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NATIONAL LIBRARY OF AUSTRALIA

AN 1848

PACIFIC ISLANDS Monthly

AUGUST, 1960
Vol. XXXI. No. 1



When in Rome do as the tourists do—consult a map. That's what these two young native nuns, Sister Josepha Nangumaia and Sister Aloisia Imbue, both from the Wewak District of New Guinea, are doing, assisted by an American nun who was their guide. It was probably the first time New Guinea native missionaries (or NG natives, for that matter) have visited Rome. They were en route to a Eucharistic Congress in Munich and their travel expenses were paid by German Catholics. That's St. Peter's in the background of the photo, of course.

Established 1930

[Registered at the G.P.O., Sydney, for transmission by post as a newspaper.]

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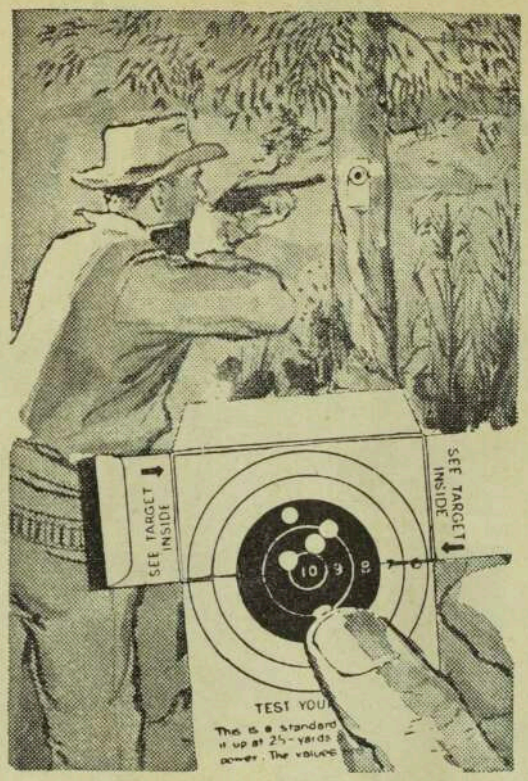
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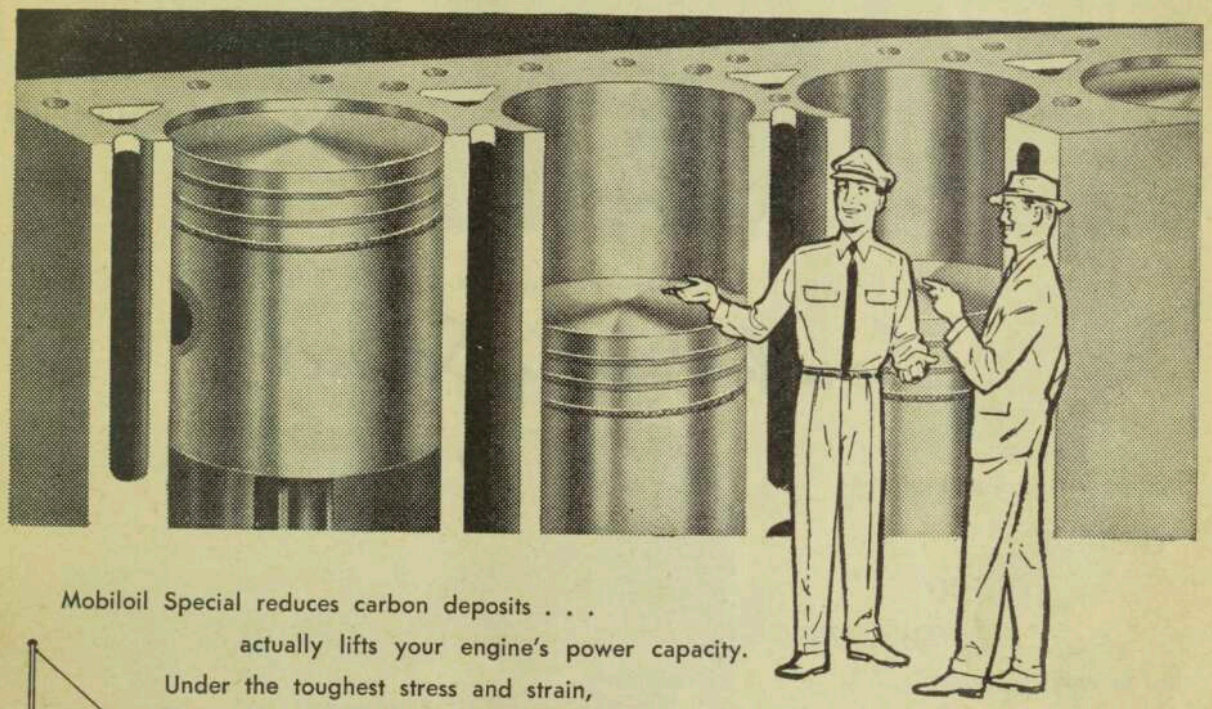
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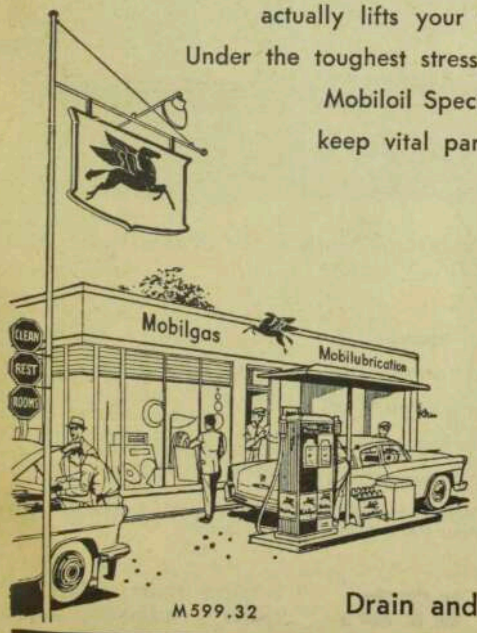
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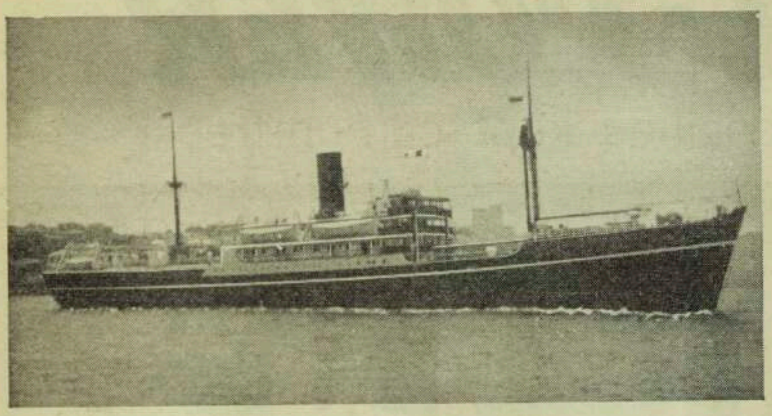
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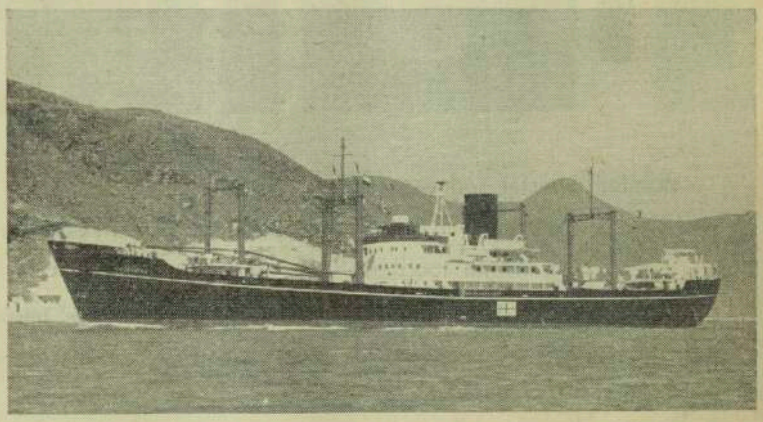
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NOUMEA: Etablissements Ballande, Rue de L'Alma, Boite Postale 18, Noumea.

