from repairs to one of the main wharfs to lifting out a car which once plunged into 15 feet of water.

Operations in the Solomons Islands are expected to take at least nine months.

• **SHE WOULDN'T SINK:** Visiting New Guinea ports in March was Vacuum Oil's 11,000 tonner *Stanvac Nairobi*, a tanker with the record of once having been the most badly damaged ship in marine history to stay afloat.

In 1940, operating then as *James J. Maguire*, she received unbelievable punishment from German bombing in the Atlantic. One of her sides was ripped away and the amidships superstructure was shattered. Listing violently and spreading thousands of tons of dangerous oil cargo over the sea, she was considered lost.

But miracle seamanship from those of her complement who escaped death brought her back, although she subsequently settled on the bottom at her berth.

She was reconstructed, re-engined and re-named in 1951, and has logged extensive service since then.

The ship was Italian built in 1939.

• **INTO SERVICE:** After three months of extensive work (and an unofficial estimate of £14,000 ex-

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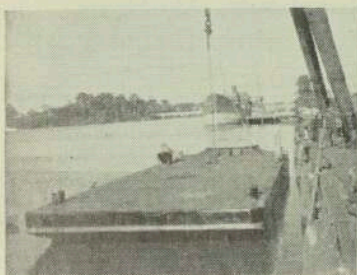


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APRIL, 1960 — PACIFIC ISLANDS MONTHLY



## How About A Name?

By early next year the Australia West Pacific Line (Australia, Japan, Hongkong, Borneo, Philippines, Australia) hopes to commission two new cargo vessels to bring its fleet to six. One is building in Denmark and one in Japan.

The four in service now are "Citos", "Delos" and "Eilos".

But AWPL's managing director, Mr. Folke Hillerstrom, makes no secret of the fact that there is much racking of brains to select names for the new vessels.

New Guinea people know this shipping line well. How about some suggestions perhaps?

(figure) the steel motor vessel went into service out of Rabaul on March 16 in her new role as a tanker.

The conversion was carried out by her owners, G. and M. Shipping Company of Rabaul, and she becomes the first fully-ticketed tanker to call at Rabaul.

*Duali* carried her 70-tons of oil in six tanks fitted into a double-sided hull and bottom, leaving some hold space for general cargo. If necessary portable tanks can be stowed in the general cargo space.

**DUE IN APRIL:** Scheduled to call at New Guinea ports late in April is the 11,000-ton cargo liner *Freems*, first in a new European Pacific service operated by Dutch shipping companies. The companies are Royal Rotterdam Lloyd and the Nederland Line. Her ships will become the biggest regular service into New Guinea. The ships will be bound at nine-day intervals from London to Liverpool, Bremen, Hamburg, Amsterdam, Port Said, Aden, Singapore, Bangkok, Borneo, Philippines, New Guinea, Lae, Rabaul, Port Moresby, and optionally Madang. They will return by way of the Philippines and Indonesia, taking about five months for the round

passenger accommodation will be provided for 12, and the service is expected to provide big freight savings in Europe to New Guinea companies which normally are shipped at Hongkong and sometimes at Rabaul in addition. The agencies in Rabaul and Lae will be held by New Guinea Shipping Company Limited, and in Port Moresby and Lae by Burns Philp & New Guinea Limited.

**DETERIORATING:** With her future uncertain, but on appearance unlikely to go into service again, the motor vessel *Airco* is

deteriorating rapidly after her unhappy return to Rabaul in tow more than a year ago. She was towed from near New Ireland to Rabaul when engine trouble developed, and she has not moved since then.

*Airco* represents the last example at Rabaul of an interesting class of vessel. She was built during the war for special fast duties, and is Fairmile-hulled with double diagonal planking and laminated rib construction.

A somewhat similar type of vessel operating out of Rabaul was *MV Nuguria*, a former wartime hospital ship tender which was fitted with a sick bay and an operating theatre.

*Nuguria* went down off the New Britain coast two years ago after sustaining hull damage while at sea.

**• FOR PANAMA FLAG:** The Union Company's well known 7,211-ton trans-Pacific freighter *Wairuna*, sold to a Hongkong company, took aboard a crew of 41 Chinese from Formosa in mid-March and changed her name to *Bonna*. From Auckland she was to head for Melbourne to uplift a cargo of flour for Colombo and is not likely to be seen again in Islands ports, so far as is known. She is now registered in Panama.

The Union Company also reported that several inquiries had been received by prospective purchasers of the passenger liner *Monowai* which will be put up for sale on conclusion of an Islands cruise in June.

**• TOO BIG FOR SUVA:** The Orient & Pacific Line's new *Canberra*, launched March 16, and due to enter service in June, 1961, will not be calling at Suva, according to a March statement. The 45,000-ton vessel is considered too large to handle with the available facilities in that port. However, the new *Oriana*, 40,000 tons, is scheduled to call there when she enters service in December this year. Suva has no tugs to assist big liners which have sometimes been pinned to the wharf by an off-shore wind at time of departure. *Canberra* will carry 2,250 passengers at a service speed of 27½ knots.

**• NAME ANNOUNCED:** Shaw Savill announced in March that their 22,000-ton passenger liner intended to operate a round-the-world service with *Southern Cross*, will be named *Northern Star*. The keel was to be laid in April and the vessel should enter service in April, 1962. She will have engines aft, like the present vessel, and will carry 1,400 one-class passengers at a service speed of 21½ knots. Unlike *Southern Cross*, she will have a second dummy funnel structure forward near her bridge. From the published sketches many would consider that the funnel design spoils the appearance of the ship—just as the funnels of existing Orient Line vessels mar their attractiveness.

**• THOSE MYSTERY FUNNELS:** When the Tonga Copra Board's new *Aoni* arrived from Holland there was speculation regarding the big M on her funnel until it was learned that it stood for Mataka, which means copra. Then came the new *Hifofua* with a big P. That stood for Puleanga, meaning government. And now comes *Teiko*, the tuna longliner, with a big T. That does not stand for Tonga or Tuna but for Toutai, which means fisherman!

**• NEW PUBLICATIONS:** Recent Notices to Mariners advise that new charts have recently been issued for Rapa Island and for Ward Hunt Strait to St. George's Channel in New Guinea waters. A chart of passages and anchorages in the Fiji Group and one of anchorages in the Solomons will follow soon. Two new charts of magnetic variations for the East and West Pacific are also on the way, as is a new chart of the Huahine-Maupiti area of French Polynesia and a revised chart of anchorages in the Loyalties.

**• THE OIL TRADE:** Whether it was the steel strike in America or some other technical hitch was not quite clear, but the bulk oil tanks to be erected at Nukualofa were still not taking shape in March. Consequently the Tonga Government's ocean tug, *Hifofua*, and the Auckland-built steel oil barge had not commenced hauling bulk oil to Tonga from Samoa or Fiji.

There were rumours afloat that a small tanker in New Guinea waters—perhaps *Duali*, reported this month as having been converted to a tanker at Rabaul—would be used

## Rabaul Gets Another Sunken Wharf

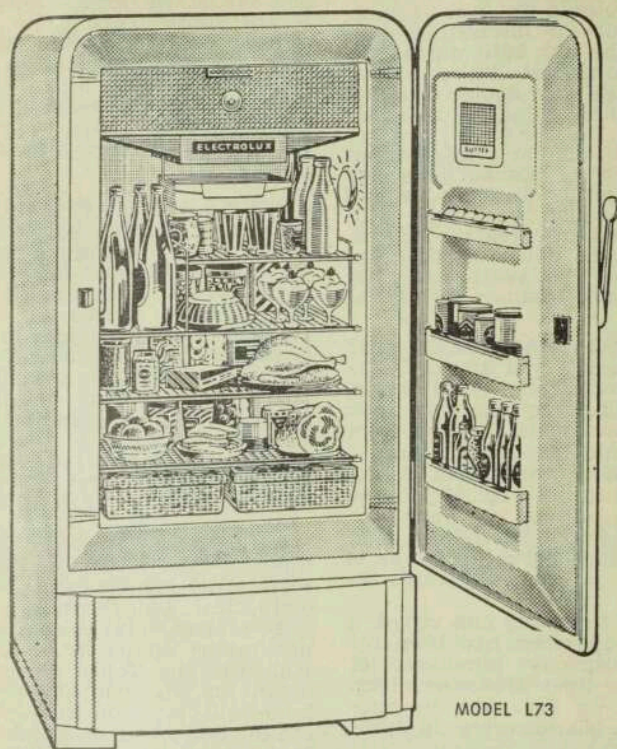
With berthing facilities severely taxed more often than not at Rabaul, Burns Philp (New Guinea) Ltd. are building a new wharf in Simpson Harbour for their small ships.

The wharf is being built from a former copra lighter which has been sunk offshore, and out to which approaches have been built from filling and concrete.

Rabaul already has another sunken vessel turned into use as a wharf—the hull of a 10,000-tonner which has remained where she sank during war-time bombing. For many years the bow section towered above the cut-down amidships section which formed the actual wharf. Recent refinements have turned it into quite a presentable wharf, capable of taking ships of at least 10,000 tons.



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vacuum Oil for the transport of oil to Rarotonga as soon as the tanks are ready there. Presumably this tanker would not be lying only Rarotonga.

**STILL SITTING:** Smart in new light grey paintwork the NZ coasters *Inaha* and *Forton*, mentioned last month, still lay side by side in Auckland in mid-March, first-named with Vila on her and the other with Suva as port of registry. Their movements were uncertain pending correspondence overseas. Captain Gordon, formerly master of *Maui* for many years, brought them round to Auckland for her owners from a West Coast in March, and is currently regaining master in coastal vessels.

**TOLD OFF, PROPER:** News sometimes filters slowly from the islands but a statement made in the BSIP Advisory Council by the Commissioner some time ago, not previously reported in this journal, is still of interest.

Referring to the reports of the inquiries into the losses of government vessels *Melanesian*, *Ma* and *Margery*, the High Commissioner said that they contained criticisms which reflected adversely on the handling of the ships, the standard of training of crews, and the organisation of the Marine Department. The defects exposed, the High Commissioner must be corrected without delay but the difficulties of effecting compliance with the new ship regulations which came into force on January 1, 1959, were considerable, both for Government and privately-owned vessels. Still he could clearly be no question of retreating from the intentions to the standards of safety at sea in the Solomons.

**NEW LEASE OF LIFE:** The Moresby-registered Cook Islands-based, 135-ton trader *Tri*, fitted with a new and larger rudder, new rudder, and extensions to the fins in the vicinity of the propeller, showed a gain in speed of at least a knot when she underwent trials in Auckland in March prior to heading back for Rarotonga. The effectiveness of the 10-inch bilge keels, also fitted, and ease rolling, will be tested en route.

**FOR SERVICES RENDERED:** Appreciation for work done in clearing the wire from one of the propellers of the liner *Himalaya* at Suva wharf in January, the P Line has presented the RNZAF divers club with a new compressor for filling their air bottles. Present they pay about 15/- per hour to commercial firms.

Appreciation for the services rendered by the new Suva Fly-

ing Angel Club, the men of the Royal Navy tanker *Oina*, in port at the time of the riots, collected £28 as a contribution towards the repair of window damage caused by "persons unknown" at that time. The money was handed over to the Rev. Figgess, club chaplain.

• **ROLLING THEIR OWN:** Some 1,700 Rotarians of Australia and New Zealand have "dubbed in" to charter the 29,614-ton liner *Iberia* in June next year, so that they can attend the international Rotary Convention at Tokyo. The ship will lie at Yokohama and the Rotarians will live aboard, shuttling between there and Tokyo by electric train each day.

• **PAPUAN REPLACEMENT:** For 30 years, the Seventh Day Adventist Mission has operated *Diari* in the Papuan Gulf waters, but she will be replaced soon by a new mission vessel now being built by Millcraft Pty. Ltd., at Bulimba, Queensland. As yet unnamed, she will be 48 ft long, with transom stern, and be powered by a 76-hp Gardner diesel engine. Pastor Elwyn Martin, SDA president of the Delta area, will run her.

• **FAMILAR NAME:** The Norwegian shipping line, A/S Thor Dahl, which operates in the Pacific through General Steamship Corporation Ltd., of San Francisco, will replace MV *Thorshall* with MV *Thor I*, in April. *Thorshall* is now on her final trip through Islands territories and will be withdrawn when she returns to USA early in May. *Thor I* is due to leave San Francisco late in April on her maiden voyage through the South Seas.

Built at Bergen, in 1955, *Thor I* is 7,850 tons dw., 448 ft oa., carries 12 first-class passengers, and is fitted with three refrigerated chambers (total capacity, 10,400 c. ft). Islands residents have fond memories of the original MV *Thor*, which operated in the trade from the inception of the Pacific Islands Transport Line service in 1938 until she was taken off in 1952. During World War II, this small vessel was the only commercial link between USA and Tahiti, Samoa, Fiji and New Caledonia and kept those territories supplied during the critical period.

Nowadays, the six weeks' service extends to New Guinea (mainly for plywood), Tonga and BSI.

• **JOYITA FOR SALE:** Apparently, the group of Vanua Levu planters, Fiji, who bought *Joyita* after she had been in the world Press headlines as a "mystery" ship in 1955, following her disappearance between Apia and the Tokelaus, have had enough of her—she was offered for sale in Fiji in late March.

She went missing after leaving Samoa on October 3, 1955, and when

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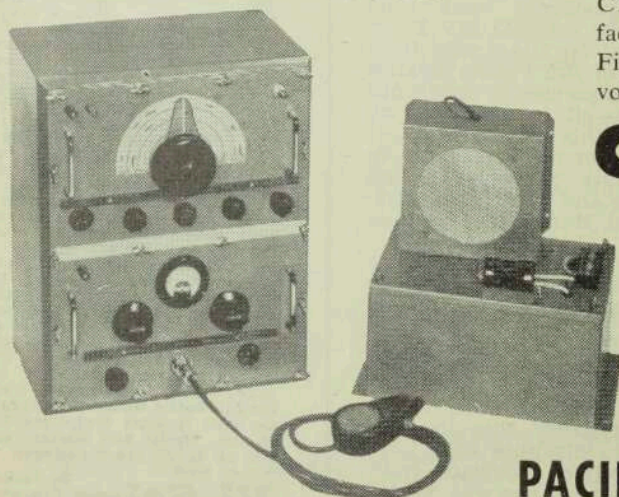
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and five weeks later was a wreck, with no trace of her 25 passengers and crew. She was sold to Mr. D. Simpson, of Vanua Levu, to Hawaiian owners at public auction, and the planters later hired her when he died. Last year, in November, she grounded on a reef at Vatuvula, but was hauled off and sailed for Levuka, where it was seen she was making her way. She was beached at Nasova, Lau, where she is still lying.

**SHIPWRECK DETAILS:** The drama of the unsuccessful attempt to save the Japanese freighter *Nagasaki Maru*, aground in the Carolines, was told in March for the first time with the return of Rabaul of one of the salvage ships.

The *Nagasaki Maru*, 8,397 tons, went aground on Helen Reef, north of New Guinea, on December 5, bound from Japan to Australia (Pacific Shipping, PIM, Feb.). Captain and crew were taken off safely in the teeth of a heavy gale only two months later, and the wrecked ship is now abandoned. It is not known in March whether further salvage attempts would be made, but Japanese salvage operations in Rabaul considered this likely.

The full story came from officers of the salvage ship *Chitose Maru*, which stood by *Nagasaki Maru* for weeks, and which returned to Rabaul for the first time in March. *Chitose Maru* had been at Rabaul in December preparing for a quick home to Japan when she was suddenly diverted to Helen Reef to assist *Nagasaki Maru*.

She arrived at Helen Reef the day after Christmas and found captain and crew still safely in *Nagasaki Maru*, but heavy weather was building up.

Four days were spent jettisoning cargo (consigned for Sydney and New Zealand), and temporary repairs were started to the damaged hull under No. 1 and 2 holds.

Then on December 30 a typhoon struck the area. Huge waves crashed over the stricken ship. Some water went so high that it crashed into the funnel into the already flooded engine room. Two men narrowly escaped drowning when a wave swept them across the deck.

*Chitose Maru* could do nothing but stand off and ride out the storm. The water was too deep for an efficient anchorage and there was a continuous standby on the lines.

On the third day of the typhoon *Nagasaki Maru* shifted by the beam to the reef, tearing holes in her hull and developing a list.

For four weeks salvage attempts were continued but they proved useless. Finally a second rescue ship, *Toyo Maru No. 2*, took off *Nagasaki Maru's* complement, and the grounded ship was left alone.

## News of Cruising Yachts

● **SEARCH AND RESCUE.** The DRIFTER incident (see elsewhere) is certain to weaken the New Zealand yachtsmen's case against the imposition of Government regulations to control the movements of yachts on off-shore voyages. Moore said that he had left full details of his yacht and its radio facilities and other equipment with a member of his yacht club. But these details apparently never reached the Search and Rescue people, and as a result there was probably unnecessary expenditure in the search operations. Moore did not complete one of the questionnaire forms which yachtsmen are urged to fill in and lodge with the police prior to departure.

He said, however, that he did fill in such a form at Papeete when one was

handed to him for completion, and that information should have been available on request from NZ. The NZ forms are available at Marine Department offices in NZ ports and from the Harbour Master in Suva, Fiji. There seems no reason why they could not be submitted to yachtsmen as an essential paper for ship clearance, but under the present system yachtsmen must actually request the form.

Under legislation which the Government has been considering for introduction there will be heavy penalties, even confiscation of yacht, in the event of air search following failure by the yachtsmen to have submitted a form and to have had his yacht inspected prior to departure to see that it complied with certain safety requirements.

Main opposition to the legislation is that it is too extreme, and that yachtsmen do not consider that they should be

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down to any particular route or destination—which must be stated on the prior to departure. Some yacht already have an inspection system of their own.

**DELINA** of Adelaide, 60-ft. ketch owned by Mr. Polson, and with a crew of six, arrived at Whitianga near Auckland on March 1. Mr. Polson intended to sail the international Big Game Fishing fleet, after which, in the last week in March probably, the yacht was to sail for Sydney.

**TAHI WAITANGI**, with 76-year-old Captain Percy H. London in command, arrived at Nelson, NZ, 22 days out of Sydney at the end of February. The 58-ft. ketch is likely to remain in NZ waters.

**CRUSADER** of Auckland, which Mr. Endeavour, with companions, sailed to San Diego via Polynesia last year, is now on sale there with a price tag of the value of £NZ13,000. Owner Endeavour is back to Auckland at the end of March and said that he expected a sale to take place soon.

**REPOSADO**, the big motor yacht owned by Mr. Brian Neill purchased in Sydney last year, was scheduled to leave for Australian waters early in March. Crew were being sought by advertisement in March.

**CARLA MANUS** mentioned recently having changed hands in Sydney after being in New Guinea waters as a trading vessel. It will be better remembered by some of her former name of AMOHINE.

**SEA CHANTY** of Canada, at Whangarei, NZ, was purchased by crew-member Monk who plans to remain in NZ waters for a year. Ex-owner Roy Kempel, crewman Allen Cherrington, plan to return to NZ for a few months before returning home by ship.

**WAIHAPE**, 42-ft. motor-sailer owned by Johnny Wray of Auckland, who has been several times to Tonga, from where his wife hails, was to clear for New Zealand, the Great Barrier Reef, Lord Howe and the first half of March and return about November.

**WHITE SQUALL** and the **Norgroves** of Auckland were to clear for Papeete about March 26.

**FLYING WALRUS** and the **Wells** of the US, in Whangarei these many months, planned to clear for New Hebrides in April, after which will decide whether to turn back eastward or continue west.

**PATSY JEAN** of Auckland, owned by Mr. Silk, and **NINA** of Auckland with Mr. J. Moody, both already known in the Islands, were to leave Auckland in early April, bound for Rarotonga, where they will complete the job of rebuilding the N which he purchased there on the same day a year ago.

**KEHUA** which lost her mizzen coming from Tonga some months ago, will be doing any deepwater cruising this year. This 29-ft. yacht belongs to Whangarei, NZ.

**KOCHAB** of England, with Dr. Klein-Evans will clear for Fiji and return late March or April.

**DEBONAIR**, which made a false start for Fiji last year and put back, is to clear for Auckland for probably Fiji, then westward. Aboard will be Jack and his wife and 16-year-old daughter. This was the yacht which was last sailed out from the UK by the Brothers some years ago.

**CIMBA**, which was reported to have

made a false start for Suva last year, is understood to be unlikely to sail on a deepwater cruise this year.

● **STARDUST**, the big converted Fairmile motor yacht which has been in Fiji for some months past, has been cruising the Lau Islands in the east of the Group. Of the original crew from Australia, only owner Richard S. Smith and Kate Smith remain.

● **D'VARA**, 30-ft. ketch crewed by a man and wife team, cleared Port Moresby on March 12 on the first stage of a round-the-world cruise which is expected to take six years. D'VARA is initially bound for India, followed by Africa, Europe and Canada. Sailing her are Mr. and Mrs. "Blue" Bradfield, who built her in Perth 18 months ago, took her to Port Moresby, and have lived in Port Moresby

for a year preparing for the cruise. D'VARA is of the lately popular wishbone design which gives small sail area but simplicity of operation. She can make four knots under auxiliary power. (D'VARA—derived from the Motu language of Papua. Davara—ocean.)

● **LAMMERHAK II**. After four months in the one place, the 23-ft. yawl is still tied alongside the main wharf at Rabaul waiting for her owner to accumulate enough funds (he freely admits it) to continue a round-the-world voyage. But if the voyage eventually goes to plan she will become the second smallest vessel ever to make the lonely circuit. Her lone-voyaging owner Joseph Hawkins is working as a stevedore at Rabaul for the time being. LAMMERHAK II hails from Haifa on the Levant Coast of the Mediterranean, and is bound west.

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# Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

## Hollandia Celebrates Its First Fifty Years

There was quite a celebration in Hollandia, capital of Netherlands New Guinea, on March 7, when the town celebrated its 50th anniversary. Members of the Veterans' Legion reenacted the landing of a military party which first put foot on Hollandia on March 7, 1910, hoisting the Dutch tricolour with the words,

"In the name of Her Majesty the Queen, raise the flag! God grant it it may never be lowered".

The anniversary party was dressed in the military uniform of 50 years ago and was armed with the traditional carbine and "klewang", a sharp long machet carried by officers of the early Royal Netherlands Indies Army.

Near the harbour, NNG Governor Houtappel unveiled a monument commemorating the anniversary, and a newly built road where a shopping centre is planned—one of the main thoroughfares of Hollandia—was officially renamed Kapitein Sachseweg (Captain Sachse Road) after the leader of the military party which had made that 50-year-old landing.

Then the festivities commenced. There were canoe and bicycle races, a regatta sailing by all 17 yachts of the Hollandia Yacht Club, a soccer match, a demonstration of aboriginal dancers, and plenty of sport, including archery, for Papuan contestants as part of a night fair. Hollandia's 50 years have been eventful.

An important part has always been played by the military, especially the early stages of exploration, where they had the task of mapping much of the Territory. There were extensive military explorations carried out from 1907 to 1915. In September, 1909, HMS *Edi* (Lt.-Com. F. L. Rambonnet) appeared in Humboldt Bay, and a bivouac spot was found "at the mouth of a small river with clear water". It was five months later, when the bivouac was completed and the flag officially hoisted on the encampment of Hollandia.

There was a German encampment,

with the name of "Germania Corner" on the other side of the border, which was then German territory.

The major job of the Royal Netherlands Indies Army on Humboldt Bay was to assist a Commission in determining the Netherlands-German border. But hardships were the order of the day. Tropical illnesses depleted their strength and it was only with great difficulty that the area immediately surrounding Lake Sentani could be mapped.

Little occurred between 1920 and 1938, although in 1930 the first settlers had arrived in Hollandia as pioneer small holders, but this settlement was a failure.

In 1938, the American millionaire Richard Archbold put some life into Hollandia by making the town his headquarters for an expedition to the Baliem Valley. He was in the area for more than a year.

In 1940, Hollandia's population was a mere 300, but with the war the picture changed in a startling fashion.

General MacArthur, who used NNG as a point for his islands' hopping warfare, took over, and as

a military population of 140,000 flooded into the area roads and airfields were built or improved, ports extended and enormous living areas laid out. Several American names are still in use in Hollandia.

But when the Dutch took over again from the Americans in 1946 they couldn't cope with the task of maintaining the area with the result that for some time life was tough, as the town lived on and in what it had been left.

On December 27, 1949, Netherlands New Guinea was declared a Government, and a Governor appointed, and the first years after 1950 were years of reconstruction, slow at first, but quickly gathering pace. The centre of Government, originally at Kota Baru, about eight miles inland from the bay, was gradually moved to the harbour side, and a new Government House built.

The old Dock 5 area of the American days has been turned into an extensive residential district, which has included Docks 8 and 9.

Today the population of Hollandia comprises more than 7,600 Europeans (many of whom are in fact part Europeans); some 6,400 Papuans and about 1,100 Asians.

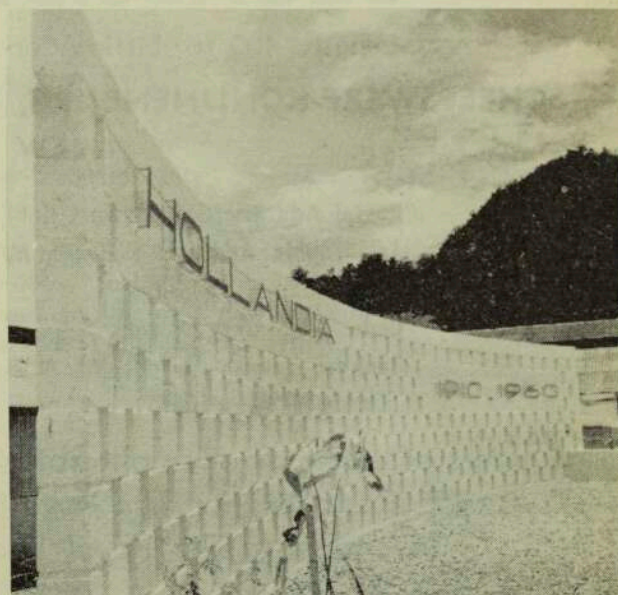
## W. Samoa's Produce Figures Are Brighter

With independence for Western Samoa getting closer—which means the Territory is that much nearer to the problem of making the country pay for itself—there was some good news in March when the Agricultural Department released figures showing that agricultural production last year was a record.

Favourable weather conditions, and record prices for copra and good returns for cocoa, and a big export business in bananas to New

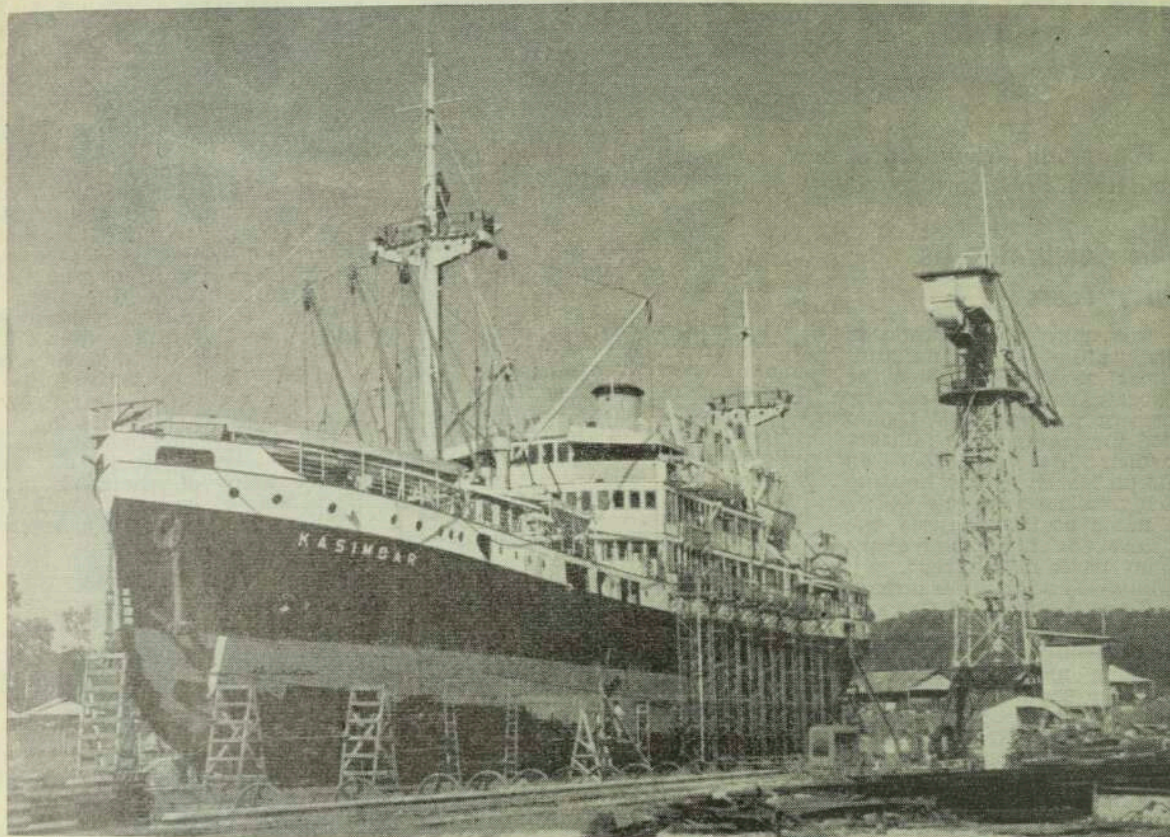
## HOLLANDIA REMEMBERS

This monument, contributed by the citizens of Hollandia, was unveiled there by the Governor on March 7 during Hollandia's 50th anniversary celebrations. The monument is approximately on the same spot where Captain Sachse stepped ashore in 1910.





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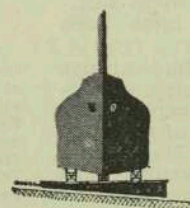
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land, all added up to a total more than £3,300,000 in income from agricultural exports. Main exports were 16,840 tons of copra to the value of £1,400,000; 1,000 tons of cocoa worth £969,860; 789,293 cases of bananas worth £684. Copra exports comprised 42 per cent. of the total exports, and more than 3,000 tons over export figures. Furthermore, there was a considerable improvement in the quality of the copra, mainly due to the hot air driers. Ninety-nine per cent. of the copra exported was first grade. Average cocoa price was £275 a ton, which was £30 a ton lower than in 1958, but 160 tons more were exported last year than in 1958. Cocoa was exported to the UK, New Zealand, Australia and many, in order of quantity. The side-light was that 1,813 pigs were slaughtered during 1959, compared with 2,454 in 1958, the decrease probably being due to a much larger consumption of imported fish by Samoans.

### Delegation Discusses Problem

A four-man delegation from North Viet Nam left Noumea in March for Saigon after spending some time in New Caledonia and New Hebrides, discussing the problem of the return of Vietnamese from New Caledonia to their home country. Negotiations for the return of the people have been going on for the last few years, with no success so far although there has been a great deal of confusion. At a conference before leaving Noumea, the delegation observed that the Viets in New Caledonia had a much higher standard of living there than they would have if they returned to Viet Nam. Nevertheless, the delegation said it was convinced that the majority of New Caledonian Viets wished to return to North Viet Nam (Communist), and South Viet Nam would accept them and give them access to the North. The delegation said it was convinced "the solution was near". However, there is an attitude developing in New Caledonia that the problem seems to be without solution.

### Some Relief For Caledonia's Drought

There was some relief in March in New Caledonia's drought, though there was still a serious shortage of water in the Yate dam. Noumea's diesel power station helping out. There were some good falls of rain on the west coast and cattle there received considerable relief.

### Rabaul Dispute Over Land That Never Was

On the shores of Blanche Bay, near Rabaul, lies a strange tract of land:

- Until 23 years ago it didn't even exist.
- Up to five years ago no one wanted it.
- Today a legal battle is likely for the right to occupy it.

Soggy in the Wet, unbelievably dusty in the Dry, the land was flung up out of the sea to join Vulcan Island to the mainland in the eruption of May 29, 1937.

For many years the natives avoided it, and for several years it was bare of vegetation. Even today the vegetation which it supports shows a shade of difference to that on the surrounding land.

A government town-planning officer once suggested it would make a possible site for a satellite town to Rabaul.

Commented outspoken Kokopo planter Frank Wilson: "What? Build a town in that forsaken area? It's only good for sand flies."

He was quite right about the sand flies—and in fact they are still there.

But there have been a few changes

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# "Tropic tests" prove extra durability of Taubmans glossy enamels!

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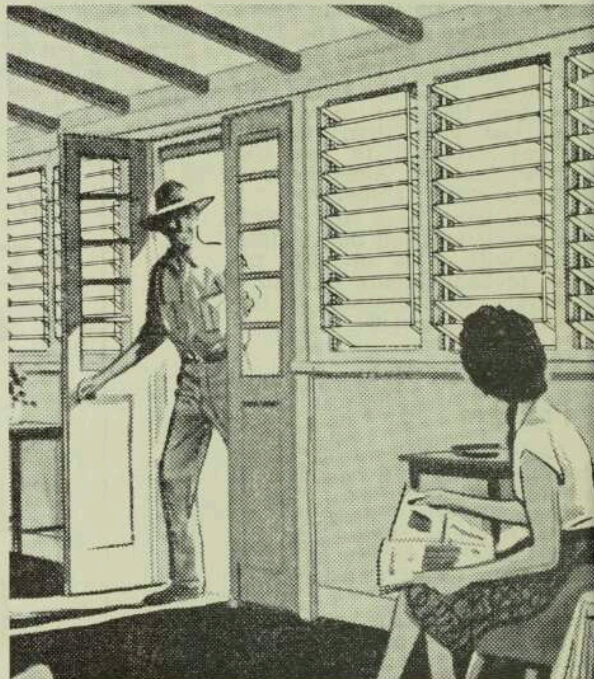
## "Weatherometer" test demonstrates the amazing durability of Butex Full-Gloss!

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.

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## Butex for outside



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## Revelite for inside



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the area in the past five years, since the recent French-Australian air agreement (PIM, March).

**Fighting Malaria On A World Front**

"Malaria" was the key word for this year's World Health Day on April 7. The United Nations announced a concerted effort on a large-scale war against the disease. The 90 members of WHO have resolved to pool their knowledge and resources to achieve nothing less than the complete elimination of the disease from the globe.

WHO Director-General, M. G. Candau announced that anti-malaria campaigns were at present proceeding in 92 countries and territories—the greatest co-ordinated public health programme ever undertaken. In 13 of these countries malaria had been vastly reduced, but in 56 countries nothing had been done at all.

Malaria still remained a constant threat to 1,000 million humans, and the disease was responsible for 10 per cent. to 15 per cent. infant mortality.

**"Revision Needed" For NG Copra Fund**

The Planters' Association of New Guinea is calling for a revision of

the area in the past five years, since the recent French-Australian air agreement (PIM, March).

Club decided to use part of the land for its racecourse.

the success of the turf club is well known, and recently the decided to apply for an additional lease on the area to extend the course.

The Department of Lands has now informed the club that its application for extension has been opposed by native groups in the area on a number of grounds.

One of the grounds cited is that the area is needed for food crops. It is not yet known whether the matter will come to litigation or what will happen.

Since the day when work started on the racecourse the club has been troubled by native people. The natives pulled out survey pegs, interfered with equipment, and took away fuel from tractors during the construction stage.

After the racecourse was finished the trouble continued. Wiring for electrical and public address equipment was slashed down with bush-knives, and wire was taken from the lines. One enterprising character strung bananas across the end of the straight.

Committee members of the turf club believe that the natives don't really want the land, but have adopted a policy of irritation.

One member said recently: "The natives never came near the place, except to walk through on their way to fish, until we started to set up the course."

Now they are planting bananas and kau kau in all sorts of awkward places and are complaining that they are short of land.

There is plenty more land around the racecourse area if they could be bothered to clear it."

### Honiara Shark Fatality

The Solomons has more than its share of shark fatalities. Latest attack was on February 28 when a Honiara boy was attacked by a shark while fishing waist deep. He died shortly after being dragged from the sea by companions.

### After Flight Aids

#### The Solomons

The Australian Department of Civil Aviation is now installing navigational aids in the Solomons, under a joint programme with the P Government.

Work is going on at Honiara, Lae, and Buka.

The programme is expected to end in mid-May and will enable aircraft flying between Port Moresby and Honiara to increase their pay loads. The Governments also are looking ahead to the time when air services will run through the

Solomons to Fiji, much closer now since the recent French-Australian air agreement (PIM, March).

### Fighting Malaria On A World Front

"Malaria" was the key word for this year's World Health Day on April 7. The United Nations announced a concerted effort on a large-scale war against the disease. The 90 members of WHO have resolved to pool their knowledge and resources to achieve nothing less than the complete elimination of the disease from the globe.

WHO Director-General, M. G. Candau announced that anti-malaria

campaigns were at present proceeding in 92 countries and territories—the greatest co-ordinated public health programme ever undertaken. In 13 of these countries malaria had been vastly reduced, but in 56 countries nothing had been done at all.

Malaria still remained a constant threat to 1,000 million humans, and the disease was responsible for 10 per cent. to 15 per cent. infant mortality.

### "Revision Needed" For NG Copra Fund

The Planters' Association of New Guinea is calling for a revision of

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the system under which the Copra Stabilisation Fund operates in Papua-New Guinea.

Members of the association say that money in the fund should never exceed a certain limit (yet to be determined), and that pay-outs should be made to producers each time that the limit is reached.

Under the present system of operation, growers subscribe to the fund on a production basis, and the fund is available as a subsidy in the event of copra prices falling below an economic limit.

The price of copra has been well maintained in recent years, however, that there have been occasions for subsidy pay-outs, and the reserve has continued to accumulate.

Some planters believe that the safety reserve has already been well passed, and that there is no reason why some of the money should not begin to come back to producers.

Naturally enough, however, there are varied opinions on the basis which should be adopted for making the proposed pay-outs.

Should a pay-out be based on a grower's current annual production, on his total levy to the fund to date, or on what other index?

Meanwhile the association has appointed a sub-committee which is investigating the proposal.

The association's feelings in the matter have already been put before the Australian Minister for Territories, Mr. Hasluck.

He has offered to give his close attention to what he describes as "any workable scheme which the association might bring forward."

### Growing Concern Over Tinginagalip Taxes?

Newest developments in the Tinginagalip tax dispute in New Britain indicate that six Tolai natives will lodge a legal appeal against their convictions for non-payment of tax.

Tinginagalip is a small village on the Gazelle Peninsula where a spokesman claimed in March that all the men would rather go to gaol than pay their local government tax to the Vunadidir Local Government Council (*PIM*, March, p. 20).

But whether or not the village will be prepared to go ahead with a mass gaol threat will probably not be accurately known until late April, when the Papua-New Guinea Administration on behalf of the local government council is likely to take some action.

The six men concerned in the newest development are villagers from Tinginagalip, but their conviction relates to non-payment of last year's tax. They were not caught up with last year because they were in gaol—for other than tax-related offences.

A Rabaul court in March sentenced



to a month on the tax charges granted a stay of proceedings at the matter could go to the same Court if the natives decide to appeal.

Meanwhile there have been hints of the Tinginagalip attitude is much deeper concern in Administration circles than has been really admitted.

People outside the Administration tended to be critical of the Tinginagalip situation. They have stated that if the Tinginagalips are so sure that they want to be removed from the council, then they should be dropped smartly—or at least be called to give evidence at the sort of an inquiry.

Administration officers have stated now that they are frightened the rest of the council scheme—the small village falls by the way—may not others follow?

Mission workers and other men in the Rabaul district outside the Administration and interested in the welfare believe there is no reason for this fear.

More accurately, they agree one or two small villages might be the infection and want to pull out they say the loss sustained by the council scheme as a whole will be negligible.

## Advance For Harbour

Preliminary engineering investigations into a deep-sea harbour for Asau and Salelologa for projects in Savaii, West Samoa, are nearly completed. The investigations have been undertaken by Mr. Peter Austin of the London Engineering firm of Group One Ltd. were started last December.

Among other things Mr. Austin tested the sea bed and sub-soils at three centres, making experimental bore holes.

A harbour is to be developed by building a wharf 1,200 ft long at the western end of Apia Bay. It will be sheltered by the reef to the north and north west, and is up to 560 ft long can be dredged. When dredged the depth of water near the new wharf would be 10 ft.

A 400-ft breakwater will be built to protect the harbour from heavy seas.

Asau, which is considered the natural deep water harbour in Samoa, development of the harbour would present no difficulties, though a large sand bar will have to be removed from the western end of the harbour.

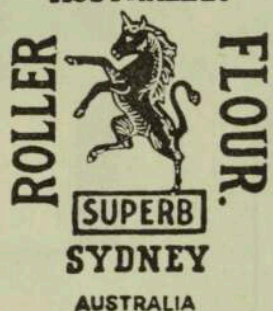
Salelologa harbour has been found unsuitable for large ships of the banana boat class, such as the 'M. It could be developed for larger and small-craft if a basin is dredged, and also the main entrance.

(Over)

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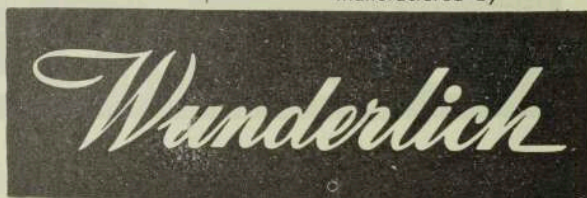


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## Samoan Survey Completed

The survey of land use and resources in Western Samoa, which was started in 1953 by the Geography department of Auckland University, has been completed, and the results are being published in a book entitled "Western Samoa: Land, Life and Agriculture in Tropical Polynesia".

The project was financed by grants from the New Zealand Carnegie Social Science Research Grants Committee. Eight of the geography department's staff carried out field work until 1957, and archival research continued in New Zealand the following year.

When the Harbour Development Advisory Board receives a final report from Group One Ltd. it will be in a position to make recommendations to the Government.

## It's Well" With the PIR Now

The Pacific Islands Regiment and Papua New Guinea Volunteer Forces were operating in a first-class manner in Papua and New Guinea, the GOC Northern Command, Major-General T. J. Daly, after a recent tour of inspection.

Major-General Daly has since taken up a new posting with the Army outside Northern Command). He commented on the structure of the PIR and PNGVR after an inspection tour to Port Moresby, Lae, Madang, Wewak, Bulus, Vanimo and Goroka. He described the PIR as a highly trained and efficient combat force which would compare favourably with any similar type of force. In 1958, many PIR members were involved in a serious riot, with fatalities. Changes were made in the regiment following this.

## Easier To Enter French Polynesia From Cooks

The French authorities in Papeete have eased the requirements for visitors from the Cook Islands. In the past, persons other than Cook Islands Maoris who wished to visit Tahiti from Rarotonga, had to obtain entry permits or visas from French Consular representatives in either New Zealand or Fiji. Now, as a result of negotiations between the Cook Islands Administration and the French authorities, Europeans or others wishing to visit Tahiti from the Cooks can obtain an entry permit by tele-

graphing Tahiti and supplying name, date and place of birth, nationality, occupation, passport number, intended duration of visit, and intended address in French Polynesia.

## Decision Causes Upset Among Parents

Consternation was caused among parents in New Caledonia in March following an announcement that New Caledonian students called up for military service while at school in France will have to serve their time in France, for a period of 27 months.

At present, New Caledonians return home to carry out their military obligations. The service period is shorter, and conditions easier because the recruits have the compensation of home life. And what's more, says PIM's Noumea correspondent, they run no risk of being sent to the Algerian front.

The correspondent says that unless the plan is reconsidered there could be real danger that parents will not send their children to France for higher education.

The Noumea roneo press has bitterly attacked the decision.

The President of the Territory Assembly, Mr. A. Ohlen, radioed Deputy M. Lenormand and Senator Lafleur, at present in Paris, asking them to do the best to have the

decision altered.

Meanwhile, it has been announced that beginning from July the New Caledonia military will begin a recruiting campaign, directed at New Caledonian natives, and natives of the Wallis and Futuna Islands (recently granted French citizenship). The natives of these Territories are not subject to compulsory military training.