HONIARA: British Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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

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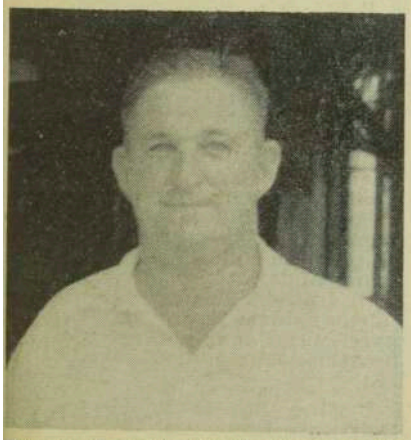
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PEOPLE

Quietly and unobtrusively—in contrast with the prevailing visitation of political VIP's—the Chairman of the Burns Philp group of companies, Mr. James Burns, visited all the main centres of Papua and New Guinea, in the liner *Bulolo*, in July. It was not reported that he sought interviews anywhere with native representatives on the subject of self-government; but he met most of the leading citizens, official and non-official, during his tour, and showed a lively interest in the economy of the Territory. The difficulty of making a profit out of shipping services under today's conditions is a topic dealt with very frankly each year by the BP chairman; but the Big Firm has other substantial interests there, especially planting and merchandising.

* * *

Appealing for lay Anglicans to go to P-NG "to serve as good examples in secular jobs", the Rev. Douglas Jones, of the New Guinea Anglican Diocese, at St. John's Cathedral, Brisbane, in July, said "New Guinea is no South Africa, but there are some Europeans there who behave as if it were". What natives saw of Europeans now would decide their attitude when self-determination was granted to them by Australia. Some Europeans do not seem to recognise this and so they give a woefully wrong impression, he added.



The man who looks after the interests of the Tokelau Islanders—Mr. H. L. Webber. He has his office in Apia, but visits the three atolls every time a plane or a ship goes there. The Tokelaus are New Zealand territory but for convenience, authority is delegated through NZ's High Commissioner in Western Samoa, and through him, to a special Tokelau Officer—currently Mr. Webber. Photo: J. P. Shortall.

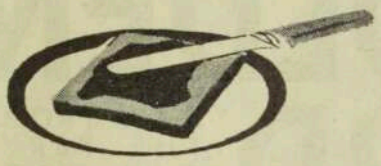
Latest in a number of Indian appointments this year to senior Fiji Government posts, is the elevation of Mr. R. H. Bechan from Senior Customs Examiner to first Indian



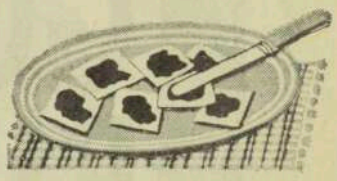
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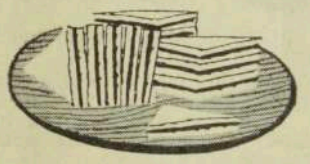
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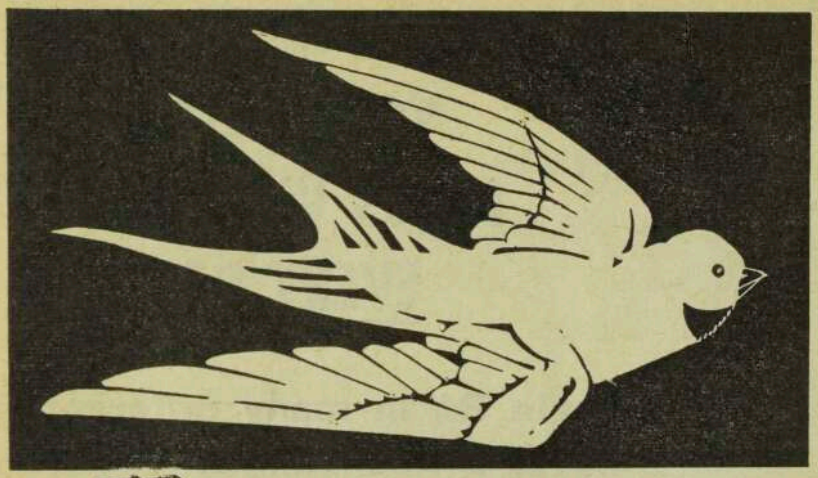
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Collector of Customs. He is a Bachelor of Arts (gained in NZ) and, before joining Customs in 1952, served with Fiji Education Department.