## The Spiking of Mr. Lakshman's Guns

Fiji's B. D. Lakshman, who manages to keep himself frequently in the public eye, came an awful cropper in March after having failed to appear before the commission of inquiry into the December disturbances in Suva.

Lakshman, who is a problem to the Government at times, looked like making a martyr of himself over his defiance of the tribunal.

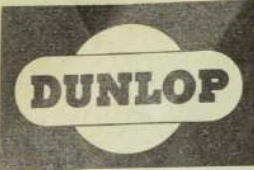
The commissioner, who is Fiji's Chief Justice (Mr. Justice Lowe) had thought Lakshman could help him in his inquiry into events of those troubled days, so he had sent a summons to Lakshman to give evidence. Lakshman did not appear, but he did take the trouble to write in and say why he would not appear. Lakshman claimed the commission was not properly constituted, although it was difficult to

## DOCTORS AT WORK

Hollandia, Netherlands New Guinea, these days has a modern central hospital. This photograph shows Mr. Albert Mandosir, a surgical assistant (right) during an operation, one of many he has assisted at. Dutch surgeons have praised him for his skill, and when the hospital was officially opened in July last year he was decorated with the Medal of Honour in Gold, in the Order of Nassau of Orange.



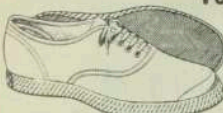




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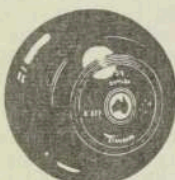
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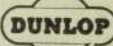
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How he arrived at this conclusion for all legal formalities had complied with, and it was the of the land and Lakshman himself is a lawmaker in his role as an Elected Member for the South-Western Division.

Earlier he had publicly stated he had the fullest confidence in the integrity of Mr. Justice Lowe. Before his about face could only termed as a "Lakshmanism".

Anyway, Lakshman was summoned to appear in court to answer charge of having failed to appear before the commission.

Lakshman had let it be known he would not pay any fine. So default imprisonment was imposed in lieu. Lakshman would have seen himself a martyr in the eyes of many. The Government kept an eye to be played at the right moment.

Lakshman appeared in the Suva District's Court towards the end of February and was convicted. The District Judge fined him £10 and gave him seven days to pay. Lakshman said he would not pay any fine.

The Crown then played the ace. It asked that instead of a default judgment in gaol a levy and distress warrant be issued on Lakshman's assets.

Lakshman's guns were neatly packed when the Magistrate agreed. He was not going to pay a fine, neither was he going to gaol, but would lose £10 worth of goods.

March, police seized a table and two chairs from Lakshman's home at Lautoka.

## Plans to Increase Jet Fleet

The Australian Government has today given approval for Qantas to buy more Boeing 707 jet airliners. At the same time approval was given to modify the engines of the present Qantas fleet of seven jets to the newly developed turbofan principle. This will be done as soon as the modification becomes available in mid-1961.

Mr. C. O. Turner, general manager of Qantas, said in March: "The overwhelming popularity of Boeing jets with air travellers has led us to order three more at this stage."

In January we had already sold five times the number of advance bookings for March compared with the figure for January last year. Our success with the Boeing jets from the beginning has been beyond expectation. We've had full loads all the way. The problem with our existing fleet of seven jets has been to provide enough services to cope with the traffic they are carrying."

The turbofan gives the engine 26 per cent. more thrust at take-off, 10 per cent. more thrust at cruising speed and produces a drop of 10 per cent. in cruising fuel consumption.

To the airline economist this means larger payloads and smaller fuel bills.

The modified jet needs 18 per cent. less runway for take-off, bringing more airfields within the scope of operations and further increasing the safety margin in operating from presents ports of call.

## Renewed Demand For A Suva City Airport

The advantages of abandoning the flood ridden Nausori airport, 12 miles from Suva, and starting afresh with a new one close to the city, are being stressed again in Fiji. There's a plan for a strip on reclaimed land at Suva Point to cost £251,000.

For at least twelve years there has been recurrent discussion on this subject of a new airport.

At one stage it almost appeared that something was to be done about it but through lack of finance or opposition by land owners it fell through, and since then the choice of a possible location in the suggested Suva Point-Laucala Bay area has become more limited due to other development of land. However, no one is likely to deny the increasing desirability of such an airport, and if there is ever to be one a decision will have to be made in the very near future.

Mr. Chris Ritchie, manager of Fiji Airways, has also stressed that Nausori is unsuitable for modern aircraft and that commercial aviation in Fiji and to nearby



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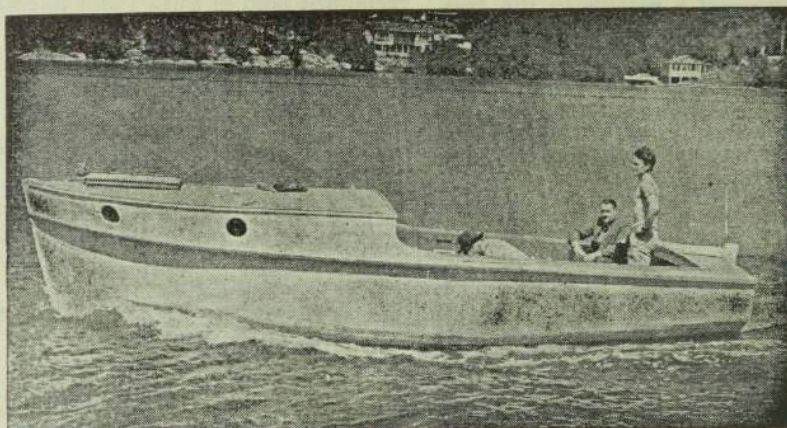
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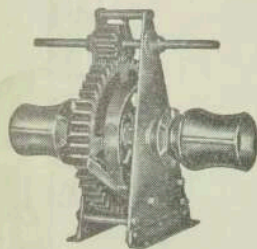
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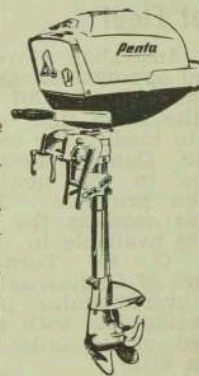
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stories is restricted by the limitations of this low-lying, recently flooded airport with its facilities and its distance from Suva, partly over a very poor road.

The limitations of Nausori are being emphasised as passenger traffic into Suva increases. Fiji says carried 30 per cent. more passengers last year than in 1958, is now carrying over 2,000 passengers per month over its various routes from Nausori. In November and January of this year 2,700 passengers were carried each month.

Mr. Ritchie said this traffic could be further expanded if Suva had a modern and handy airport so that tourists could readily fly across to Nadi for a quick look at Suva the time that is often available between connecting air-

lines. He believes that such an airport should be established at no more than it would cost to bring Nausori to standard and with all the advantages of a city airport.

However, the Fiji Government says it estimates of £251,000 to reclaim the land and build a strip at Suva is wrong—it would be nearer £100,000.

But big money will have to be put in to keep Nausori operating, too. Suva could easily become, with a modern airport, an important hub in an aviation wheel extending in every direction, including the New Hebrides and the BSIP, with Fiji Airways the flag carrier.

Fiji Airways was recently re-constituted to include New Zealand and Britain in its ownership and the first meeting of the re-constituted board was to be held in Suva in early April, when no doubt many of these problems of the press would be discussed.

## Polynesian Airlines Take To The Air

The West Samoa air company, Polynesian Airlines, in March, formally commenced a regular service between Apia and Pago Pago, American Samoa. Authority to commence the operation was signed at Apia by Mr. F. B. Bruckner, representing the Federal Aviation Agency. There had been a long delay for various reasons (PIM, March).

## Sea-Fare Reductions—Maybe

Substantial off-season reductions, and lesser in-season reductions in trans-Pacific round-trip fares were announced at the Pacific Area Travel Association conference in Christchurch, NZ, in February—but one of the shipping company representatives involved seemed to have any information on the subject. The announcement was made by

Mr. E. Howard Green, secretary-chairman of the Trans-Pacific Passenger Conference of San Francisco, which includes the main passenger shipping lines on North and South Pacific runs.

According to Mr. Green, a reduction of 25 per cent. will apply in the "off-season" and a reduction of 10 per cent. will apply at other times for round-trip trans-Pacific voyages only.

The reductions would apparently not apply to a Suva-Sydney-Suva voyage or to a Suva-San Francisco-Suva voyage, but only to a full Pacific round trip, e.g., Suva-Sydney-Suva-San Francisco-Suva.

Auckland travel agents said that if the announcement is confirmed—and it presumably will be soon—the "off season" in so far as voyages originating in the Southern Hemisphere are concerned, would probably be August through December inclusive. Voyages originating in the Northern Hemisphere would probably enjoy the 25 per cent. cut from January through April inclusive.

## P-NG Mail Charges Cause Upset

Businessmen, planters and the public in general were angered in Papua-New Guinea recently when the Department of Posts and Telegraphs announced the introduction of two new special postage charges.

A wave of opposition to the charges came from advisory councils, from at least one planters' association, and in statements from individual businessmen.

The first of the new charges is a flat 1/3 which has to be paid to the post office for the handling of any mailed material which requires a Customs clearance.

The second is a demurrage charge which comes into effect if packages are not collected from a post office within a specified time.

The greater criticism has been levelled at the demurrage charge, but painstaking explanations given later by the Director of Posts and Telegraphs (Mr. W. Carter) and the



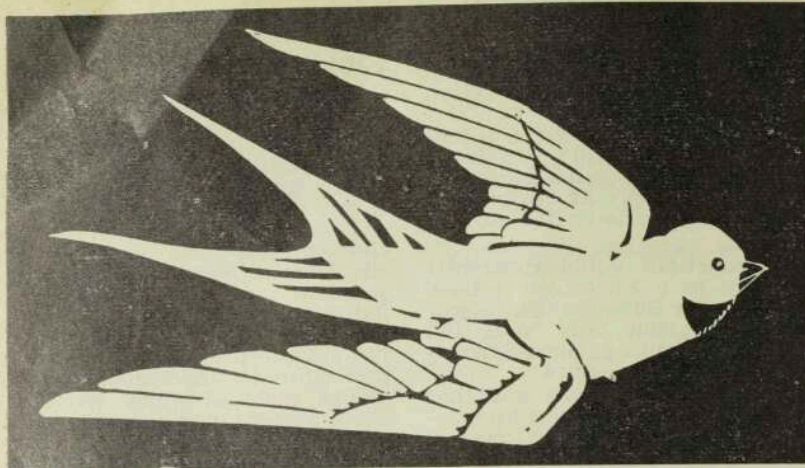
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## Finest Coffee In The World?

The US Trust Territory of the Pacific has its eye on the production of coffee.

Speaking in Guam recently, Rear Admiral William Erdmann, US Navy Commander in the Marianas, talked of the possibility of economic expansion in the islands, particularly of fishing and coffee.

"These islands," he said, "are capable of producing some of the finest coffee in the world."

Assistant Administrator (Dr. Gunther) indicated that many of the critics may have been a bit hasty.

Postal officials have been told to levy the demurrage charges in any cases where it had been possible or unreasonably inconvenient for addressees to collect their parcels.

In other words, there is no hardship to people living on outstations or even to people who do not regularly collect their mail only at infrequent intervals.

In the words of Dr. Gunther: "A simple excuse will be accepted."

Nevertheless the Planters' Association of New Guinea still has doubts. "It's placing postal officials in an embarrassing position if they have to make these decisions," a member of the association said.

## Rabaul Happy About Its Road

An urgent campaign by the Rabaul Chamber of Commerce and Rabaul Town Advisory Council culminated in the announcement in March that £40,000 would be spent in sea and reconstructing the main street of Rabaul, Mango Avenue.

Unprecedented storms in December last year tore the road into a ruin. Businessmen claimed that thousands of pounds worth of damage was done to their stock by dust which blew up from the road.

Under the reconstruction plan, two lanes will replace the existing single lane. All trees will be cut down initially, but a planting programme will be carried out later.

The announcement was greeted with sighs of relief in Rabaul. Typical of the general feeling was a letter sent to the Administrator of Papua-New Guinea, Mr. D. Cleland, from Rabaul Town Advisory Council, thanking him for allocation of funds.

## Now They Can Learn Japanese By Radio

Radio Japan commenced a course of lessons in spoken Japanese



## Rhino Problem "For Some Time Yet"

Although there have been advances in the world-wide research effort against the rhinoceros beetle, which attacks coconut palms, "the problem is going to be with us for quite some time".

This statement came from Knowles A. Ryerson, senior United States member of the South Pacific Commission and dean of the College of Agriculture of the University of California. He was speaking to a "PIM" correspondent in San Francisco. The well-known agricultural scientist not long ago completed a world trip in connection with the SPC's rhinoceros beetle eradication programmes, visiting Hawaii, Noumea, Madagascar, Kenya and Rome.

"This is a long-term basic research problem," Dean Ryerson said. The SPC, he explained, has had two Rockefeller Foundation research grants totaling \$60,000. These funds have supported contract work undertaken by French scientists in Madagascar to determine the life history and temperature factors in the development of the beetle.

The funds are also supporting SPC staff experts working in Kenya to isolate diseases of the beetle and to learn how nature may be used to combat the beetle. In Kenya, Dean Ryerson said, "our people have worked out two diseases which seem to have an effect on the beetle, but they have not yet been specifically identified and it isn't known if they are of a virus, fungus or bacterial nature. We are making a most careful study now".

An expert of the Hawaiian Sugar Planters' Association working for three months in Central America will co-operate with SPC eradication studies, Dean Ryerson said. And entomologists in West Africa are also working on another project dealing with parasites that might affect the rhinoceros beetle and which may bring knowledge of value to Islands growers.

English-speaking listeners in the South Pacific in April, on a twice-weekly basis. Japanese interest in the South Pacific has been growing in the last few years and this is another manifestation of it.

The course was first instituted in August but was beamed to other areas and was apparently received with considerable interest overseas. As a result the series is being repeated in the South Pacific Commission which is on the air from 0930 to 1030 GMT daily.

The language programmes, conducted by Dr. Toru Matsumoto, of Keio University, Tokyo, are on the air from 1005 to 1020 GMT Mondays and Thursdays, as from April 4, and the frequencies in use are 11.8 Mc/s in the 25-metre band, 15.235 Mc/s in the 19-metre band. Reception is usually excellent in the latter band.

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## Warm Hearts Helped on His Way

The people of Rabaul have given more than £500 to a Roman Catholic priest so that he can carry out one of his dearest wishes—to visit Christian shrines in Jerusalem, Rome, Ireland and America.

The priest is Father Bernard Franke, 30 years a resident of New Guinea, who left Rabaul for overseas in March but who hopes to be back within a year.

It will be his first holiday since he was stationed at Rabaul more than 10 years ago.

The presentation was made to him at a public farewell in Rabaul early

in March, attended by members of his own church, other churches, representatives of the Administration, and representatives of business organisations.

"But predominantly you can say it was attended by the hundreds of people who know him as a friend," one of the organisers said.

Father Franke comes from Bavaria, and he intended to take his holidays there alone to visit his 88-year-old father. But some of his friends learnt how he had always wanted to visit the centres of religious historical interest throughout the world.

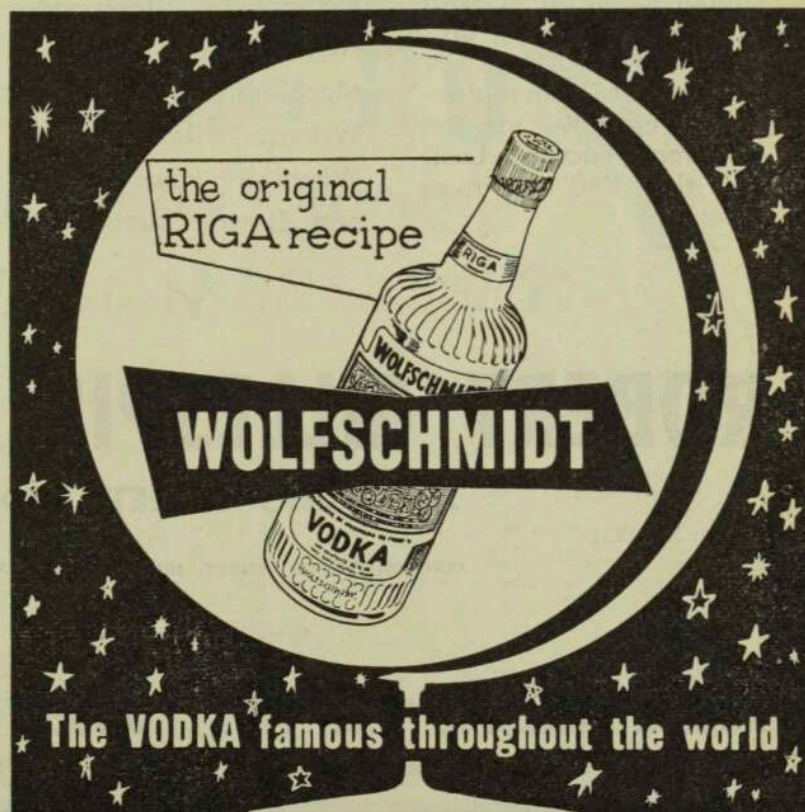
Almost spontaneously an appeal grew up so that he could achieve his wish. In two weeks more than £500 was collected, and the presentation was officially made by Mr. George Kassi, of Rabaul.

Other speakers at the occasion were the New Britain District Officer, Mr. H. West, the Rabaul Parish Priest, Rev. Father J. Dwyer and Mr. Gabriel Achun.

Father Franke travelled by air to Sydney and then left by ship, visiting Jerusalem first and then his home in Bavaria.

## Attempt To Solve P-NG Tenure Problems

The problem of native land ownership in Papua-New Guinea, and how it affects natives who want to work on their own but can't get land separate from tribal tenures, was mentioned in the Australian Parliament in March. There was also men-





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again of a transfer of popula-

territories Minister Paul Hasluck it was "now becoming obvious" native tenure did not always see that enterprising individuals rested in such things as coffee cocoa would have access to land.

said that also a native who at have spent a great deal of and incurred a debt on plant- might not be able to will his to his successors because he no title in it, and under native ve it may have to pass to one not related to him.

Hasluck said that bearing that of problem in mind, and also fact that it was "apparent that all have to make very consider- transfers of native population those areas which have poor to richer land", he had aged an investigation of land re which was now almost ned.

said it was hoped to arrive at arrangement to ensure that ve land rights were respected that natives would use the

## Papeete Airport In Service By November

th contractors working around clock, Papeete's new inter- national airport is expected to be

ready to take propellor aircraft in November this year.

At first, the single runway from northeast to southwest, situated a couple of miles from the centre of Papeete, will be 7,000 ft. long, but it will be extended in 1961 to take jet aircraft comfortably.

Work on reclaiming portion of Faa'a lagoon, beside which the air- field is being built, is still proceed- ing—by the end of March the new area had been raised to a foot above high-water level. It will be about five feet above high-water mark when completed.

## More About The Solomons' Population

Final figures for the sample census of the British Solomons, which was conducted at the end of last year, won't be available until the information has been processed in Sydney.

But on the preliminary figures there are 778 Europeans in the BSIP, 363 of them in Honiara.

The distribution is: Central Dis- trict 152 Europeans (outside Honiara), West Solomons 132, Malaita 90, Eastern District 41.

There are 367 Chinese in the BSIP, 266 of them in Honiara and the rest mainly in the West and Central Districts.

All Europeans, Chinese and

Polynesians were counted, except for a few households on the Polynesian atoll of Ontong Java (in the far northeast of the BSIP). The total number of Polynesians is 4,600.

Selected areas of Melanesian populations were enumerated be- cause a full census would have been impracticable (see *PIM*, February, p. 140), but the sample census should produce figures which will give an accurate population trend and density.

## Two Dead In Rabaul Tragedy

Only a day after telling friends they were planning a holiday in their homeland, a young Polish couple met violent deaths in their house at Rabaul in March.

A coroner's inquiry found that the man had taken his wife's life and then his own, but the evidence gave no indication of a motive for the tragedy.

The couple were Stanislaus Zanowski, about 35, telephone tech- nician; and his wife Eve, of about the same age. They had lived in Rabaul for several years, where Zanowski had been studying for higher qualifications in his trade.

The Coroner, Mr. G. F. Hall, SM, found that Zanowski had strangled after hanging himself with an elec-

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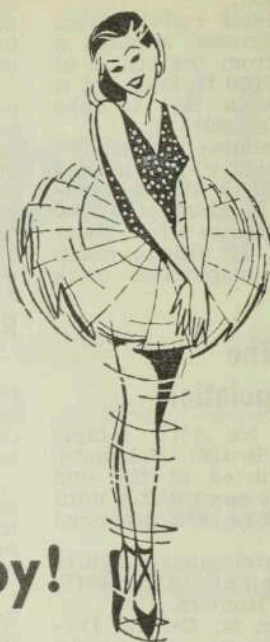
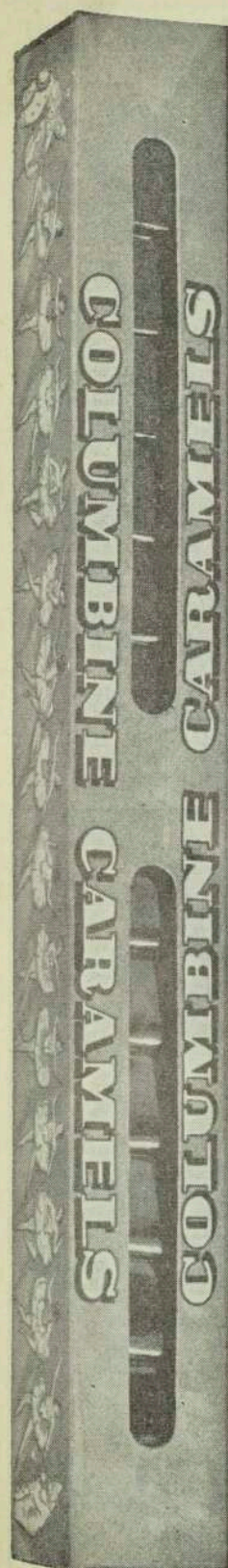
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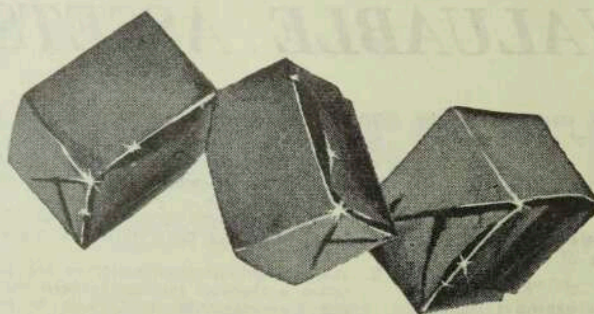


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tric power cord in the bedroom the house.

Mr. Hall said he could not determine exactly the means used cause Mrs. Zanowski's death, death had probably followed pressure on the neck while she was lying in bed.

Evidence was given that Zanowski had been in a forced labour camp in Europe during the war, and that he had recently suffered from nervous trouble.

### Fijians Back From The H-Bomb Base

Since the beginning of 1958, there has been a group of 70 Fijian ratings and soldiers on Christmas Island, Britain's nuclear test base in Central Pacific.

Their work has now been completed and the last party returned home on April 3.

The seamen carried out stevedoring duties, in addition to training while attached to HMS *Resolute*, the Royal Navy shore station on Christmas. The Fiji Military Force detachment worked with a British Field Engineer Regiment, mainly on road and building construction.

With their characteristic friendliness and good nature, the Fijians were popular with British servicemen (Army, Navy and Air Force) on the island. They won a number of sporting trophies in competition with other units.

Britain exploded her first H-bomb in the Christmas Island area in mid-May, 1957, after spending millions in turning the formerly isolated copra-producing island into a modern nuclear testing station complete with 7,000 ft runway and airfield.

After the series of successful atomic explosions, Britain announced that she would maintain several establishments on Christmas Island, and use it in future for nuclear weapon experiments.

### Volcanic Manam Causes A Sensation

Right on schedule (it waited for the vulcanologist to arrive) Guinea's Manam volcano gave a magnificent display of geological fireworks in March with the major eruption since 1958.

But the 2,000 or so natives living on Manam Island worked on happily in their gardens, and no evacuation was necessary to the mainland New Guinea.

Any lack of palpitations from natives living only two miles from the centre of the eruption more than balanced by the palpitations set up in the newspaper offices more than 2,000 miles away.

Journalists and photographers flew from Sydney and Brisbane

Z614





Manam Island, seen on the approach from the mainland.

Photo: K. Vellacott-Jones.

After the eruption started, but early reports of "terrified, panicked inhabitants fleeing to safety" were found to be unfounded. In fact, only two small villages were cleared of their occupants on the advice of Government officers. The people were back the next day and their villages were unharmed.

There was no doubt, however, that the eruption was a first-class explosion as far as the geologists and other observers were concerned. They shot hundreds of feet into the air reflecting a pink glow on the hills and sea. A sea of red-hot lava formed in one of the craters, and four streams of lava poured down valleys in the folds of the mountain.

Manam volcano is situated on Manam Island off the coast of north-east New Guinea and about halfway between Madang and Lae.

Three weeks shortly before the eruption started a geologist of the Geological Service lived on the island and made observations. He reported molten lava rising and falling in the crater, and generally increasing volcanic activity. When he returned to Rabaul in the second week of March he forecast that an eruption would probably take place in one or two weeks time. Meanwhile the Government geologist, Mr. G. A. Taylor, had been to the island and had been there only a few days when the eruption duly began on the morning of March 17.

Mr. Taylor kept in regular radio contact with the New Guinea mainland. He reported that he had moved away from the villages of Kolang and Bokure in the interests of safety, that the natives had later been allowed to return.

There had been no damage or injury and the native population had resumed their work as usual, Mr. Taylor added.

Passengers in aircraft which flew to the island gave the most vivid accounts of the eruption. They spoke of seeing two main streams of lava pouring from the crater and smaller ones.

Others from leaping flames lit up

the clouds and sea and provided an unforgettable spectacle, they said.

The height of the visible activity was reached two days after the eruption when the flames and lava flow increased in intensity and incandescent rocks were hurled out of the crater.

Seismic activity then began to fall off, although the volcano was expected to remain in a smaller state of eruption for several weeks.

In the week following the eruption there was one smaller outburst which resulted in showers of ash being sent 2,000 feet into the air.

"But the activity was essentially mild then," Mr. Taylor reported.

Later at a Port Moresby Press conference the Papua-New Guinea Administrator (Brig. D. M. Cleland) criticised sections of the Australian metropolitan Press for "sensationalising the eruption".

Many reports had been exaggerated, and the eruption in fact had not been as serious as that of 1958, Mr. Cleland said.

Latest reports from Mr. Taylor indicated that the volcano was settling down into what could become a prolonged period of mild but active eruption. The activity could continue for several months.

The natives, who insist they know their island, do not want to leave, and the Administration says that evacuation is not necessary anyhow.

## Early Jockeying in Fiji Sugar Agreement

Following a visit to Fiji by Dr. J. Vernon, Sydney general manager of the Colonial Sugar Refining Co., preliminary meetings between the

company and canegrowers' associations took place in Lautoka in mid-March to discuss sugar-cane prices for 1960 and 1961.

The present agreement expires on May 31. Earlier, CSR had offered a 10-years agreement, but now has withdrawn this because of uncertainty over mounting costs of production and put forward a two-years agreement on much the same price basis as previously offered.

No agreement was reached. Before the next conference, CSR will consider the canegrowers' case for increased prices, and the association leaders will consult with members on the revised offer.

Observers in Fiji say that there could be some sticky negotiations before the new agreement is settled.

Fiji's cane production is well above its export quota, and the problem of how the loss on surplus cane is to be borne may well be one of the contentious matters of the negotiations.

## Australia Buys Into NNG Timber Business

An Australian timber firm, Adi Timber Development Pty. Ltd., has concluded a deal for the exploitation of timber on the uninhabited island of Poolau Adi, near Kaimana, in Netherlands New Guinea. The concession covers about 30,000 acres, and more than £A142,000 is involved in the first investment.

Native labour will be trained by 50 Australians, with a training centre to be established on the island.

It was announced in Sydney in March that the first heavy equipment could be expected to arrive in NNG within a few weeks, and that

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Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.  
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.  
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.  
Etablissements Ballande, Noumea, New Caledonia.  
Fiji Trading Co. Ltd., Suva, Fiji Islands.  
Rarotonga Wholesalers, Rarotonga.  
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.  
Société Franco Océanienne, Papeete, Tahiti.  
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorong, Manokwari, Biak, Sercei.

See also advertisement on page 30.



a local firm would be established in Hollandia, which would build its own prefabricated houses, and would handle its own food supplies.

They would use machinery which had local NNG agents so that local dealers could supply spare parts and service them.

A maximum export of about 5,000 cubic metres a month will be exported over about 10 years. Adi Island is favourably situated for shipping and being protected against monsoons the shipping of timber is possible during the whole year.

The exports are expected to go to Australia, Japan, South Africa and Europe.

One of the men behind the scheme is Sydney timber merchant Michael Hintze, Russian born, who went to Australia in 1953 after managing a timber mill in Manchuria for a British firm for 20 years.

He became interested in NNG timber when he found it was the only area near Australia which did not have restrictions on exports.

## NG Coffee Position Looks Brighter

Merchants will pay 4/- lb minimum for all ungraded Arabica coffee, substantially free of defective beans, landed in Australia from New Guinea for the 12 months to March 31, 1961.

This was agreed to at a conference in Canberra on March 10 by Territories coffee-growers and 15 representatives of the main coffee users in the eastern Australian States. Mr. E. J. Wood, assistant secretary, Industries and Commerce division of Territories Dept., was chairman. Mr. Ian Downs, president of Highlands Farmers and Settlers' Association, Goroka, and Hon. F. M. Hewitt, MLC, the growers' permanent representative in Sydney, negotiated the agreement, while Mr. W. L. Conroy, head of P-NG Agriculture Dept.'s Division of Agricultural Extension, held a watching brief for the Administration.

The previous price-fixing con-

ference was held in Sydney April 14, 1959.

Expected production is 1,500 t and the Australian coffee buyers indicated that they would take quantity in 1960—and more if it is available.

While there has been marked improvement in the quality of P-coffee, the Administration will introduce a new ordinance in May to standardise grading and packaging. The Highlands Farmers' Association regards the new agreement as "quite satisfactory" and will make an effort to improve local processing practices.

At present, three officers of Commonwealth Bureau of Agricultural Economics (Messrs. J. M. Farlane, C. Roberts and J. Van Ho) are in NG undertaking a comprehensive survey of the economic potential of the industry. The survey should reveal whether Territories growers could, as has been forecast, supply within a few years all the coffee Australian needs in spite of a 30 per cent. increase in demand by coffee users and drink over the past two years.

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## P-NG Land Scheme Success "Assured"

The success of the Ex-Servicemen's Land Scheme in Papua-New Guinea is now assured, the President of the P-NG State Branch of the RSL, Mr. R. F. Bunting, said at the State Congress in Lae in April.

A total of 211 Europeans and natives are now settling down on their properties.

Mr. Bunting told the Congress recently flew over the Popond settlement (northern Papua) where a group of some 23 European Ex-Servicemen have been settling for only a few months.

Mr. Bunting said the settlers cleared as much as 100 acres of heavy jungle, had planted coffee and established nurseries.

"One sees here a spirit of pioneers, of men willing and able to tackle and overcome the jungle. The lack of roads and accommodation is being swept aside."

"The same can be said of settlements in other scattered areas."

"This scheme is exceeding our wildest dreams," he said.

## Fiji Needs £40,000 For Tourist Promotion

Chairman of Fiji Visitors Bureau, Mr. Charles Stinson, is trying to raise donations from local business houses to supplement the 1960 Government grant of £9,000 for tourist promotion. The Government has promised to subsidise contributions of £1 for £1 up to another £2,000, to get aid for the Bureau of commercial firms that benefit by tourism.

Just what sort of a budget still



## THEY SAY VILA COSTS ARE 'TOO HIGH'

After the Vila hurricane of December, a party of Fijiian carpenters, organised by Narain Construction Co. Ltd., went to the New Hebrides on the inter-island ship "Natanui" to carry out rebuilding operations, particularly for Burns Philp interests. The men found living costs in the Condominium high and protested to their Building Workers' Union in Suva. As a result, there was a brief dispute between the Union and Narain Construction in Suva on February 23. Later, at the end of March, nine placements were flown to Vila on a chartered Fiji Airways aircraft and the dissatisfied workmen were taken back to Suva. The head of Narain Construction Co., Mr. Sathi Narain (who is one of the two nominated Indian MLC's) flew in to NH with the new men to check conditions. Also on board, to inspect the work at BP's, was Mr. H. Helsen, manager at Suva Burns Philp (SS) Co. Ltd.

Visitors Bureau have? To hardening, liner-greeter Secretary Lane, probably the sky would be the limit; to the Burns Commission it is £25,000, as recorded in Report; and according to a survey by Pacific Area Travel Association and US Department of Commerce, Fiji's Bureau should not be less than £40,000.

Stinson's circular pointed out "there has been an astronomical increase in Pacific travel in the past 10 years". Statistics show that 18,794 visitors to Fiji in 1949 spent an estimated £55,000; in 1959 75,000 tourists left an estimated £1,000,000 in the Colony. Present 10 per cent. of Fiji's total income is derived from tourism; by 1968, it could be 30 per cent., PATA predicts. The drive for Visitors Bureau was by early April had produced £1,250 in cash and promises.

## Changes in Fiji's Education Set-Up

A amount totalling 90 per cent. (£213,800) of the cost of a new school for Lautoka, Fiji, has been provided by the UK Colonial Development and Welfare Fund. The school will be built on a 17-acre site, opposite Churchill Park. The present Natabua Secondary School, at Lautoka, will be used for three purposes when the new school is finished—a teachers' training college, a Government post-

primary school for Indian girls, or as an approved school.

The new school will comprise main building, technical block, and hostel for 60 boys. Academic, commercial and technical courses will be taught, providing a four-year secondary education mainly for Indian students.

Another Indian school, financed by the local community, was officially opened in March near Garvey Park, Tavua.

The Fiji Government has been taking a good look at the educational set-up in the Colony and announced in March that it proposes to repeal the present Education Ordinance and replace it with a consolidated and amended law, to come before Legco soon for debate. Schools will be classified into four categories: Govt. schools maintained out of public funds; registered schools; recognised schools; and aided schools. An Advisory Council will be set up to advise the Director of Education on all education matters.

## Sir Andrew Reported 'Disturbed' On Education

A good six or seven weeks after he left Papua-New Guinea, the whisper leaked out that Sir Andrew Cohen, Britain's representative on the United Nations Trusteeship Council, had been most disturbed at the attitude towards native secondary education in Papua-New Guinea.

Sir Andrew spent a fortnight in the Territory, terminating with discussions at Port Moresby on matters of mutual interest to Australia and Britain as members of the Trusteeship Council.

Before he left he spoke glowingly of what was being done in the political and agricultural spheres among the natives of the New Guinea trusteeship. (PIM, March, p. 121).

Sir Andrew, it now appears, burrowed a lot deeper into many problems than was generally known at the time. He did not confine his talks to Administration officers, but spoke with businessmen and mission workers.

He left many of these people with the feeling that Australia's education policy for the New Guinea native was outstanding in the primary education field, but was nebulous (or nebulous in effect) as far as secondary education was concerned.

He said that the target to achieve 100 per cent. literacy was an excellent and commendable policy. At the same time Sir Andrew believed, according to some of the people who met him, that it would be better to concentrate first on the production of a strong nucleus of highly educated natives rather than make an entire population literate.

He believed that a vacuum would be created at higher levels which would make it impossible to raise the native community above a certain level if immediate steps were not taken to create a clear-cut secondary education target.

This expression of opinion is not altogether new as far as New Guinea is concerned. Some mission workers have already expressed a similar feeling and have said they would like to see changes made.

The missionaries do not accuse the Administration of any positive mistake with regard to education.

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but they contend that the approach to secondary education is too negative to get results.

They say that too much stress is given to the displaying and encouraging of a few outstandingly bright natives, rather than to the general encouragement of all reasonably intelligent ones.

The matter also looks as though it may get an airing soon in Rabaul Town Advisory Council following questions which have been put to the Administration by one of the members of the council, the Rev. Wesley Lutton.

Mr. Lutton is chairman of the Methodist Overseas Mission at Rabaul and has often been outspoken on matters affecting education.

Recently he appealed to the Administration to hurry up in making a definite move with regard to complete integration of all schools.

Integration of this nature is, in actual fact, a policy of the Administration, but education officers are finding today that there are still many minor problems to be ironed out.

Not the least of these is the very strong nucleus of opinion against integration among European parents, usually on the grounds that the presence of natives in a mixed class tends to slow down the education of every other child in that class.

## Hamac Goes Into Liquidation

Port Moresby's Hamac Holdings Limited and seven of its subsidiary companies have gone into liquidation, with liabilities exceeding £500,000.

Hamac's liabilities were listed in liquidation petitions presented to the P-NG Supreme Court in early April according to AAP-Reuter.

Chief Justice Mann appointed two liquidators, one in Sydney and the other in Port Moresby, to

handle the winding up of the company's affairs.

The liquidation order was the largest ever handled by the Papua and New Guinea court.

The eight companies have interests in shipping, plantations, hotels, meat production and motor vehicle distribution.

## Tonga May Export Some Of Its Produce

A report from Tonga says the Nukualofa markets have been oversupplied with produce lately, and the prices to growers have been hardly worth the trouble.

One Tongan woman with initiative took her cabbages and yams to Pago Pago in American Samoa and returned \$200 richer.

As a result the Tongan Produce Board has recently sent a man to Pago to set up an agency for the marketing of excess Tongan produce and also to look into the possibilities of sales in Western Samoa.

Among the produce available for export are tomatoes, yams, kumara, taro, beans and cabbages.

## The Priest and the Pressman Depart

In March, Papua-New Guinea lost two men who have helped bring the Territory into the world news.

After 17 months as a Catholic publicist and historical researcher in the Territory, Divine Word missionary Rev. Dr. R. M. Wiltgen, 38, left for Rome to become Director of Public Relations at the International Headquarters of Divine Word missionaries. There he will have the job of handling Catholic publicity work in 33 different countries, where 2,500 priests and 1,300 brothers work for Divine Word.

After eight years in the Territory, six of them as editor of Port Moresby's only newspaper *South*

## A Rush For Rela Pass

Port Moresby's bi-weekly newspaper "South Pacific Post" caused something of a sensation among local tourists recently.

The paper accepted and published a classified advertisement offering seats in a charted aircraft which would be flying "from Port Moresby to Rela Pass" and back.

A Department of Civil Aviation telephone number was quoted for inquiries. Despite the fact that no one could have had much idea of where Rela Pass was situated, the DC phone ran hot all day with people wanting to make the flight.

By the middle of the afternoon nearly 50 inquiries had been received, and the legend seemed to have arisen that Rela Pass was somewhere in Netherlands New Guinea.

Then the truth came out. Rela Pass is a mythical home of man-eating bears and savage bandits, and the graveyard scores of missing aircraft, and it is featured largely in the comic strip section of the "South Pacific Post" itself.

Said a DCA spokesman the next day: "From what we can work out the whole thing was a joke which some one played on one of our staff members."

*Pacific Post*, Albert Edward ("Steve") Stephens, 40, left to become editor of a big Sydney Sun newspaper. It had been a steady eight years.

• THE PRIEST. Dr. Wiltgen, Chicago born, took to journalism directly after his ordination in 1952 and was soon writing Catholic stories for the National Catholic Welfare News Service, which served overseas countries. He came to New Guinea in September, 1958, with the job of digging into history of the Divine Word mission in the northeast mainland of Guinea. The first missionary arrived there in 1896.

"I soon found that what I really writing was an early history of New Guinea," says Dr. Wiltgen. "Fortunately, I can speak and German, and I read everything; interviewed everyone. There were some old natives in the Maim area who can speak German, can remember the German quite clearly."

Dr. Wiltgen's research will be turned into a book, which he hopes will be published for general reading for it is likely to fill a gap in history. Meantime, as his research

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On a reporting assignment in New Guinea, Dr. Wiltgen interviews an elderly native. See below.

ended, he sent out more and more stories on Catholic events in the Territory.

For the last 17 months these stories have been appearing in the United States, Australia, Holland, Japan and the Philippines, where thousands of readers in the Catholic press, and many elsewhere, have read Wiltgen's byline from the far side of New Guinea.

He has not only collected the material from odd places by canoe, raft and by foot, but he has used the material, roneoed it and sent it himself to as many as 40 different overseas news outlets.

**THE PRESSMAN.** When A. E. Stephens took over editorship of the twice-weekly *South Pacific* in 1954, after two years of being a reporter, he made it clear his yardstick would be, "If it's news I'll run it, and hang the consequences!" It's probably not surprising that many of his stories, in a territory dominated by Government forces, have had an anti-establishment flavour and that they have brought down the wrath of an establishment which believes that in a remote country the Press has a special responsibility to watch what it says.

Probably no newspaper in the South Pacific has been quoted so frequently in the United Nations—usually always by the Russians to use extracts with which to beat the West.

But Stephens has had as many supporters as opponents. Many of his supporters have been senior Administration officials who have condescended to feed him with background information and news "leaks", despite the witch hunting efforts which went on in the past to stamp out the practice.

As Stephens says, "The only thing I am able to protect the community from is the machinations of the

politicians is the newspaper. Most people realise that, which is the reason why I get so much help. Besides I like the people I'm dealing with."

Stephens has always worked hard—once he wrote 23 news stories in a day—15 of them before lunch, because besides being editor he was also reporter and sub-editor.

In one noisy series he attacked the Mission influence on education in the Rabaul area, and was awarded a Walkley Award for journalism—the Australian version of the Pulitzer Prize.

For the last eight years Stephens' hand has been the main one behind "The Drum", a widely read column of comments on the local scene which appears on the front page of the *South Pacific Post*. It's been hard-hitting, often irreverent, and

mostly laced with a mischievous humour.

On one occasion after the Administrator, Brigadier Cleland, had publicly rebuked a Returned Soldiers' meeting for the attitude which the RSL had adopted on a current matter, "The Drum" came out with a paragraph along these lines: "The Old Man certainly got stuck into the RSL boys. He really told them off. Pity he's overdue with this year's RSL fees."

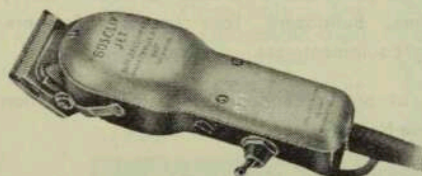
What made the uproar worse was that the Administrator's aide had forgotten to pay the fees.

Stephens has been threatened for some of the things his newspaper has published—once he kept a heavy cane behind his desk, expecting trouble from angry Communists in



A. E. Stephens, former editor of the "South Pacific Post".

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the crew of a visiting ship.

In early April, as he was just fitting into his new job, Stephens published an article in the Sydney *Sunday Mirror* on New Guinea race relations (a sub-editor headed it, "NEW GUINEA SMOULDERS. AFRICA ON OUR DOORSTEP?") which reminded many Territorians that Stephens was still an active commentator. The RSL New Guinea State Congress, then meeting in NG, shot off a strongly worded telegram to leading Australian newspapers deploring the article as an "abortion of the truth" and promised to bring it before the Government.

Replied Stephens, "The context of the article gives my views, and I'll debate them with anybody."

## Much Activity On Fiji Hotel Front

A £50,000 expansion programme at Fiji's best known tourist resort, Korolevu, will be completed by Northern Hotels Ltd. in August.

The same company's Lautoka Hotel during the next five months will be remodelled.

Also at Lautoka, construction of the new Park View Hotel will be started almost immediately by Cathay Hotels (Fiji) Ltd., which owns the Grand Pacific Hotel, Suva. Narain Construction Ltd. will build the 25-bedroom, two storey hotel at a cost of £137,000.