* * *

In July, countless NZ homes and offices received a pocket-sized illustrated booklet showing how the Lepers' Trust Board allocated £64,000 last year to fight leprosy in the Western and Central Pacific. It was all part of the appeal launched annually by Mr. P. J. Twomey, the Board's Secretary, who for 35 years has been collecting money and goods in New Zealand for Islands' lepers. He is known everywhere affectionately as "The Leper Man". Now an elderly man, Mr. Twomey says he thinks his days of usefulness are drawing to a close—but his friends won't hear of it.

* * *

The new member of the P-NG Education Advisory Board, Mr. Frederick Boski Tom, appointed to fill a vacancy in late July following the retirement of Mr. A. A. Roberts, formerly Director of Native Affairs, is an outstanding New Guinean teacher. Before the war, he taught at Malaguna and Nordup schools, New Britain. Sent to Gona (Papua) as a carrier for the Japs after they occupied Rabaul, he escaped, joined the Australian forces, and was wounded serving with the Papuan Infantry Battalion. At war's end, he joined Sogeri Education Centre teaching staff, then transferred to Keravat and now is teaching at Lavongai, New Hanover. A fluent speaker in English, he was a P-NG delegate to the 1956 South Pacific Commission Conference in Suva.

* * *

A small colour party, Captain A. N. Maitoga, Sergeant Alan A. Whiteside, Staff Sergeant Sam Weller Waqairatu, and Staff Sergeant Sanaila Rabuku, representing Fiji Military Forces, received special cheers at a military parade in Kuala Lumpur, Malaya, on August 1, which marked the end of the "emergency" there. Malayan people remembered with gratitude the assistance Fijian jungle-fighters of the 1st Battalion gave them against Red terrorists between 1952 and 1956.

* * *

By the July *Milos*, Mr. K. H. Dalrymple-Hay, well known BSI businessman and non-official member of Advisory Council, left the Protectorate for a long holiday. His many interests throughout the Solomons will be managed during his absence by Mr. Bob Firth, who recently retired from the post of BSIP Taxation Officer and who has spent over 30 years in the group.

* * *

When the UN "hoo-hah" over P-NG "independence" was at its height, in June-July, Australian newspapers sent swarms of special

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writers to the Territory to get colourful feature stories of the reactions of Europeans and natives to the development. One correspondent, Frank O'Neill, went on to Dutch NG and, as his paper, Sydney *Sunday Mirror*, headlined it, "Uncovered One of the World's Strangest Success Stories". He described how at Biak he met 32-years-old Herman Womsiwor, of the local native co-operative, who is a Biak Councillor, has timber interests, and speaks precise English. Dutch, Malay, Biak and Japanese. A village boy when the Dutch left Biak in the face of invasion in 1942, he was forced to work as an airfields labourer during the Jap occupation, then became a house-boy for the Americans when US forces recaptured it in 1944. Smuggled out of Biak in a US soldier's kitbag, he travelled the victory road to Tokio in the vanguard of the Allied Army as a unit "mascot". After the war, he worked in Japan for the American civil service, then returned to Biak and applied his Yankee "know-how" to becoming a multi-lingual native leader and prosperous businessman.



In Port Moresby's most important wedding of the year, Miss Janet Normoyle, only daughter of Police Commissioner and Mrs. Chris Normoyle, was married at St. John's Church of England, July 23, to Mr. Ian Robertson. The bridegroom is First Officer on the "Changte" and the young couple will live in Sydney.



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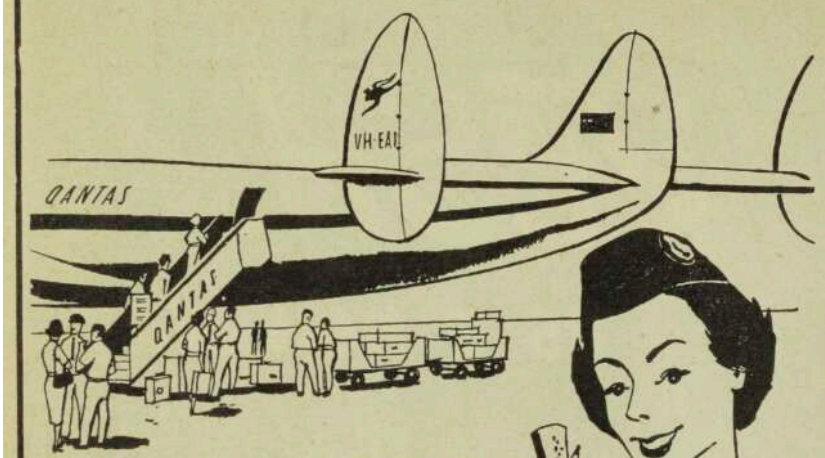
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Another journalist, Canberra political columnist Don Whitington, drew attention on his return, to the Gilbertian questions on luggage put by Customs to travellers to P-NG, and also to the permit system—both of which have long riled Territorians. Whitington pointed out that he went to Canada and USA as a civilian during war-time with far less fuss than going to P-NG last month. Sample questions he had to fill in: Are you landing motor cars vans or trucks? (This to air passengers whose luggage is limited to 35 lbs, unless they pay excess) Animals or animal products (including meats, salami, cheese, skins, wool hair, horns, hoofs, bones, dried blood and feathers)? Even P-NG residents leaving the Territory temporarily (even for Australia) must get a re-entry permit before leaving.



Mr. H. H. Gassmann has had an adventurous life since he escaped from his native Bavaria by hitch-hiking into Italy just before the balloon went up in Europe in 1939. In July he and Mrs. Gassmann (above) arrived in Port Moresby to take over the management of Hotel Papua. Both have been in the hotel or catering business since just after the war, and this is Mr. Gassmann's second spell in the Territory. Ten years ago he was catering officer for BGB at Bulolo. Since then he has studied the hotel business at first hand in the United Kingdom the Continent and Australia.

—Papuan Prints Photo

Keeping an eye on Australia's considerable trade with the Central and Eastern Pacific Islands is part of the duties of Mr. H. C. Menzies Commonwealth Government Trade Commissioner at Wellington, NZ. He made a swing around Fiji, Tonga Samoa and Tahiti in July.

* * *

For the past four years, a comprehensive film coverage of life and developmental activity in P-NG has been shot by the Australian Department of Interior Film Division under the guiding hand of Mr Maslyn Williams, senior producer One documentary, *Growing Up With Guba*, tracing a young native's growth from boyhood to manhood and the effect education is having on a typical NG community, has

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come in for some heady praise after screenings on TV in Australia in July. It has been entered for the Italia Prize (international TV's documentary "Oscar").

* * *

Loaded with more than 500 specimens of marine life she collected during a two-months' working holiday in New Caledonia, Miss Elizabeth Pope, Curator of Worms and Echinoderms at the Australian Museum, returned to Sydney by *Tahitien* on August 4. Mostly she collected sea urchins and sea stars from parts of the NC coast, but she also brought back samples of coral that become phosphorescent when exposed to ultra-violet light. She obtained them from Noumea Aquarium, the only place in the world which has the coral among exhibits.

* * *

On August 26, the day after the Australian Academy of Science's Symposium on Natural Products ends in Sydney, 21 delegate international chemists (including three Nobel Prize winners) will make a tour of Papua and New Guinea. Two Administration officials, Mr. J. S. Womersley, Chief of Botany Division, and Mr. D. W. P. Murty, Agricultural Department's principal chemist, will squire them for a week around main Territory centres, including the Highlands.

* * *

So far, Fiji has escaped the bane of the professional party politician, but a move in that direction was opened by Mr. James Anthony last month during the sugar crisis. Workers, small businessmen, those hit by the cane dispute, and people interested in the cause of labour should get together to form a political party, exhorted Mr. Anthony at a public meeting he called in Suva on July 18. Youthful Mr. Anthony is secretary of Wholesale and Retail Workers' General Union and was a prominent figure in the oil workers' strike that preceded the December disturbances.



tist John Boustead of Tonga, Tahiti and Fiji, ith (right), Hugh Aspinall of Nanu-i-Ra, at a recent Polynesian Association party.
—Photo by Leicagraph Co.