Its layout will be a departure from

the style of other Fiji hotels—the and courtyard with beer garden comprise the ground floor, while main dining room and kitchens be on the first floor. It should be ready by December.

At present, the former commercial Bhanabhai Building, corner of Mac Street and Waimanu Road, opposite the Lilac theatre, Suva, is being modelled as a 22-bedroom hotel by an Australian-Fiji group, Ho Suva Ltd. Mr. H. Swanbury, director and Mr. P. Giungi, legal adviser from Sydney, were in Fiji last month arranging details and purchasing furniture and equipment to outfit the hotel.

July is the tentative opening date. Meanwhile, proposed Government legislation to restrict hotel bar trading hours, as a means of combating drunkenness and its often accompanying loutishness, in Suva and the towns, has continued to stir local feeling.

Many Suva people take the view that closing bars between 2 a.m. and between 6 and 8 p.m. will not solve the liquor problem—it may even accentuate it by creating a "6 o'clock swill".

## Air Fares Cut—But Not In The S. Pacific

The South Pacific won't be getting much in the way of concessions following the Paris conference in February of the International Transport Association. The conference which lasted several weeks, which followed a similar meeting in Honolulu last year when unanimous agreement on certain air fares was not forthcoming, cut fares on several routes, but not South Pacific routes.

The changes decided on are complicated, and not all the decisions were immediately announced. Some will be announced by the various airlines as they come into operation.

The main points of the Paris conference are that where possible in the future there will be only two classes of service—first-class and one low class—either tourist or economy according to the part of the world in which it is provided.

This solves one problem—for many people who were not looking forward to having three classes in the aircraft.

There will be "substantial" reductions on the North Atlantic, African and Far Eastern routes.

There will be a fare differential between jet and piston aircraft on some routes, and at some times—for instance, between London and New York during the off-peak season (October-March).

IATA specifically decided there would be no jet-propeller differential on the Far East or trans-Pacific routes.

Most of the fare cuts apply

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## Seeing The World By Wheelchair

A man in a Guadalcanal village, BSIP, who was paralysed by polio as a child 25 years ago, had never been outside his village until the Honiara branch of the Red Cross Society gave him a wheelchair.

A Honiara report says he has now made a journey of three miles to another village nearby, and is now very anxious to see Honiara, which involves a journey of more than 20 miles. The report says that the going is flat all the way, "and his friends think they may be able to push the chair over this distance".

ist fares and vary between six to 16 per cent., but there will be increases in some first-class fares. The TA's decision meant that first class have at last been taken into consideration providing cheaper air travel and, incidentally, in improving the financial situation of the world's airlines.

More cuts, presumably, will follow—but South Pacific travellers certainly hope they get a share of them.

## Why Think Tax Is "Planter's Levy"

There was an ironical addition to the New Guinea tax story in March when the strange situation arose of the Europeans appealing for reduced native taxation while a native himself told them that the tax was excessive.

But like most stories which appear paradoxical on the surface, there is more in this one than met the eye.

In the first place, the Europeans who spoke out were motivated (and justifiably so) by more than mere benevolence.

In the second place, the native who answered them was hardly typical of the average wage-earning native.

The situation arose at a meeting in Rabaul of the New Britain District Advisory Council, an honorary multi-racial body appointed to advise the Papua-New Guinea Administration on matters affecting New Britain and the Territory as a whole.

The three Europeans who spoke on native tax were New Britain planters, Mr. J. Allen and Mr. J. Johnston, and Burns Philp's plantation supervisor for the district, Mr. Garrett.

They pointed out that all natives were expected to pay an annual head tax of £2, without regard to

the wide range of earning capacities.

This was a huge slice out of the earnings of, say, a plantation agreement labourer who might be earning only £18 a year. These labourers should be expected to pay only 10/- a year in tax, the speakers said.

Then the story came out that the tax was proving a big worry to the European planter himself. He was faced with the job of collection, and found many natives had no conception of what tax meant.

The unsophisticated native serving his first term on a plantation was likely to think that the tax was a personal levy invented by the planter. This led to discontent and

misunderstanding, and as often as not the planter paid the tax on behalf of his labour line for the sake of peace if nothing else.

Answering the appeal for a reduced tax, a native cocoa grower, Stanis Boralimit, said he did not consider that £2 was an excessive tax even for natives earning £18 a year.

These people were getting free medicine, clothing, quarters and food, he said.

**FOOTNOTE:** The Australian Minister for Territories, Mr. Hasluck, has informed the council that it has not been considered wise to vary the rates of head tax between one native group and another.

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These groups of Islanders were photographed in Port Moresby. Above, these three came to the Polynesian Association of Sydney for the first time—they are Oni Hayk, of Rotuma; Wene Kingi, of Torua, and Otto Roy Doughty, of Suva. At right is the winning team of the Port Moresby Soft Ball Association, with their Burns Philp trophy.

Photos: Tele-Photo and Papuan Prints.



## Is This Document to Their Cause?

The Administration of Papua-Guinea has produced a document which has something more to do about the controversial Kokopo Road, which joins Rabaul and Kokopo in New Britain (*PIM*, Feb., 1960).

At the people of Rabaul and Kokopo who for years have been asking to have the road sealed are none the wiser about what will happen—because the document is confidential.

The existence of the document was reported at Rabaul recently by a New Britain District Commissioner, Mr. J. R. Foldi. He said the document set out a five-year plan for works in New Britain, that reference was made to the Kokopo Road.

Meanwhile public pressure is continuing to have the road sealed, only on the ground, that it is economically one of the most valuable roads in Papua-New Guinea.

One of the strongest recent claims to come from Mr. J. Allen, of Milum Plantation, near Kokopo, flatly told a Rabaul meeting recently that New Britain was not getting its fair share of public works money spent throughout G.

The Australian Minister for Territories, Mr. Hasluck, reported recently that he raised the subject of public works expenditure with the Administrator, Brig. Cleland.

He said that Brig. Cleland reported New Britain was receiving its share of the overall expenditure. He commented Mr. Allen: "The Administrator might think this, but the people of Rabaul and district ask otherwise."

Mr. Allen claimed that roads in the Rabaul district were not as good today as they had been 30 years ago.

## "Extend The Colombo Plan To New Guinea"

The Premier of the Australian state of Tasmania, Mr. Reece, in March entered into a controversy which has been going on for years in New Guinea—and in other Islands territories. He advocated a scheme for the education of New Guinea natives at Australian secondary schools and universities.

Mr. Reece, referring to Indonesia's claim to Netherlands New Guinea, said he felt Australia should speed up its plans for independence for Papua-New Guinea.

He said New Guinea natives should be trained in Australia as administrators, specialists and members of the professions, and the Australian people should take a great interest in their training.

Australia is performing a similar function for thousands of young Asians under the Colombo Plan, and it should be even more appropriate if the system was extended to include nationals for whom Australia was directly responsible, he said.

## NZ Scholarships

(Continued from page 18)

homes to put them into boarding schools.

It is necessary also to expatriate teaching staff to man these schools. To attract these staffs, it is necessary to pay much higher salaries than in their homeland, and so the

cost per student is much higher in the tropics than is usually anticipated. Buildings cost more than in a developed country but there is a saving on the upkeep of the hostel. Usually food is cheaper, because the diet is geared to local production.

But when capital costs and interest and maintenance are considered, overseas scholarships are probably cheaper than local provision for higher education—or at least they would be if parents had to contribute as much to their children's upkeep as they do when at home.

## "Scepticism"

Unfortunately, no one has yet discovered a practical way of extracting a proportion of the cost of overseas scholarships from Islands parents who are always more than content to let the Government bear the whole cost.

After a period of scepticism I was compelled to change my attitude to scholarships and came to realise that the progress made by students in New Zealand was incomparably greater than that of students in their own country. In areas where students never use English outside the schoolroom, it is well-nigh impossible to ever teach students to think in English. In the New Zealand environment, they soon learn to talk fluently and to think in English.

It also became obvious after a while that the mingling of scholarship students with European children in New Zealand did much to break down any feelings of racial prejudice. New Zealanders are usually quick to befriend strangers of whatever race or colour. In fact, their fault usually tends towards lionising their visitors. There is still



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thing very important about a coming from distant shores, particularly if the New Zealander has never been out of New Zealand. It is that most students forget they are brown or of a different race and most of them do return home with every trace of racial prejudice removed. The New Zealander, too, learnt that Islands people can be very fine people and so these ambassadors are bringing it to both countries. Scholarship students have shown they can compete quite well with New Zealanders. The majority passed their examinations. There has been a first-class pass in Master of Arts degree; three in Bachelor of Arts degrees; three have qualified as medical doctors and there are a large number of students at various stages of professional and of trade training.

#### Disadvantages

Recently, I have been wondering about all this. I have reached a stage where I can see so many advantages and disadvantages that I think that some more research is required. These are some of the problems: One of those who have returned has not applied their knowledge conscientiously as one would expect. Possibly, the most successful have been the trained teachers and this is probably due to a more intensive and longer course of training. Academically, in New Zealand no one could complain. They have been people, respected and liked in all cases. It is, therefore, strange that on their return many seem to regress. At best, although they have succeeded academically, tests tend to show that only a few are outstandingly intellectually—the extra success probably due to the drive exerted by their pride and the additional preparation that they, born of patience, were prepared to devote. They are the academically that can be found, in English at least their IQ's are usually only average. There does seem to be a close relationship between intelligence and actual behaviour, for even those through hard work secure qualifications, do not necessarily pay dividends on return.

#### What Solution?

Students are allowed to return to their homes for a holiday every two years. On their return to New Zealand and most show signs of being disappointed. Usually, on their arrival in the Islands the parents and relatives are so proud of them that they arrange feasts and visits to such an extent that it takes the strongest-willed student to resist the temptation to regard himself as something more than super-human. What then is the solution? Do we award more scholarships or less?

It is true that they say that to create an intelligentsia is to raise a section of the community that is out of touch with its own people. Although they might adopt democratic principles, the ordinary people are so far behind, they will not trust the intelligentsia.

But the world, I think, is too small a place now to shirk the task of helping the under-developed peoples. Thus I think the fault lies not in sending scholarship students abroad but in sending too few of them.

Having gone so far to raise the level of a few we must speed up the process. We must hasten to bridge the gap before a few educated people become isolated from their own people.

The problem then is how to spread quickly the benefits the scholarship students have received so there will be a sharing of ideas among everybody.

## NZ Book

(Continued from page 23)

- Interpersonal relations in New Zealand seemed strained, tense, touchy and marked by a peculiar lack of graciousness, and the effects of a few drinks on NZ deportment is more drastic than in England or the US.

- New Zealand school teachers

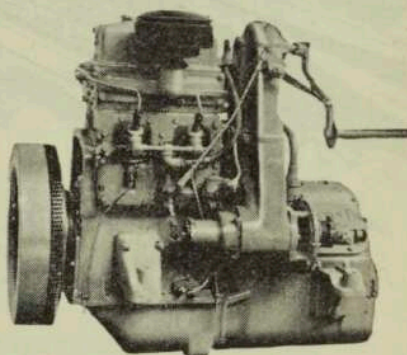
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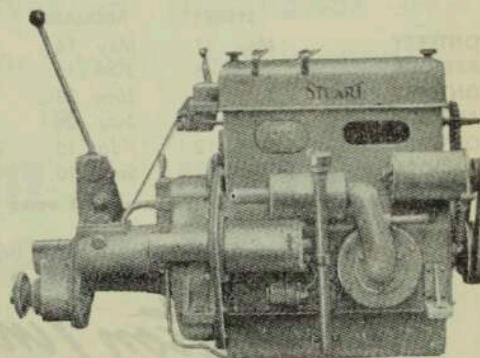


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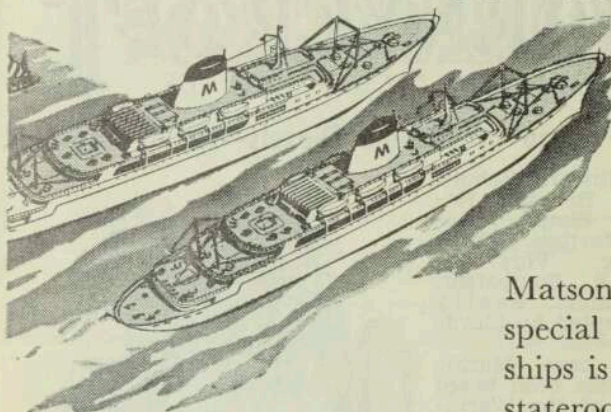




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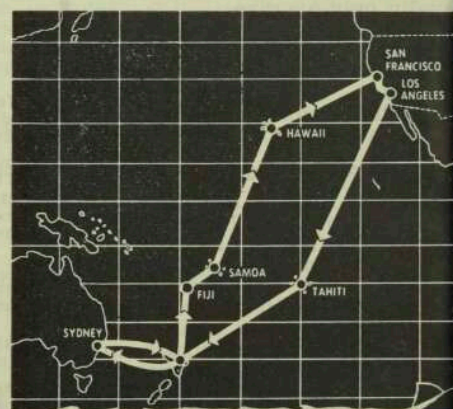
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| MONTEREY | June 24 | June 28  | July 1   | July 2    |
| MARIPOSA | July 22 | July 26  | July 29  | July 30   |
| MONTEREY | Aug. 12 | Aug. 15  | Aug. 18  | Aug. 19   |
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overgrown schoolboys themselves, their chief trouble being that they were never out in real life before they started teaching. One of the results in the New Zealand school system is "one of the last remnants of Spartan discipline" and is urgently in need of a new approach.

However, any suggestion that the New Zealand school system should be run with a democratic discipline and genuine co-education would unleash a torrent of derision and name calling reactions from New Zealanders.

New Zealanders have racial prejudices, but not bad ones, with the exception, although it is the popular opinion to deny it. He had been fed with "all the pussy-footing and reluctance to call a spade a spade". He had heard New Zealanders emit a word of venom and abuse against Maoris "that made the position almost American segregationists moderate by comparison".

Professor Ausubel is Professor of National Psychology at the University of Illinois, and holds a legal degree, an MA and a PhD in psychology.

*Fern and the Tiki* was published in Sydney in March by Messrs and Robertson Ltd., who will probably be pleased to have the attention of the Tasman between New Zealanders and their printing presses.

## Hollandia Conference

(Continued from page 19)

at date for self-determination on this side of the border—say, set for 10 to 15 years ahead?

The Dutch, unlike many Australian leaders, are not convinced it would be a bad thing for a small elite to develop as a result of a swift move towards self-government.

The elite, they believe, is inevitable—an elite can help passify the natives just as easily as anybody else.

at announcement of an early date in NNG would cause embarrassment on the Australian side of the border.

would precipitate much earlier than expected, strong pressure from native people for similar consideration, and they would get a lot of support in UNO and elsewhere from the Afro-Asian bloc.

### P-NG Legco Plans

There is some evidence that some people are thinking on the Australian side of the border might be a lot closer to the Dutch viewpoint than in the Netherlands suspects. There are some who believe that 10 to 15 years might be a lot more realistic than 30 to 40 years. But it was made clear at the Hollandia

conference that Australia will not yet go as far as the Dutch want her to go.

There are to be some moves by Australia in the near future, but these are the result of pressures from within Papua-New Guinea and not from without.

There will be a recomposition of the Papua-New Guinea Legislative Council, which completes its term this year and is due for re-election.

Recomposition might be necessary anyhow, depending on the result of the forthcoming High Court hearing in Sydney on the validity of P-NG income tax and other New Guinea machinery.

In any case there does not seem to be any doubt that the native

people will be given a greater role in the Legislative Council for 1960-63 and there could be increased European representation, although the majority will certainly still be in Government hands.

This, the Dutch believe, might not be going far enough. They believe that the closer administrative liaison which will be established this year as a result of the Hollandia decisions will acquaint many more people on both sides of the border with the common problem and the fact that the two Territories must work as one, both politically and militarily.

But this would be a slow process, and the Dutch insist that there is probably not time enough.

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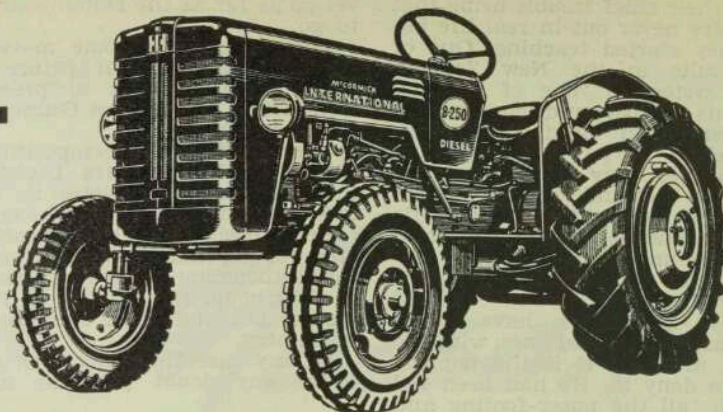
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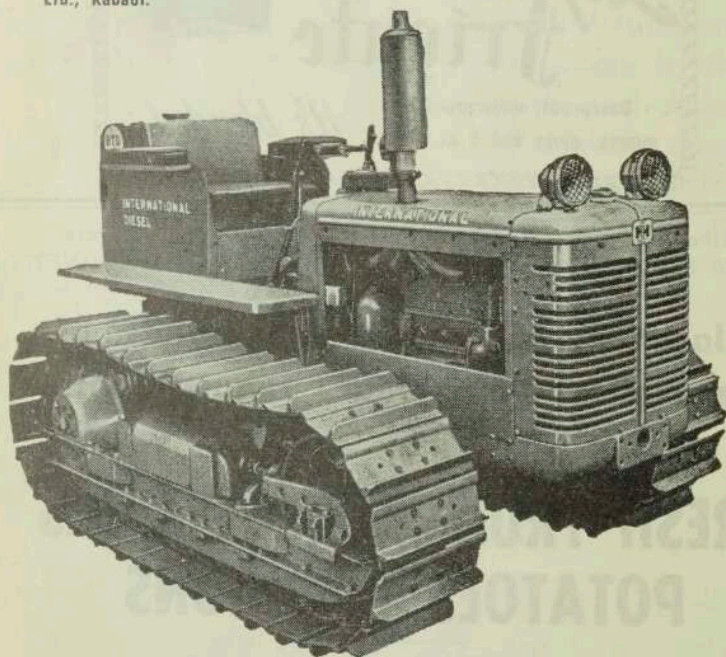
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PIM 280--



# Sports Review

## Lavinia Puts Her Foot Forward

WALKING can be regarded as a pastime, a necessity, and a sport. It comes into the latter category at the Olympic Games, Fire Games, national games, and so on.

When it comes to tramping 1,000 miles from John O'Groats, the northernmost point on the mainland of Scotland, to Lands End in Cornwall, walking seems to come in another category, especially those in the tropics where going a mile on "Shank's Pony" can be an ordeal.

Everybody knows what classification Lavinia Whippy gave walking when she recently set out on a 1,000-mile trek, which was part of a holiday camp publicity stunt. Obviously she had no intention of winning the walk for when she reached Edinburgh she was 200 miles behind the leaders.

Miss Whippy, aged 24, from Vanua Levu, Fiji, is at present in the United Kingdom winning the finer arts of tailoring. Before she left Fiji in 1958 she was well-known Suva dressmaker.

The long distance behind the leaders at Edinburgh did not worry Lavinia in the slightest. Bravely she commented, "I don't mind taking my time on this walk. I love my country. I want to see as much of it as I can. I could die here".

In her own say-so walking could be classed as a pastime, but who can say she will not organise a Vanua Levu hike on her return?

But a long walk may be all right in the United Kingdom. When it comes to the tropics, even in Fiji, it is a subject to make one shudder at the thought.

## Mosese is a Problem Child

FIJIAN heavyweight boxer, Mosese Varisikete is something of a problem child to his manager, Mr. C. A. (Gerry) Adams. He took him off to New Zealand a couple of months ago to fight Mori, "Sonny" Pehi, and others. Pehi, for some reason or other, knocked Mosese out in the sixth round, something he had never done an opponent before. What went wrong with Mosese his manager would not explain. His charge had a good reception in the Dominion.

He had a weight advantage of about 16 lb over the Maori, plus much more experience, and "on paper" looked a racecourse certainty. The betting had him that way for he started at odds on. But even racecourse certainties have been known to become unstuck.

A couple of pictures published in a New Zealand weekly showed Mosese on the canvas, smiling broadly. Adams asserts that Mosese was not hurt, which makes his loss more difficult to explain.

Maybe he was suffering from home-sickness. He has not done himself much good, for apart from the loss against Pehi he called off a couple of fights Adams had up his sleeve.

But Mosese did not want to stay in Maoriland. He wanted to get back to his village home at Nadi and perhaps dream of his 1959 victories over Tongan Kitone Lave.

Yet once back in Lautoka in early April Mosese took on heavyweight Sakiusa Cawaru in a non-title 10-round bout. Up till the eighth, Sakiusa shaded Mosese, and Mosese was once knocked down for almost the full count. But in the opening of the ninth Mosese delivered a stinging right to Sakiusa's head which sent Sakiusa off to hospital. Mosese won on a tko.

## He's a Patron of Fiji Sport

From Norman Baxter, in Suva

SPORTS bodies in Fiji could not be called wealthy organisations by any stretch of imagination—in fact some of them are so poor that it is amazing that they are able to conduct any sport at all. The Fiji Cricket Association is no exception, yet only a couple of months ago it was able to undertake an ambitious tour of NSW which was likely to cost more than £3,000 for transport alone, and Fiji had to foot that bill.

Fortunately for cricket a Suva lover of the game, ex-Australian Les Martin, came to light with a guarantee sufficient to cover these costs. Away went the team with everybody's good wishes and Mr. Martin's money.

But Les was not worried. In fact he was so thrilled with the early performances of the team he confessed he would not be concerned if repayment took 20 years. It gave him and the team a great deal of pleasure when Les was able to attend the match at Gosford while

the benefactor was on one of his frequent visits to his homeland.

His generosity did not begin with the tour, nor has it ended there. He has offered to guarantee the Fiji Rugby Union the cost of a new club house in Suva, and this will cost £2,000 or £3,000, and he is likely to have to wait a long time for any return.

He encouraged Suva cricket by offering trophies for the best performances during a season. A few years ago when the first Fiji rugby tour of Australia was in the offing the impoverished Australian Rugby Union was unable to come to a decision because they feared a heavy drain on funds. Les finally offered to put up the guarantees himself.

Les is recognised through and through as a sportsman—he has proved this many times over the years. He must have been able to take it on the chin, for only last year, in spite of all he had done for rugby, the Suva Rugby Union unceremoniously dumped him from the office of president. Men of his calibre are needed if sport is to continue to flourish in Fiji.

## Nothing Racial About Basketball

SOME interest was caused in Port Moresby in March when it became known that the Port Moresby Basketball Association had rejected applications by two native teams to play in the European competition.

Five clubs voted for the decision and five against, but the Association considered eight "yes" votes were needed for approval. Somehow, as a result of this, the suggestion grew outside that racial discrimination had something to do with the decision.

This was strongly denied by the Association president, the Rev. D. E. Ure. He said the only thing that had stopped the applications being approved was that the standard of the native basketball was not high enough.

Mr. Ure is secretary of the London Missionary Society in Port Moresby and has very long experience and has done distinguished work among natives of the Territory. Coming from him, the statement was guarantee enough that this was no matter of racial discrimination.

However, a club official said later that integrated sports competitions had not worked in other parts of Papua-New Guinea. "Once native teams are admitted fights and squabbles break out among the clubs and associations break up," he said. "This happened in Lae in the Rugby League competition not long ago and as a result no one plays rugby".



## DEATHS OF ISLANDS PEOPLE

### MR. DAVID SMITH

Formerly of Suva, where he was born and educated, Mr. David W. Smith died at Vila, New Hebrides, early in March, aged 36. The cause of his death is believed to have been food poisoning, from fish.

He was an engineer on one of BP's trading vessels in the Condominium.

### MRS. AMY LUMLEY

On a holiday visit with relatives in Australia, Mrs. Amy Lumley, one of the pioneers of Eastern Papua (she was familiarly known as the "Queen of the Trobriands"), took ill and died at Waratah, NSW, on March 4. She was 76 years old.

The Trobriands will not seem the same without this doughty old lady who had spent a lifetime among the Papuans at Kiriwina. To the few local Europeans and to visitors alike, she was always "Ma" Lumley, ready to do a good turn and to provide hospitality and accommodation.

Though she was born in Cooktown, Nth. Queensland, Mrs. Lum-



Mrs. Amy Lumley.

ley spent her early years in Lancashire, England, before going to Papua. First at Woodlark Island and then at Misima, in Milne Bay District. She went to Kiriwina, principal island in the Trobriand Group, with her husband, trader Charles Lumley.

World War I brought changes, and Mr. Lumley enlisted in the AIF and went off to the Middle East. Amy Lumley waited in Australia.

By 1920, they were back among the Trobrianders, trading and copra-buying—they taught the natives to dry copra and induced them to use their talent for carving to start the curio trade that has occupied some of the villages ever since.

For nearly 30 years, the Lumleys traded in shell and beche-de-mer and in pearls, for the Trobriand Islanders in the 20's and 30's were renowned in the Territory for their

pearl-diving. Five hundred or more mat-sail canoes setting out for the pearling and shell grounds was not an uncommon sight in those days.

In 1949, Charley Lumley died; but Mrs. Lumley decided to continue to run the trading business on her own, with her grown sons. She remained alert and spirited and took an active interest in the everyday life and social welfare of the natives. With her advancing years, the management of the business fell more and more upon her son, Ralph.

When she passed through Port Moresby, on her way down to Sydney, in January, she told friends that "she would be back".

Mrs. Lumley is survived by two sons in Papua and three sons and two daughters in Australia.

### MR. RICHARD STEWART

A former Islands commercial traveller before he became Victorian manager for Keith Harris and Co. Ltd., Mr. Richard ("Dick") Stewart died suddenly in Melbourne on March 9. Operating from Brisbane, Q'ld, he made many friends in commercial and trade circles throughout Papua and New Guinea.

### MR. M. R. MEECHAM

A well known and respected planter of Western Samoa, Mr. M. R. Meecham, died in March after a long illness. He was 83.

Mr. Meecham was manager of Palauli plantation, owned by O. F. Nelson & Co. Ltd. on Savaii Island, for eight years before he retired in 1958. Previously, he managed the Cobcroft plantation, and, earlier, some of the then Crown Estates. He first went to the Islands, after the Boer War, to join the CSR Co. in Fiji.

### MISS ELSIE WALTER

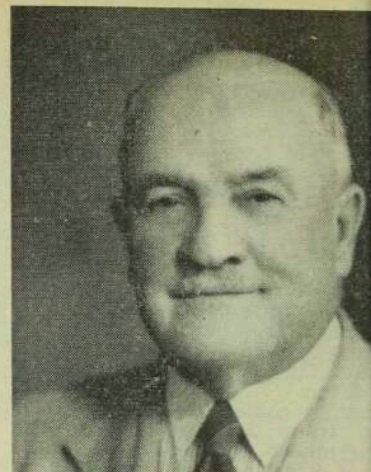
Miss Elsie Walter, proprietress of the Berlin Club at Savalalo, Apia, Western Samoa, died on March 9, at the age of 53. She was a daughter of the late August Walter, formerly of Tonga and Samoa, who owned the Apia butchery and had cocoa plantation interests at Moamoa.

Miss Walter is survived by two sisters and a brother.

### MR. GEORGE CHRISTIE

Last survivor of three brothers who went to Papua before World War I, Mr. George Christie died in Paddington, Brisbane, on March 16. He was 80 years of age.

Sons of a Scots family who settled in Cooktown, North Queensland, about 70 years ago, Willie, Sandy storekeeping for a while, then he worked for the oil exploration com-



Mr. George Christie.

panies. In recent years, he lived retirement in Brisbane, and underwent a serious operation a short time ago.

He is survived by a daughter, Yolande (Mrs. Stan Dwyer), who flew down from Rabaul when he came ill a week before his death.

### MRS. DOROTHY ROBERTS

Mrs. Dorothy Alice Roberts, widow of Mr. A. A. Roberts, Director Native Affairs in Papua-New Guinea, died in Victoria on March 19. She had long been a resident of the Territory, but recently had been ill-health. Her death occurred at Royal Melbourne Hospital.

### MR. STEPHEN PRASAD

One of Lautoka's best known Indian businessmen, Mr. Stephen Bhagoti Prasad, died in Lautoka hospital, Fiji, late in March after a short illness. He was only 37, had run his own Checker Taxi business for some years. He was prominent in Fiji soccer football affairs, having been manager of the Lautoka representative team for the past five seasons. He is survived by his wife and one child.

### MR. HARM NAM

A Chinese cook who rose to become a wealthy and respected businessman, Mr. Harm Nam, died in Suva on April 7, aged 70. He went to Fiji 50 years ago in the service of Sir Henry May, then Governor, but in 1913 left to found the firm of Sun Hing Tiy, which later came the thriving Wing On Tiy Co. Ltd. He later relinquished managing directorship of the firm but remained a director. Since then he had conducted Wah Ley Ltd. butchery firm of Suva and Salsbula. Mr. Nam was one of the founder members of the Kuo Hsing Tang in Fiji some 40 years ago, and was one of the first Chinese in the Colony to become a naturalized British subject.



## COFFEE IN THE NEWS

coffee flotations have been in the news in P-NG lately. Assistant Administrator Dr. John Gunther in the P-NG Legco attacked some advertising claims, particularly referring to New Guinea Coffee Estates, Ltd., which he said had been advertising an increased dividend up to 40 per cent., among other things.

President of the Highlands Farmers and Settlers' Association, Mr. Ian Evans, released a statement saying his organisation could not associate itself with any of the claims made by company promoters seeking to interest investors in the NG coffee industry. One of the advertising had been quite unbelievable. Growers and investors would be in a better position to make forecasts about the infant NG industry after the Bureau of Agricultural Economics finished its current coffee survey.

There is also a programme of more plantings to offset what is now admitted to be one of the highest capitalisations of a coffee estate in P-NG.

But, even if all this succeeds, directors still admit that shareholders must expect lower returns than they were originally promised, in the immediate future.

To run the company they now have some of the old connections, plus some new directors who were elected at the meeting.

These are Mr. S. E. Baume; Mr. C. W. Ford; Mr. H. J. Perkins, the plantation manager; Mr. J. H. Lee; and Mrs. C. D. Rankin.

All, with the obvious exception of Mr. Perkins, come from Sydney and have no apparent connection with either the Territory or coffee.

If the company is ever to achieve anything like the glowing results

promised by its promoters the new board and administration will have to work wonders.

Already too much capital is invested and more is needed; the plant and equipment are admittedly unsatisfactory in many respects; and the investing public will have to be satisfied that the change in direction of the company is complete.

It is to be hoped that the new board can achieve the rehabilitation of the plantation and the resumption of dividends to shareholders.

Incidents such as the Goroka Coffee affair could be damaging to investment prospects in the Territory in general, and the coffee industry in particular.

But until solid results are visible it is difficult to feel any real optimism about the future prospects of the project.

## Goroka Coffee

(Continued from page 20)

available advice in matters of policy and purchase of plant and equipment".

Whatever the available advice might have been, the results, as detailed in the report, were:

The factory taken over was not designed for efficient and economical operation.

A new warehouse, built of pre-cast aluminium on a concrete base was not entirely satisfactory.

A new diesel-electric engine proved larger and more costly to operate than was required.

A coffee grader has been installed but was not satisfactory.

A new disc pulper was due for delivery soon. It was questionable whether this was fully justified at present but it would be, at least, a useful and efficient adjunct to existing equipment.

In addition, shareholders were told in this report that the plantation was originally believed to be 100 acres of mature or nearly mature coffee.

The report says that at this time it was impracticable to arrange a survey in this part of New Guinea when the survey was made the plantation was found to contain only about 62 acres of mature coffee and about nine of immature coffee. Apparently, the difference between 100 acres and 70 was not easily discernible.

Another report to the meeting stated that the audit of the company's accounts was incomplete as certain documents were not available.

For the future, the company's directors are talking of buying all the native coffee it can find, and putting it through its plant

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**ISLAND AGENTS:** Madang (New Guinea)—Strachan & Strachan. Lae (New Guinea)—Buntings. Rabaul (New Britain)—Tower 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.  
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## SHIPPING TIME-TABLES

### hney-Papua-N. Guinea

illings are approximate and may vary by as much as two weeks.

Montoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae, Moresby. Last Sydney sailing Mar. 1960. Next Sydney sailings: May 23 (will include Lombrum and Lorengau), July 18. Malekula sails from Sydney for Port Moresby, Samarai, Lae, Alexishafen, Wewak, Rabaul. Last Sydney sailing: April 11. Sydney sailings: May 24, July 5. Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings: (will include Bougainville ports), (will include NI New Hebrides, Bougainville ports). Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Last Sydney sailing: April 11. Sydney sailings: May 11, June 22. Sails from Burns, Philp and Co., Ltd., 6 Bridge St., Sydney.

Yakhoi: Leaves Sydney for Brisbane, Port Moresby, Samarai, Lae, Port Moresby. Last Sydney sailing: April 11. Next Sydney sailings: May 25, (approx.).

Soochow: Leaves Melbourne for Brisbane, Pt. Moresby, Samarai, Kavieng, Madang, Lae, Port Moresby. Next Sydney sailings: June 3 (approx.).

Manisi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Wewak, Rabaul, Sydney. Next sailings: April 22, June 10.

Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Kavieng, Rabaul, Lae, Sydney. Next sailing: April 29 (after Tarawa to Ocean Is., Nauru, etc., under to British Phosphate Commission).

Sails from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 Bridge St., Sydney.

Elizabeth Boye: Leaves Sydney for Port Moresby, Lae, Rabaul. Sydney sailings: April 20, May 20 (approx.). Sails from Karlander (NG) Line (F. Philips Pty., Ltd., agents), 176 Day St., Sydney.

Malacca and Matupi, will increase the Austasia Line's new Australia-Borneo service as under:  
Dep. Adelaide May 4, Melbourne May 6-10, Sydney May 12-15, Port Moresby May 24, May 29, Lae June 2, Madang June 15, Jesselton June 17, Mani June 20, Labuan June 26. Dep. Adelaide June 11, Melbourne June 13-17, Sydney June 19-22, Port Moresby June 24-25, Lae July 9, Madang July 13, Sandakan July 22, Jesselton July 27, Mani July 27, Labuan August 3.

Sails from Blue Star Line (Aust.) Pty., agents, 17-19 Bridge St., Sydney.

### hney-Netherlands NG

Two weeks service by MV's Sigli, Silindang and Sinabang carrying pas-

sengers 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: Silindang March 29. Next Sydney sailings: Sigli April 27, Silindang May 13, Sinabang June 7 (approx.).

Details from Royal InterOcean Lines, 255 George St., Sydney.

### Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arfak (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 vessels:

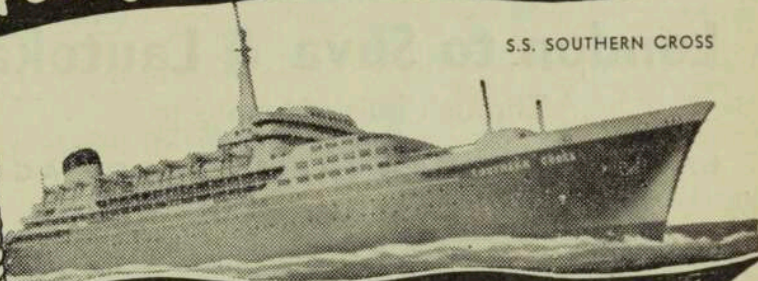
Galway: Port Moresby, arr. May 2.  
Donegal: Port Moresby, arr. July 25.

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-

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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: From Japan, via Hongkong, Rabaul Apr. 17, Madang Apr. 20, Lae Apr. 23, Port Moresby Apr. 29, Cairns May 2-8, Santo May 11, Noumea May 13, Suva/Lautoka May 16, Nukualofa (tentatively), then Japan direct, arriving June 6. Next voyage south from Japan: June 14.

Chekiang: Dep. Japan Apr. 29, via Hongkong, Rabaul May 16, Wewak (tentatively), Madang May 19, Lae May 23, Port Moresby May 28, Cairns (tentatively), Noumea June 9, Santo June 11, Suva/Lautoka June 14, Tonga (tentatively), thence Japan direct, arriving July 5. Next voyage south from Japan: July 12.

Details from China Navigation Co., Ltd.

## Australia-NZ-Fiji-Canada-USA

### Sailings of Orient and P. & O. Line Passenger Ships

|               |         | ORSOVA    | ORONSAY      | ORSOVA     | ARCAI   |
|---------------|---------|-----------|--------------|------------|---------|
| SYDNEY        | depart  | Apr. 23   | May 25       | June 5     | July 4  |
| AUCKLAND      | arr/dep | Apr. 26   | May 28       | June 8     | July 7  |
| SUVA          | arr/dep | Apr. 29   | May 31       | June 11    | July 10 |
| HONOLULU      | arr/dep | May 4     | June 5       | June 16    | July 15 |
| VANCOUVER     | arr/dep | May 9-10  | June 10-11   | June 21-22 | July 20 |
| SAN FRANCISCO | arr/dep | May 12-13 | June 13-14   | June 24-25 | July 23 |
| LOS ANGELES   | arr/dep | May 14    | June 15      | June 26    | July 25 |
| HONOLULU      | arr/dep | May 19    | June 20      | thence     | July 30 |
| SUVA          | arr/dep | May 26    | thence Japan | UK via     | thence. |
| AUCKLAND      | arr/dep | May 29    | and Far East | Panama     | and Far |
| SYDNEY        | arrive  | June 1    | July 17      | Canal      | Aug. 25 |

Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

(Swire and Yuill Pty., Ltd., agents, Bridge St., Sydney.)

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TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA  
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.  
SUVA—Burns Philp (South Sea) Company, Ltd.  
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

APIA—Burns Philp (South Sea) Company, Ltd.  
NOUMEA—Etablissements Baillande.  
LAE—Burns Philp (New Guinea) Ltd.  
SYDNEY—Birt & Co. (Pty.) Ltd.

The Australia-West Pacific Line vessels Aros, Citos, Delos and Milos maintain regular services between Australia ports and Japan. Northbound vessels at Manila, Hongkong and Japan; bound vessels call at any or all of the following: Hongkong, Manila, Sarawak, Madang, Lae, Rabaul, Brisbane, Melbourne and Adelaide, with quick calls at Gizo (opt.), Honiara and koro, in BSIP; and at Santo and New Hebrides.

Citos: From Japan via Hongkong, Manila, North Borneo ports, Madang, Rabaul Apr. 24, Lae Apr. 27, Port Moresby May 2, Brisbane May 8, May 12. Dep. Sydney June 4 for arriving June 22.

Milos: Dep. Japan Apr. 7, via Hongkong, Manila, North Borneo ports, Madang, Rabaul Apr. 22, Vanikoro Apr. 25, Apr. 28, Vila Apr. 30, Brisbane 1, Sydney May 6. Dep. Sydney May 15, Japan, arriving June 15.

Delos: Dep. Japan May 21, via Hongkong, North Borneo ports, Lae, Rabaul June 10, Brisbane June 14, June 17. Dep. Sydney July 6 for arriving July 24.

Aros: Dep. Japan June 8, via Hongkong, Manila, North Borneo ports, Lae, Rabaul July 2, Brisbane July 7, July 11.

Details from Wilh. Wilhelmsen Pty., Ltd., 30 Pitt St., Sydney, or agents (Buntings, Lae; Town Trust, Rabaul; Strachan and Strachan, M. BSIP Trading Corp., Honiara; Gubbay and Co., Santo; Wm. Brown and Co., Vila).

### Sydney-New Hebrides-Bougainville, Etc.

MV Tulagi, 10 passengers, makes a trip Norfolk Is., Vila, Santo, I and BSI ports, Bougainville ports, Sydney about once every six weeks. Sydney sailings: May 2 (extending Tarawa, Washington Is., Fanning I, BSI), July 22.

Details from Burns, Philp and Bridge Street, Sydney.

### Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West and Panama, call about every six at Papeete, Vila (New Hebrides), and Sydney, and return by same. At present on this run are the ships, Tahitien and Caledonien chartered vessel, Melanesien. Next



Melanesian May 14, Caledonien Tahiti Aug. 12.  
Polynesie (Messageries Maritimes) runs about monthly passenger sailings between Sydney and Noumea and the Hebrides (Vila and Santo). Next sailings: May 6, June 3, June 24. Agents from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

## Zealand-Fiji-Tonga-Samoa

Matua maintains a service from Auckland to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: May 17.

Matua maintains a service from Auckland to Suva, Nukualofa, Vavau and return to Auckland. Next sailings from Auckland: May 5. Agents from all offices of Union Steam Ship Co. of NZ.

## ney-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger Southern Cross makes four round-trip voyages per year, two west-bound then two east-bound, calling at Auckland every trip. Next voyage: Southampton May 26, via Capetown, July 1-3, Wellington July 6-8, Suva July 16-17, thence via the Canal to Liverpool, arr. Aug. 10.

## N. Zealand-Cook Is.

passenger vessel Maui Pomare runs a regular monthly service between Auckland, NZ, and the Cook Islands. On application to NZ Government Department of Island Territories, or to any office of the Union Steam Ship Co. of NZ, Ltd.

## America-Tahiti-Central Pacific-NG

Islands Transport Line's vessels Thor I (which replaces the last voyage to the Pacific) maintain a regular service from Pacific Coast North American ports with sailings over 35-40 days. Some depend on cargoes offering.

I: Dep. New Westminster May 5, May 6-8, San Francisco May 12-13, Los Angeles May 16-18, Papeete May 20, Pago Pago June 4-7, Apia June 8-10, June 13-15, Noumea June 17-20, Papeete June 23-26, Lae June 29-July 1, Pago Pago July 8-11, Los Angeles July 24-26, San Francisco July 27-28.  
S: Dep. Vancouver June 26, New Westminster June 27-30, Tacoma July 1-2, San Francisco July 5-8, Los Angeles July 11-14, Papeete July 22-25, Pago Pago July 28-31, Apia Aug. 1-3, Suva Aug. 6-7, Lae Aug. 9-11, Townsville Aug. 14-16, and Lae (open), Pago Pago Aug. 19-22, Los Angeles Sept. 8-9, San Francisco Sept. 10.

Agents from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

## S-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco runs a regular five-weeks passenger-service from Los Angeles with the a. Sierra and Sonoma. (Alameda charter to an associate company for indefinite period.) Southern terminal

ports vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane and other Australian ports depending on cargoes.

Last Brisbane sailing for USA: Ventura April 2. Next Brisbane sailings: Sierra May 19, Sonoma June 22 (approx.).

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 15 (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: Apr. 8. Next Sydney sailing: May 20 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney.

## Sydney-(or NZ)-North America

Cargo vessels Waihemu 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: Waihemu late May, Waitomo (temporarily withdrawn at Vancouver) end of June.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

## UK-Panama-Fiji

The Fiji Direct Service, with various vessels, maintains sailings at regular monthly intervals out of London, via Panama, for Suva, Fiji, and occasionally to Lautoka, Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London, and Burns Philp (South Sea) Co., Ltd., are agents in Fiji. Cargo for transhipment at Suva to Samoa and Tonga is handled onwards by the Union Steam Ship Co. of NZ Ltd.

Sailing dates from London for 1960 (subject to alteration without notice) are as follows: May 5, June 2, June 30, July 28, Aug. 25, Sept. 22, Oct. 20, Nov. 17, and Dec. 15.

## North America-Tahiti-N.Z.-Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Monterey: Dep. San Francisco Apr. 17, Los Angeles Apr. 18, Papeete Apr. 26-28, Auckland May 4-5, Sydney May 8-11, Auck-

land May 14, Suva May 17, Pago Pago May 18, Honolulu May 23-24, San Francisco May 29.

Mariposa: Dep. San Francisco May 15, Los Angeles May 16, Papeete May 24-26, Auckland June 1-2, Sydney June 5-8, Auckland June 11, Suva June 14, Pago Pago June 15, Honolulu June 20-21, San Francisco June 26.