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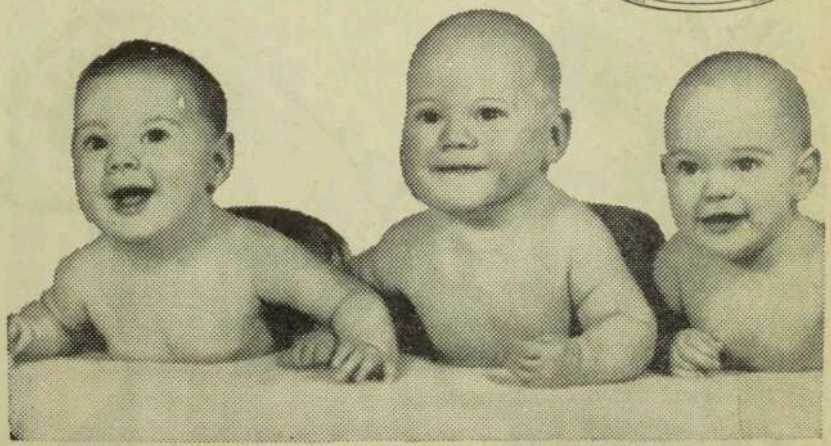
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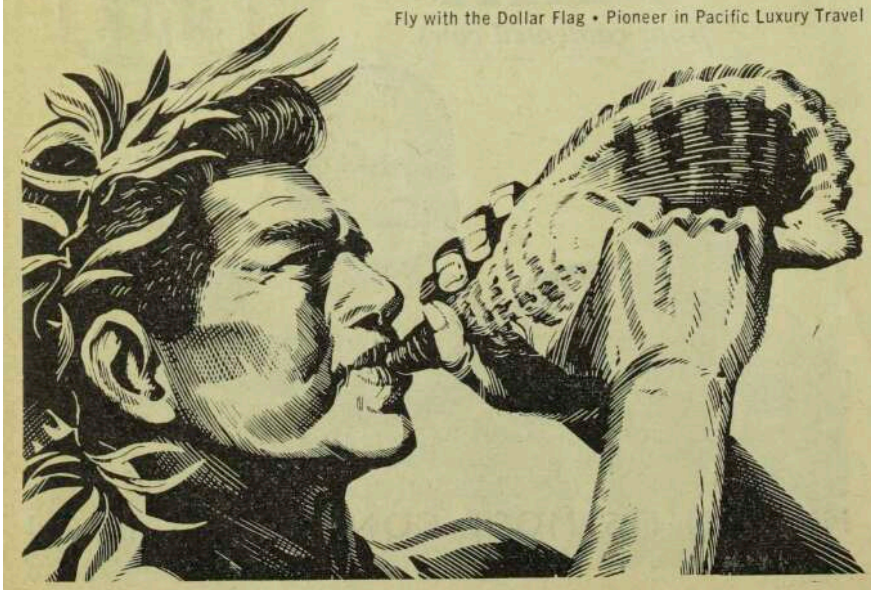
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District Commissioner H. L. Williams, of Madang District (left), with Major-General Denzil Macarthur-Onslow who was one of the mid-winter VIP's visiting New Guinea recently. At the same time that DC Williams was spreading the welcome mat for the Army, Sir Giles Chippindall was also arriving at Madang on the first flight there of a TAA Fokker Friendship aircraft. Everyone met up at the Madang Residency later—but it goes to show that in NG's open season for Visiting Firemen, even a good DC can't be in two places at once.

Photo: Pat Robertson

Highlight of the 75th anniversary of the Roman Catholic Mission at Yule Is., Papua, in July, was the announcement that the Rev. Father Eugene Klein, MSC, had been appointed new Bishop, as successor to Bishop A. Sorin, who died in April last year. A Frenchman from Alsace-Lorraine, he has been a missionary in Papua for 11 years. The Rev. Fathers Navarre and Verius, with the Rev. Brother Gaspara, founded the mission on July 4, 1885, landing at Yule Is. from a small boat sailed up from Cooktown by one of the most picturesque characters of that period, "Yankee Ned".