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 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.

The Italian Sittmar 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. 22, Fairsea Oct. 23.

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

## Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Suva with MV Aoni, 500 tons gross. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji) Ltd.

Next scheduled departure dates from Nukualofa will be May 7, June 4 (leaving Suva about four days later in each case).

## AIRWAYS TIME-TABLES

### TRANS-PACIFIC SERVICES

#### 1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available between Australia and Nth. America; De Luxe and Economy between San Francisco and UK.)

#### BY QANTAS EMPIRE AIRWAYS (Boeing 707 Jets)

##### NORTHWARDS

Tues.: Sydney (dep. 5 p.m.), Nadi, Fiji (arr. 11.10 p.m., dep. 11.59 p.m.), Honolulu (Hawaii), San Francisco.

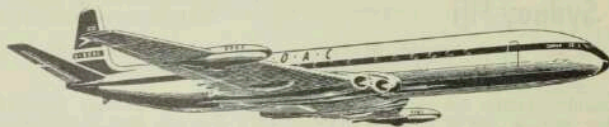
Wed. and Sat.: Sydney (dep. 5 p.m.), Nadi (arr. 11.10 p.m., dep. 11.59 p.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 5 p.m.), Nadi (arr. 11.10 p.m., dep. 11.59 p.m.), Honolulu, San Francisco, extending to Vancouver.

Sun.: Dep. Sydney (5 p.m.), Nadi (arr.



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hours, perhaps days more to enjoy at your destination or stop-over places anywhere you wish. Quiet . . . smooth . . . and vibrationless, the Comet is designed for speed, dependability and styled for undreamed-of comfort. For full details of *Luxury or Low-Fare Services*, see your travel Agent or *Qantas Empire Airways (BOAC General Agents for Australia)*.



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11.10 p.m., dep. 11.59 p.m.), Honolulu, San Francisco.

## SOUTHWARDS

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. a.m., dep. 6.35 a.m.), Sydney.  
Tues.: San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.35 a.m.), Sydney.  
Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.35 a.m.), Sydney.

(Note: International Dateline crosses between Nadi and Honolulu).

Qantas Super-Constellation aircraft under charter to TEAL, from Melbourne and Auckland connect at Nadi on Wednesdays with Qantas northbound flight on Thursdays with southbound (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.

## BY PAN AMERICAN AIRWAYS

(With Intercontinental Jet Clipper)

Mon. and Thurs.: Dep. Sydney 5 p.m., Nadi (arr. 10.40 p.m., dep. 11.55 p.m.), Honolulu and Los Angeles (arr. and Thurs. 4.25 p.m.), Connecticut, Honolulu for San Francisco, Portland and Seattle.

Tues. and Sat.: Dep. Los Angeles 8.30 a.m. for Honolulu, Nadi (arr. 5.10 p.m., Thurs. and Mon., dep. 6.30 a.m., 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).

## BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft)

Every Fri.: Sydney (dep. 1 p.m.), Auckland, Nadi (arr. Sat. 3 a.m., a.m.), Honolulu, Vancouver (then to Amsterdam, arr. Mon. 11.35 a.m.).

Every Sat.: Dep. Amsterdam at 1 p.m. for Vancouver (dep. 1.30 p.m.), Honolulu, Nadi (arr. Wed. 6 a.m., 7 a.m.), Auckland and Sydney.

(Note: Crosses International Dateline route.)

## SECTIONAL SERVICES PACIFIC

### 2. Sydney-New Guinea

By Qantas Empire Airways

NORTHBOUND  
(Super-Constellations)

First Class

|                         |  |                        |
|-------------------------|--|------------------------|
| Tues.                   |  |                        |
| Dep.                    |  |                        |
| Sydney, 10.30 p.m.      |  | Brisbane, 12.45 p.m.   |
| Wed.                    |  |                        |
| Dep.                    |  |                        |
| Brisbane, 1.45 a.m.     |  | Pt. Moresby, 7.45 a.m. |
| Dep.                    |  |                        |
| Pt. Moresby*, 7.45 a.m. |  | Lae, 9.45 a.m.         |



| First Class                  |                        |
|------------------------------|------------------------|
| Sat.                         | Arr.                   |
| 9.30 p.m.                    | Brisbane, 11.45 p.m.   |
| Sun.                         | Arr.                   |
| 12.45 a.m.                   | Pt. Moresby, 6 a.m.    |
| Moresby*, 6.45 a.m.          | Lae, 8.05 a.m.         |
| First and Tourist Class      |                        |
| Mon.                         | Arr.                   |
| 9.30 p.m.                    | Brisbane, 11.45 p.m.   |
| Tues.                        | Arr.                   |
| 12.45 a.m.                   | Pt. Moresby, 6 a.m.    |
| Moresby*, 6.45 a.m.          | Lae, 8.05 a.m.         |
| First and Tourist Class      |                        |
| Thurs.                       | Arr.                   |
| 8 p.m.                       | Brisbane, 10.15 p.m.   |
| Thurs.                       | Fri.                   |
| 11.15 p.m.                   | Townsville, 2.15 a.m.  |
| Fri.                         | Arr.                   |
| 11.15 a.m.                   | Pt. Moresby, 3 a.m.    |
| Moresby*, 6.45 a.m.          | Lae, 8.05 a.m.         |
| (Jet Prop. Lockheed Electra) |                        |
| First and Tourist Class      |                        |
| Tues. & Fri.                 | Wed. & Sat.            |
| 11.59 p.m.                   | Pt. Moresby, 5.15 a.m. |
| Wed. & Sat.                  |                        |
| Moresby, 5.45 a.m.           |                        |
| Manila and Hongkong).        |                        |

## SOUTHBOUND

| First and Tourist Class                                              |                         |
|----------------------------------------------------------------------|-------------------------|
| Fri.                                                                 | Arr.                    |
| 10 a.m.                                                              | Pt. Moresby, 10.30 a.m. |
| Moresby, 11.30 a.m.                                                  | T'ville, 2.10 p.m.      |
| 11.30 p.m.                                                           | Brisbane, 6 p.m.        |
| 7 p.m.                                                               | Sydney, 9 p.m.          |
| First Class                                                          |                         |
| Wed.                                                                 | Arr.                    |
| 10.10 a.m.                                                           | Pt. Moresby, 11.30 a.m. |
| Moresby, 12.30 p.m.                                                  | Brisbane, 5.45 p.m.     |
| 6.45 p.m.                                                            | Sydney, 8.45 p.m.       |
| First Class                                                          |                         |
| Sun.                                                                 | Arr.                    |
| 10 a.m.                                                              | Pt. Moresby, 10.30 a.m. |
| Moresby, 11.30 a.m.                                                  | Brisbane, 4.45 p.m.     |
| 5.45 p.m.                                                            | Sydney, 7.45 p.m.       |
| First and Tourist Class                                              |                         |
| Tues.                                                                | Arr.                    |
| 10.10 a.m.                                                           | Pt. Moresby, 10.30 a.m. |
| Moresby, 11.30 a.m.                                                  | Brisbane, 4.45 p.m.     |
| 5.45 p.m.                                                            | Sydney, 7.45 p.m.       |
| Between Lae and Port Moresby passengers are carried in DC4 aircraft. |                         |
| (Jet-Prop. Lockheed Electra)                                         |                         |
| First and Tourist Class                                              |                         |
| Thurs. & Sun.                                                        | Arr.                    |
| Hongkong                                                             | Pt. Moresby, 8.45 a.m.  |
| Manila.                                                              |                         |
| 8 a.m.                                                               | Sydney, 1 p.m.          |

PT. MORESBY-CAIRNS-PT. MORESBY  
(Douglas DC4)

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. (Apr. 19, May 3, 17, 31, June 14, 28, etc.).

## PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Apr. 26, May 10, 24, June 7, 21, etc.).

Via Ihu, Baimuru, Kikori, Baimuru: Alt. Thurs. (Apr. 21, May 5, 19, June 2, 16, 30, etc.), ret. via Baimuru, Kikori, Kerema the following day (Apr. 22, May 6, 20, June 3, 17, July 1, etc.).

## PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs. returning same day via Balimo (Apr. 21, May 5, 19, June 2, 16, 30, etc.).

Via Kerema, Baimuru: Alt. Wed. (Apr. 27, May 11, 25, June 8, 22, etc.), returning alt. Fri. (Apr. 29, May 13, 27, June 10, 24, 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 (Apr. 20, May 4, 18, June 1, 15, 29, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Apr. 30, May 14, 28, June 11, 25, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Apr. 23, May 7, 21, June 4, 18, etc.).

LAKE-MADANG-WEWAK-MANUS-  
KAVIENG-RABAUL SERVICE  
(DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

## CENTRAL HIGHLANDS (DH Otter)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, 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, Rintebi, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-BULOLO-WAU  
(DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed., Sat.: Dep. 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.

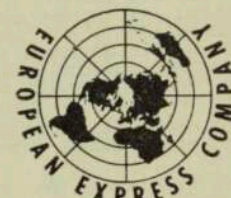
Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.

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 and Jacquinot Bay before Rabaul, on request, on Wed.

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#### RABAU-L-BUIN-RABAU (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanal, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakenal, 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. (Apr. 25, May 9, 23, June 6, 20, 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.

#### LAH-HOLLANDIA (Neth. New Guinea) Qantas, with DC3 aircraft

Dep. Lae 11 a.m. alt. Wed. (Apr. 27, May 11, 25, June 8, 22, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.  
Dep. Hollandia 10 a.m. alt. Thurs. (Apr. 28, May 12, 26, June 9, 23, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

#### BLAK (NNG)-LAH

Netherlands New Guinea Airlines, with DC3 aircraft

De Kroondulf NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.  
Dep. Blak, 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. Blak 4.10 p.m.  
(Dep. Blak May 12, 26, June 9, 23, etc.; dep. Lae May 13, 27, June 10, 24, etc.)

#### 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 Blak, 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 Blak (arr. Tues. 12.05 a.m.) for Sydney (arr. Tues. 12.20 p.m.).

DC3 aircraft link Blak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar and Ransiki; Beaver to Kokonao; Twin Pioneer to Seroei, Genjem and Wamena; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuar, Ajamaroe, Napan, Wisselmeren and Wasior.

DC7C aircraft dep. Blak Tues. and Sat. at 2.45 a.m. for Japan, Alaska and Amsterdam (arr. Wed., Sun., 1 p.m.). Dep. Am-

sterdam Wed. and Sat. 10.50 p.m. for Alaska, Japan and Blak (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. Sydney-Noumea

Qantas, with Super-Constellation

Fortnightly service, every alt. Fri., with tourist and first (sleeper-chairs) classes.

Dep. Sydney, alt. Fri. (Apr. 29, May 13, 27, June 10, 24, etc.) 9 a.m., arr. Noumea 2.45 p.m. same day.

Dep. Noumea same day (alt. Fri.) 4.30 p.m., arr. Sydney Fri. 8.45 p.m.

#### 7. Paris-Sydney-Noumea-Fiji-Papeete-USA

TAI, with DC7C aircraft  
COMMENCING MAY 1

Dep. Paris every Sun., 3 p.m., for Athens, Beirut, Teheran, Karachi, Bangkok, Saigon, Djakarta, Darwin, Sydney (arr. Wed. 6.35 a.m.).

Dep. Sydney Wed. 9.30 a.m. for Noumea (arr. 3 p.m., dep. 5 p.m.), Nadi (arr. 9 p.m., dep. 11 p.m.), Bora Bora (arr. Wed. 7.55 a.m., dep. Fri. 9.45 a.m.—connects with Papeete by RAI flying-boat, see Table 24), Honolulu, Los Angeles (arr. Sat. 6.55 a.m.).

Dep. Los Angeles, on return flight, Sat. 3.50 p.m. for Honolulu, Bora Bora (arr. Sun. 8.55 a.m., dep. 10 p.m.—connects with Papeete by RAI flying-boat—see Table 24), Nadi (arr. Tues. 3.55 a.m., dep. 4.25 a.m.), Noumea (arr. 6.30 a.m., dep. 4.30 p.m.), Sydney (arr. 8.10 p.m.).

Dep. Sydney Tues. 9.40 p.m. for Darwin, Djakarta, Saigon, Bangkok, Karachi, Teheran, Beirut, Athens and Paris (arr. Thurs. 5.45 p.m.).

(Note: Crosses International Dateline between Nadi, Fiji, and Bora Bora, French Polynesia.)

#### 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. (Apr. 23, May 7, 21, June 4, 8, etc.): dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, Sun., 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. See table 12 below.)

#### 10. New Caledonia-New Hebrides

TAI with DC4 Aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 1 p.m., arr. Vila 2.15 p.m., dep. Vila 2.50 p.m., arr. Tontouta 4.45 p.m.

#### 11. New Caledonia-Fiji Wallis Is.

TAI with DC4 Aircraft

Sun.: Dep. Noumea 6.30 a.m., arr. 11.35 a.m., dep. 12.55 p.m., arr. 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. (Apr. 23, May 7, 21, June etc.): Dep. Norfolk 4 p.m., arr. land 7.45 p.m. Ret. next day (Apr. 24, May 8, 22, June 5, 19, etc.): Dep. Auckland 10.30 a.m., arr. 1.30 p.m.

#### 13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed EL

Daily: Dep. Auckland 9.30 a.m., Sydney 11.55 a.m.  
Daily: Dep. Sydney 1.30 p.m., arr. land 7.25 p.m.

#### 14. Christchurch-Sydney

TEAL, with Jet-Prop. Lockheed EL

Mon., Thurs., Sat.: Dep. Christchurch 10.25 p.m., arr. Sydney 10.25 p.m.  
Mon., Wed., Sat., Sun.: Dep. Sydney 1.30 p.m., arr. Christchurch 7 p.m.

#### 15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed EL

Wed.: Dep. Christchurch 8 p.m., arr. Melbourne 11 p.m.  
Thurs.: Dep. Melbourne 12.30 p.m., Christchurch 7 p.m.

#### 16. Auckland-Melbourne

TEAL, with Jet-Prop. Lockheed EL

Mon.: Dep. Auckland 8.30 a.m., arr. Melbourne 12 noon.  
Mon.: Dep. Melbourne 1.15 p.m., Auckland 8 p.m.

#### 17. Melbourne-NZ-Fiji

TEAL, with Super Constellation chartered from Qantas

Wed.: Dep. Melbourne 7 a.m., arr. land 3 p.m., dep. Auckland 4.15 p.m., arr. Nadi 9.30 p.m. Return, same following day.

(Connects at Nadi with Qantas 707 jet service from Sydney to USA)

#### 18. New Zealand-Fiji

TEAL, with Jet-Prop. Lockheed EL and QEA Super Constellations

Tues., Sat.: Dep. Auckland 6.30 p.m., Nadi 10.25 p.m.

Wed.: Dep. Auckland 4.15 p.m., arr. 9.30 p.m.

Wed., Sun.: Dep. Nadi 11 a.m., arr. land 3 p.m.

Thurs.: Dep. Nadi 11 a.m., arr. land 4.15 p.m.

Wednesday flights ex-Auckland; Thursday flights ex-Nadi are operated Qantas under charter to TEAL.

#### 19. Fiji-Western Samoa

TEAL, with Solent Flyingboats

Dep. Suva alt. Thurs., 9 a.m., crosses line, arr. Satapuala (Western Samoa) Wed. 1.55 p.m.



Satapuala Mon. at 8 a.m., crosses line, arr. Suva Tues. 10.55 a.m.  
Suva Apr. 28, May 12, 26, June 9, etc.; dep. Apia May 2, 16, 30, 113, 27, July 4, etc.)

## NZ-Fiji-Am. Samoa-Hawaii

an American Airways, with 3377 (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.; dep. Tafuna 5 p.m., Honolulu 6 a.m. Tues.  
Honolulu 10 p.m. Mon., arr. Tafuna 4 a.m. Tues.; dep. Tafuna 8.40 a.m., crosses International Dateline, arr. Nadi 11.25 a.m.; dep. Nadi 6 a.m. and Mon., arr. Auckland 11.35

## 21. Fiji-Tahiti

MAL, with Solent Flyingboats

9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (W. Is.) 1.55 p.m. Wed.; dep. Satapuala 4 a.m. Thurs., arr. Aitutaki (Cook Is.) 11 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.  
Suva Apr. 28, May 12, 26, June 9, etc.)  
Papeete 7.30 a.m. alt. Sun., arr. Nadi 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 May 1, 15, 29, June 12, 26, etc.)

## Fiji Internal Airways

ways, Ltd., with Heron and Drover 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.  
Taveuni-Suva (via Savusavu): One flight—Wed.  
Suva-Suva: One flight—Thurs., Sun.  
Matei-Suva: One flight—Sat.  
Savusavu - Labasa - Savusavu - Suva: One flight—Tues.  
Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.  
Is from Fiji Airways Ltd., Victoria Suva.

## 22A. Fiji-Tonga

Fiji Airways, Ltd.

per month, Fiji Airways, Ltd.'s aircraft makes a regular flight from Suva (near Suva) to Nukualofa, Tonga. At present, flights are not on fixed schedule but usually are made in the latter part of the month.  
Is from Fiji Airways, Ltd., Victoria Suva.

## N. Caledonia-Loyalty Is. Internal Service

NSPAC, with Herons and Rapides  
a-Mare: Tues. (dep. Noumea 2 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., arr. Mare 10 a.m.)  
a-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 p.m.)

Noumea-Lifou: Tues., Wed., Sat. (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.)

Noumea-Kounie (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).

Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des 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

Polynesia Airlines Ltd., of Apia, Western Samoa, using a Percival Prince aircraft, operates a once daily service between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome).

An American Company, Samoan Airlines Ltd., which uses a DC3 Viewmaster, runs a similar service.

## 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 Territories: 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 . . . . .        | 54     | 17 | 0  | 98           | 15 | 0 6, 7    |
| Honiara . . . . .       | 94     | 5  | 0  | 169          | 13 | 0 2, 5    |
| Norfolk Is. . . . .     | 27     | 10 | 0  | 49           | 10 | 0 9       |
| Lord Howe . . . . .     | 14     | 15 | 0  | 29           | 10 | 0 8       |
| Nadi . . . . .          | 85     | 9  | 0  | 153          | 17 | 0 1, 7    |
| Suva . . . . .          | 92     | 0  | 0  | 166          | 19 | 0 1-22    |
| Auckland . . . . .      | 52     | 10 | 0  | 94           | 10 | 0 13      |
| Christchurch . . . . .  | 52     | 10 | 0  | 94           | 10 | 0 14      |
| Honolulu . . . . .      | 282    | 12 | 0  | 508          | 14 | 0 1, 7    |
| San Francisco . . . . . | 350    | 9  | 0  | 630          | 17 | 0 1       |
| Vancouver . . . . .     | 350    | 9  | 0  | 630          | 17 | 0 1       |
| Apia . . . . .          | 118    | 14 | 0  | 214          | 14 | 0 1-19    |
| Papeete . . . . .       | 178    | 2  | 0  | 320          | 12 | 0 1-21, 7 |
| Aitutaki . . . . .      | 155    | 12 | 0  | 281          | 2  | 0 1-21    |
| Blak . . . . .          | 103    | 15 | 0  | 186          | 15 | 0 4       |

FROM AUCKLAND (NZ currency) TO—

|                     |     |    |   |     |    |         |
|---------------------|-----|----|---|-----|----|---------|
| Apia . . . . .      | 62  | 0  | 0 | 111 | 12 | 0 18-19 |
| Aitutaki . . . . .  | 93  | 10 | 0 | 168 | 6  | 0 18-21 |
| Nadi . . . . .      | 39  | 7  | 0 | 70  | 17 | 0 18    |
| Norfolk Is. . . . . | 19  | 15 | 0 | 35  | 11 | 0 12    |
| Papeete . . . . .   | 114 | 10 | 0 | 206 | 2  | 0 18-21 |

FROM SUVA (Fiji currency) TO—

|                    |    |    |   |     |    |          |
|--------------------|----|----|---|-----|----|----------|
| Apia . . . . .     | 25 | 0  | 0 | 45  | 0  | 0 19, 21 |
| Aitutaki . . . . . | 57 | 15 | 0 | 103 | 18 | 0 21     |
| Nadi . . . . .     | 5  | 16 | 0 | 11  | 12 | 0 22     |
| Papeete . . . . .  | 82 | 14 | 0 | 148 | 18 | 0 7, 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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UNIQUE ART COURSES by post in oils or watercolour, with lessons illustrated by free original paintings are offered by—Alastair Gray Studios, 91 Sackville Street, Kew, Melbourne. Write for particulars.

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FLEETS. 37 ft. diesel sloop, built Norman Wright 1947, won several ocean races, ample sails, fully found, £3,150, 30 ft., 45 ft., 48 ft., diesel workboats, 300 ton cargo ship in Commonwealth Survey, £15,750. Also 900 ton, 1,800 ton modern cargo ships. Fleets, 525 Stanley St., South Brisbane, Queensland, Australia. Cable: "Fleets", Brisbane.

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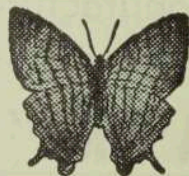
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# Pacific Commerce and Produce

## Mines Ltd. Gets To Good Start

Official listing was granted by the New York Stock Exchange at the end of March to shares of Pacific Island Mines Ltd., formed late last year to develop gold-bearing reefs on Misima Island, in Eastern Papua.

A first field report to shareholders, Mr. G. W. Noe (Chairman) states that intensive search of the Co.'s 22 square-miles extensive prospecting area has resulted in the discovery of an extensive lode system carrying promising gold values. It is located to the west of former mining areas successfully worked before the war. Since December 1, when the Company commenced operations on Misima, systematic trenching of some 60 acres has been completed. Detailed mapping to delineate lode structure is in progress.

A. G. Palmer, consulting engineer, returned to Sydney in March after a month's visit to the area, recommended the installation of a pilot plant to evaluate deposits. The investing public has taken a keen interest in P.I. Mines activities and the £5 shares early in April were quoted on 'Change at: Buyer, £6; Seller, £8/7/6.

## st. Farmers Want Riffs Against P-NG

On two occasions recently, complaints have been put before the Tariff Boards in Australia and Papua-New Guinea communities competing with mainland products.

In Sydney, the Australian Primary Producers' Union was on the war about passionfruit juice and coming down from the Territory mainly from Goroka, and submitted evidence in support of their claim that Customs duty thereon should be increased to 15/- per gallon. At present, the Government's processors to bring in 25,000 gallons of P-NG passionfruit juice, any excess quantity is dutiable at 3/- per gallon (if in less than one container) and 8/3 (other-

wise). H. W. Cottee, joint managing director of Cottées Ltd., which handles the bulk of the passionfruit processing trade, asked the Board

to lift all restrictions on the product. His view was that Australian growers should concern themselves solely with the fresh fruit market, and let P-NG supply the processing trade.

In Brisbane, at a vegetable oil industries hearing of the Tariff Board, Queensland Dairymen's Organisation president protested against coconut oil (and copra for crushing) from New Guinea and the Pacific Islands being allowed in practically duty free. A major part of the oil is used in table margarine, and he claimed that the Australian States' margarine quotas, totalling 15,872 tons, were costing the dairying industry £1,698,000 annually.

## World Copra Price Fell £9 in March

World market price for copra dropped £9 Stg. during March—to £81 Stg. per ton c.i.f., UK/Continental ports.

Two factors caused the drop: a considerable surplus of unsold shipments afloat, mainly from the Philippines and, secondly, Unilever's purchase of 170,000 tons of Antarctic whale oil at £72/10/- Stg. per ton (same price as paid for 150,000 tons last year).

## P-NG Final Pay-Out Makes 1959 Copra Over £90

P-NG Copra Marketing Board Chairman Ian McDonald announced on April 4 that final price payment of £20/5/3 Aust. per ton for copra delivered between July 1 and December 31, 1959, will be made during April.

Thus the average 1959 copra prices, per ton, were:

|         | Jan.-June | July-Dec. | Average  |
|---------|-----------|-----------|----------|
| Hot-air | £88 14 0  | £92 15 3  | £90 14 7 |
| FMS     | 87 14 0   | 91 5 3    | 89 9 7   |
| Smoke   | 87 1 6    | 90 5 3    | 88 13 4  |

Territory production appears buoyant; the Board's January-March intake was 26,000 tons, compared with 24,500 tons in 1959.

## Quality Goods Will Hold Australia's P-NG Trade

Australian exports faced strong competition from foreign products in Papua and New Guinea. Mr. A. H. Waddington, export manager of Swallow's Biscuits Pty., Ltd., Melbourne, said on his recent return from these Territories.

Since import restrictions were lifted in these markets, products from all sources had gone in. However, Papua and New Guinea offered lucrative markets for Australian exports and there was no reason why Australian exporters could not retain their share of these if they offered quality goods at competitive prices, and gave good service to importers.

## Bulk Oil Terminal For Rarotonga

Standard-Vacuum Oil Company is to go ahead with the establishment of a bulk oil terminal at Rarotonga, Cook Is., it

was learnt in Auckland in March. No details of how the bulk supplies are to be delivered to that island, which has no berthage for overseas tankers, were immediately available.

The tanks are to be established in the vicinity of Avatiu Harbour, close to A. B. Donald and Company's main store.

## NNG Total Trade Drops: Oil Production Down

Mainly because of a steady drop in production and export of crude oil, from 485,624 tons (valued at £A3,030,164) in 1958 to 244,975 tons (£A1,614,058), total export trade of Netherlands New Guinea declined from £A2,846,129 to £A2,797,117 in 1959.

Native produce exports rose 13,608 tons in 1959 valued at £A1,141,176, due mainly to the higher proceeds of copra (£A380,729), nutmeg (£A387,364), crocodile skins (£A154,976), and timber (£A50,482). Exports of cocoa, a newcomer, totalled 249 tons valued at £A6,529.

In 1959, as in the previous year, Australia (£804,976) and Japan (£A606,352) were major outlets for export products from NNG, the bulk of these exports being crude oil.

## Manihiki Lagoon Still Closed to Divers

The lagoon at Manihiki atoll, Northern Cooks, has again been declared closed to mother-of-pearl shell divers in the interests of conserving the shell beds.

North Reserve on Penrhyn atoll is declared open to diving machines during 1960, but the South Reserve of the lagoon is open only to divers not using breathing equipment.

Since the closing of Manihiki lagoon at the end of 1955, production of shell at Penrhyn has increased, though exact figures for 1959 have not yet been issued. Exports from Penrhyn in 1957 amounted

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to 27 tons and in 1958 increased to 97 tons. The high price of copra and the low price of shell have not encouraged maximum exploitation of Penryhn lagoon.

### Bali Plantations Ltd. Buys Two More

For £36,000, Maru and Koli plantations, adjoining on the south coast of New Britain, P-NG, have been bought by Bali Plantations, Ltd., floated last year to take over the name estate in Witu Islands.

The new acquisitions produce about 300 tons of copra per annum. Production on Bali itself has been slightly below estimates, but on Londolovit (on Lihir Island, bought by the company in August, 1959) production has exceeded expectations.

Cocoa is being planted on both Bali and Londolovit under a vigorous programme.

The company is paying an interim 5 per cent. dividend, in line with the directors' indications of a return of not less than a 10 per cent. basis.

### New Finds of Copper, Zinc In South-West Viti Levu

In a report just issued by the Fiji Geological Department, new discoveries of copper, zinc and other metals made in Momi-Lomawai area of south-western Viti Levu (the main island) are described.

Commenting on the finds, Mr. J. N. Guest, Fiji's chief geologist, said "It is clear that further prospecting for base metals, gold, silver and manganese is warranted and should attract the attention of mining companies."

### Dylup Plantations Ltd. Has a Good Year

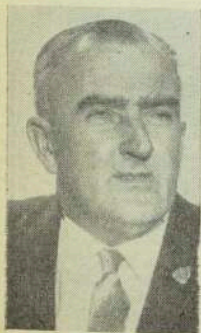
After making a first tax provision of £7,500, Dylup Plantations, Ltd., P-NG, copra and cocoa planters, showed a net profit of £52,320 for the year ended January 31—£4,281 up on 1958-59. Dividend remains at 20 per cent.

Copra output was 1,240 tons, but cocoa decreased slightly to 159 tons; new cocoa plantings during the year rose by 35,000 trees.

Some £30,000 will be spent in improvements to the plantation, plant and building in 1960-61.

### Easier Now for US to Invest in N. Caledonia

France and the United States recently signed a treaty allowing reciprocal rights to companies and individuals operating in territories of the two nations, says a Noumea report. The report says that the agreement will make introduction of American capital into New Caledonia considerably easier, and that its effects will soon be felt.



Newly appointed manager in Suva, Fiji, of the Australia and New Zealand Bank—Mr. Arthur K. Jackson. He took up his appointment early in April, arriving on the "Monterey".

## Economic Outlook

STOCK exchange ordinaries index at March 31, close of the first quarter of 1960, was 316.30, a rise of over 4 points since the end of last year. In the past two months, it has see-sawed, but the tendency appears now to be steady. The next three months are traditionally quiet on the Australian market.

Islands trading and mining share prices have held, in the main, but some oil stocks have receded slightly.

Generally, textiles and hire-purchase have been lower, though a development in hire-purchase that should improve its position is a movement from its usual fields (cars, household appliances, furniture) into general discounting and home and building financing. Retailers stock are a measure of higher store turn-overs as a result of greater public spending through increased wages and bumped-up margins. Construction and building material suppliers are buoyant, benefiting by the nation's current building boom.

Primary production holdings reflect the outlook for overseas exports: a consolidation of demand without much improvement in prices. After opening on a confident note with prices well above the same period a year ago, wool has now levelled out to about the same as last season, with Japan active in the market.

### Search for Iron Ore On Woodlark Is.

Woodlark Island, Eastern Papua, once the centre of a gold boom, will be prospected for iron ore by Mr. Reg Neate, a P-NG planter, under the terms of a two-year licence covering seven square miles at Suloga Point. It is the first prospecting licence for iron ore issued in P-NG.

Mr. Neate is reported to have the backing of a large Australian engineering concern.

Gold petered out on Woodlark just before World War II and there has been no mining of any sort there since. Iron ore deposits have been known for years to exist on the island and, indeed, recent private visits by Japanese businessmen were said to be linked with its possible development.

### Despite Drought, P-NG Rubber Co.'s Profits Up

At annual meetings during the month of two Papuan Rubber companies (both subsidiaries of Steamships Trading Co., Ltd.), Kerema Rubber, Ltd., and Rubberlands, Ltd., increased profits were disclosed.

Kerema showed £25,449 profit for year ended December 31, 1959, and is paying 12½ per cent. dividend. Higher production of sheet rubber (422,070 lb output), coupled with increased prices, raised profit by nearly £10,000. 1960, too, should be a satisfactory year, since part of 650 acres of untapped rubber trees will be brought into production.

Rubberlands production suffered through drought conditions—7,632 lb down on 1958. Reduced estate costs and the general higher prices prevailing for all grades of rubber, however, resulted in £13,895 profit for the year to December 31, last. Dividend is 10 per cent.

Chairman of both concerns, Mr. E. V. Crisp stated that the changed method of collecting local revenue (i.e. imposition of 4/- in the £ company income tax on profits, and abolition of export duty) will

not make any serious difference to profits in the future.

### Steamships Trading Co. Buys A. H. Bunting Ltd.

The Samarai and Popondetta branch of the long established merchant shipping firm of A. H. Bunting, have been bought by Steamships Trading Co., Ltd., Port Moresby. The change become effective on July 1.

Mr. R. F. Bunting, son of the late Arthur Bunting who founded the concern 50 years ago, announced he would concentrate now on his New Guinea interests—Buntings, of Lae (where it took the Aust-West Pacific Line agency recently) and of Goroka (as merchant agents, and planters).

### Two APC Partners Provide Money for Iehi Drilling

To provide funds to drill the new well, 12 miles north-west of oil-less Ekewa well, Papua, two of the partners in Australasian Petroleum Co., Ltd., will take up 1,600,000 special preferred participating £1 shares at 10/- each. The other partner, Vacuum Oil Co., Ltd., will not take part in this venture "because of other commitments in its expansion plans".

By making available £800,000 each, Search, Ltd., and BP Exploration, Ltd., get a preferred dividend of 25 per cent. oil is found, until double their money (£3,200,000) has been paid to them; then after the pref. dividend will continue 18 per cent. In addition, the shares rank for any ordinary dividend then declared.

Part of the deal is that the three partners will not pay calls outstanding APC's last capital issue.

Shareholders interests now in APC the associate Island Exploration Co., Ltd., will be: BP Exploration 43.7 per cent.; Vacuum Oil 41.3 per cent.; and Search 15 per cent.

Drilling at Iehu is expected to commence in July and should be concluded February next year.

### SYDNEY SALES PRICES

|                                | Mar. 4, '60 | Apr. 1, '60 |
|--------------------------------|-------------|-------------|
| Burns Philp . . . . .          | 96/-        | 95/6        |
| Burns Philp (SS) . . . . .     | 66/-        | 64/-        |
| C.S.R. . . . .                 | £78/5/-     | £78         |
| Dylup Plantations . . . . .    | 35/-        | 40/6        |
| Hackshalls . . . . .           | 56/-        | 55/-        |
| Kauri Timber . . . . .         | 21/9        | 20/9        |
| Kerema Rubber . . . . .        | 10/-        | 10/9        |
| Koitaki . . . . .              | 28/-        | 28/6        |
| Lolorua . . . . .              | 11/6        | 12/9        |
| Maribol . . . . .              | 9/9         | 9/9         |
| Norfolk Is. Whaling . . . . .  | 6/6         | 7/-         |
| Queensland Insurance . . . . . | 95/6        | 94/-        |
| Rubberlands . . . . .          | 7/6         | 7/-         |
| Sthn. Pac. Insurance . . . . . | 47/6        | no sale     |
| do. rights . . . . .           | —           | 24/-        |
| Steamships Trading . . . . .   | 55/9        | 59/-        |
| W. R. Carpenter Hold. . . . .  | 27/6        | 27/-        |
| Timor Oil . . . . .            | 4/9         | 4/6         |

### OIL AND MINING SHARES

|                   | July 9, '58 | Mar. 4, '60 | Apr. 1, '60 |
|-------------------|-------------|-------------|-------------|
| Emperor . . . . . | b5/9        | s6/3        | b6/0        |
| Loloma . . . . .  | —           | s45/-       | b6/0        |

### PAPUA-NEW GUINEA

|                         | b35/- | b37/-  | b38/- |
|-------------------------|-------|--------|-------|
| Bulolo . . . . .        | b35/- | b37/-  | b38/- |
| N.G.G. Ltd. . . . .     | b1/9½ | b2/6   | b2/8  |
| Oil Search . . . . .    | b2/6  | b4/10½ | b5/0  |
| Ent. of N.G. . . . .    | b7d   | b6d    | s5½   |
| Pac. I. Mines . . . . . | —     | —      | b16½  |
| Papuan Apin . . . . .   | b9d   | b4/-   | b3½   |
| do. opt. . . . .        | b6½d  | b1/6   | b1½   |
| Placer Dev. . . . .     | b86/6 | b103/6 | b11½  |
| Sandy Creek . . . . .   | b4d   | b2d    | b2½   |



## ISLANDS PRODUCE

As otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. £; 18/- Fiji; 20/- Tonga, Solomons & Cook areas; 196 Pac. Frs.; \$US2.25.)

### COPRA

British Ministry of Food 9-years contract, which governed Copra prices in Australia and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in the Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

**FIJI - NEW GUINEA:**—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production is mainly to (a) Unilever (under contract covering 1960), (b) Australia (for consumption) and (c) crushing-mill in Suva. Prices generally arranged in accordance with ruling rate in Philippines, with premiums for hot-air dried.

On 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; Sun-Dried, £A70 per ton.

**FIJI:**—No Government control—producers determine their wish. Bulk of copra goes to crushing-mill in Suva, whose price chart, Suva, is announced each week. April 4 prices were: HAD, £F67/10/-; £F66/2/6; FM2, £F64/17/6.

**WESTERN SAMOA:**—Official Copra Board receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at 60pines FM grade rates, plus premiums up to £S3 per ton for hot-air dried. Prices unaltered since March. Hot-air dried, £S67/13/8 per ton; Sun-dried No. 1, £S65/3/8; sun-dried No. 2, £S61/13/8.

**NEW GUINEA:**—Sales are under Government control. Part of production goes to Europe, by arrangement with Unilever controlled by Philippines prices, and part to open market.

**SOLOMON ISLANDS:**—All production marketed through official Copra Board, at prices set on Philippines market. Price decided in March: 1st grade, £A86; 2nd grade, £A84/10/-; 3rd grade, £A82 per ton, BSIP ports.

**GILBERT AND ELLICE:**—Production marketed in Europe through official Copra Board, at prices based on Philippines, less "stabilisation fund" charges.

**SAMOA:**—Producers receive 7 cents lb. 156.8 or £A70/4/6 approx. per long ton. Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

**WEST HEBRIDES:**—Price was approximately £A51 per ton delivered Vila on April 7. French price on March was 108,000 Metrop. francs per metric c.i.f., Marseilles.

**COOK IS. AND NIUE IS.:** Subject to provisions of the copra contract between the Cook Islands and Niue Island and the Abels, Ltd., of Auckland, who operate the only New Zealand copra crushing mill, the price paid is the average price for the previous month, less milling charges. The actual price paid to producers varies widely from island to

island, currently ranging from £NZ30 to £NZ60 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 Apr. 4, was £Stg.217/10/- per ton, c.i.f., Sydney.

**W. SAMOA:**—Nominal price quoted in Sydney early April: £S210 f.o.b., Apia, grade 1; £S205, grade 2.

**P-N.G.:** Apr. 5, quote No. 1 £240 ex-wharf Sydney; quote No. 2 £245 (top quality).

**COFFEE:**—P-N.G.: Apr. 5, good quality A grade, per lb. 4/2; B grade, 4/1; C grade, 4/- c.i.f., Sydney.

In early April, price quoted for Tanganyika A grade—no supplies offering; B grade £Stg.350; Undergradings, £Stg.260-£280, all per ton and c.i.f., Sydney. Uganda Robusta was offering at approx. £Stg.160 c.i.f. Sydney.

**PEANUTS:** P-N.G., April 5, Kernels: White and Red Spanish 1/6½ lb del. buyer's store; Virginia Bunch, 1/7½. In Shell, 1/- lb.

**RUBBER:**—P-N.G. price is based on Singapore rate, which on April 4 was: No. 1 RSS, spot, 114½ Straits cents per lb (42.36d Aust.).

**VANILLA BEANS:** Victor Karp, Tulk & Co., Sydney, advised April 5: White and yellow label, processed, standard packs, 75/-; green label, 73/-, 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 April 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 until mid-1960 when position will be reviewed by CI Administration. N.G.: Last reported sales of Black-lip M.O.P. made in Sydney were at £300 per ton.

**TROCHUS:**—Nominal price c.i.f. Sydney, April 4—P-N.G.: £225-£230; B.S.I.: £240-£245.

**GREEN SNAIL SHELL:**—In continued demand, £440 per ton.

**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, April 8, Philippines, in bulk, \$227.50 per long ton, c.i.f., UK/North European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.83/10/- per long ton. New York, April 8, Philippines \$215 U.S. per short ton, c.i.f., Pacific coast ports. (£1 Australian is equal to about 2.25 US Dollars.)

**Coconut Oil:** London April 4, Ceylon, in bulk, £Stg.127 per ton, c.i.f., UK/North European ports. Straits crude, £Stg.125, c.i.f.

**Rubber:** London, c.i.f., April 4, RSS No. 1, Spot, 34½d Stg. per lb; April, 33½d Stg.; July/Sept., 33½d Stg.

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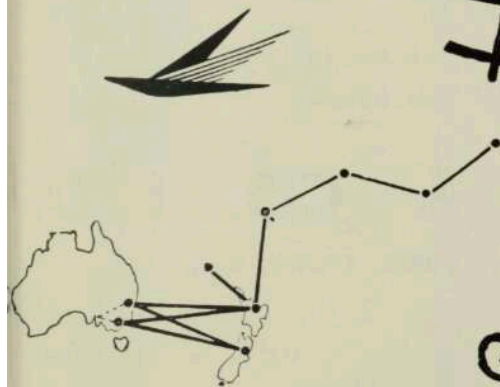
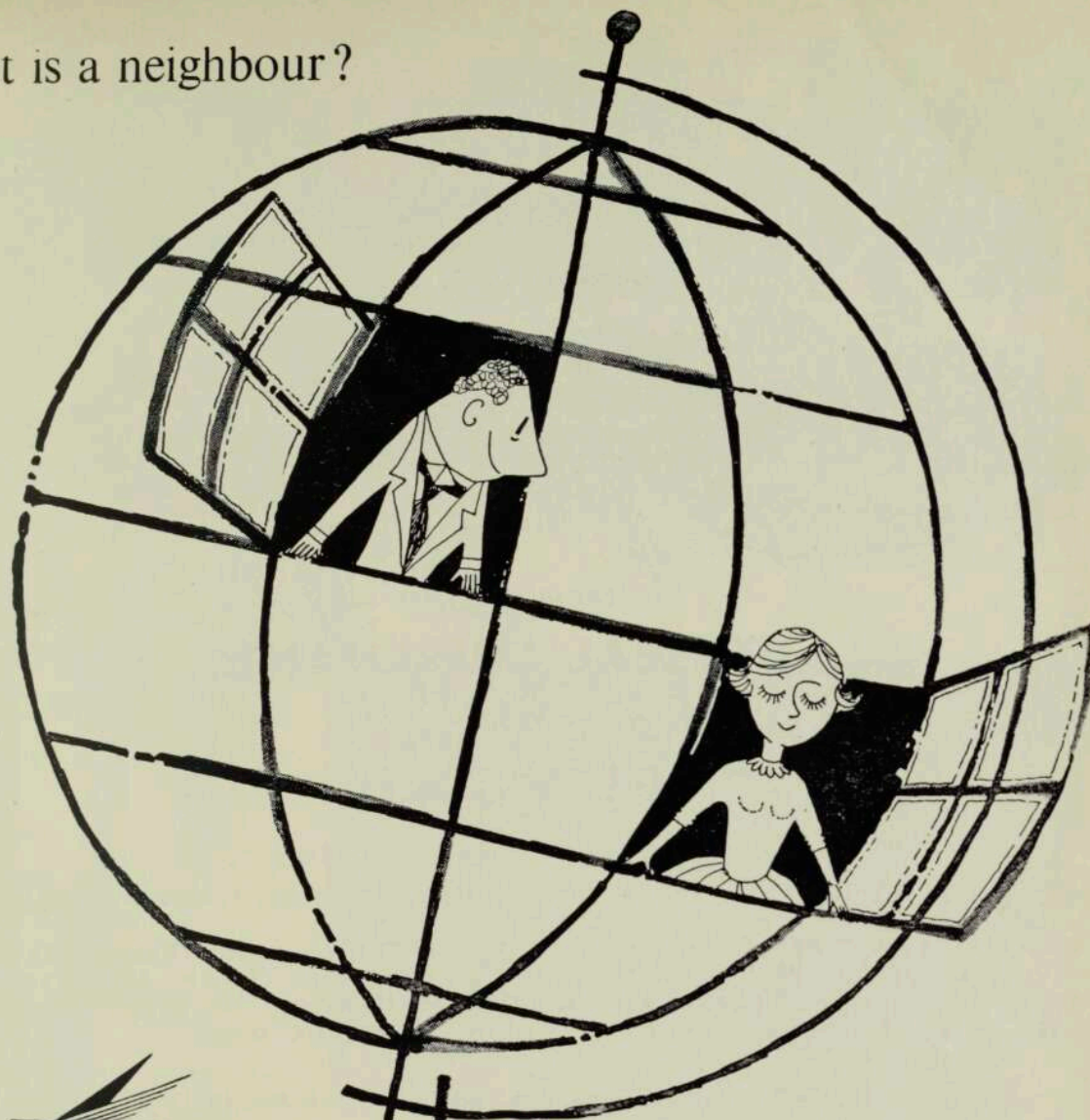
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APRIL, 1960 — PACIFIC ISLANDS MONTHLY





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