* * *

Two top officials in the Solomons returned to Honiara from leave in July—Mr. A. M. Wilkie, BSIP Financial Secretary and Chairman of the Trading Corporation board, who had spent his five months' leave in UK; and Mr. D. S. Corner, Manager and Secretary of the Protectorate Copra Board, who had three months in Australia.

* * *

A man much respected and trusted by New Britain natives, Mr. G. E. ("Bob") Hall, became Magistrate at Port Moresby in July, after six years as Rabaul Magistrate. How he, too, trusts New Guineans was illustrated a couple of years ago when he adjourned a case to a ship's hold where native witnesses were working, some of whom (including the winch operator) had been hostile to the court. Mr. Hall waited until the winchman raised a two-ton sling load clear of the deck, then deliberately walked beneath it. Then

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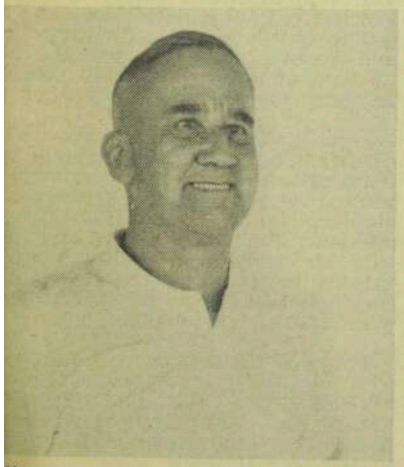
could easily have been an "accident", and the natives knew it—but the Magistrate's trust was recognised and it changed their attitude to the court.

* * *

No one can say Captain Norman Pearson doesn't know the NZ-Fiji-Tonga-Samoa circuit—when Union Co.'s *Tofua* berthed at Auckland on July 31, Skipper Pearson completed his 101st trip around the Central Pacific Islands in her. With Union Steam Ship Co. since 1925, he has commanded *Tofua* during the whole of her eight and a half years' career, except for short leave periods. He was Number One on USS Co.'s *Matua* for a short time before going to UK in 1951 to bring out *Tofua*.

* * *

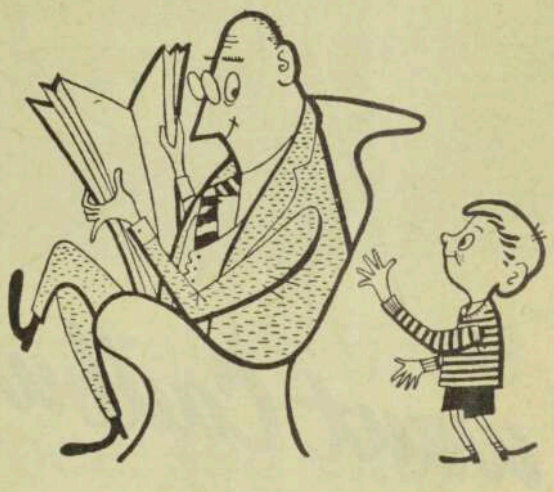
A Fijian teacher, Kaminieli Navatu, and a Suva medical officer, Dr. Lindsay Verrier, have combined to start a new enterprise, Farmers Agencies Ltd., to market native produce. One of the items mentioned by the Burns Commission Report was the Fijians' great need for organised marketing. Often Fijian farmers bring their bananas, yams or yaqona to Suva and sit about the market for days until these are sold. Kaminieli hopes to change all that by accepting the whole consignment and selling it on commission. A trained teacher since 1952, he taught in various Viti Levu districts, then went to Funafuti, G & E Group, for a time. Last year, deciding to study marketing in NZ, he went to Auckland and worked in the city markets as storeman, tallyman, and salesman. When he returned to Suva, Dr. Verrier assisted him to organise the new company.



Aboard the "Tulagi" in July, returning to Honiara, BSIP, after leave in New Zealand, was Archdeacon H. C. V. Reynolds, of the Melanesian Mission. Archdeacon Reynolds will act as Vicar General of the diocese in August, when Bishop A. T. Hill makes an extended visit to Australia.

The Dutch Interior Minister (Mr. Edzo Toxopeus) will visit Australia in October for talks on joint problems in the New Guinea Admin-

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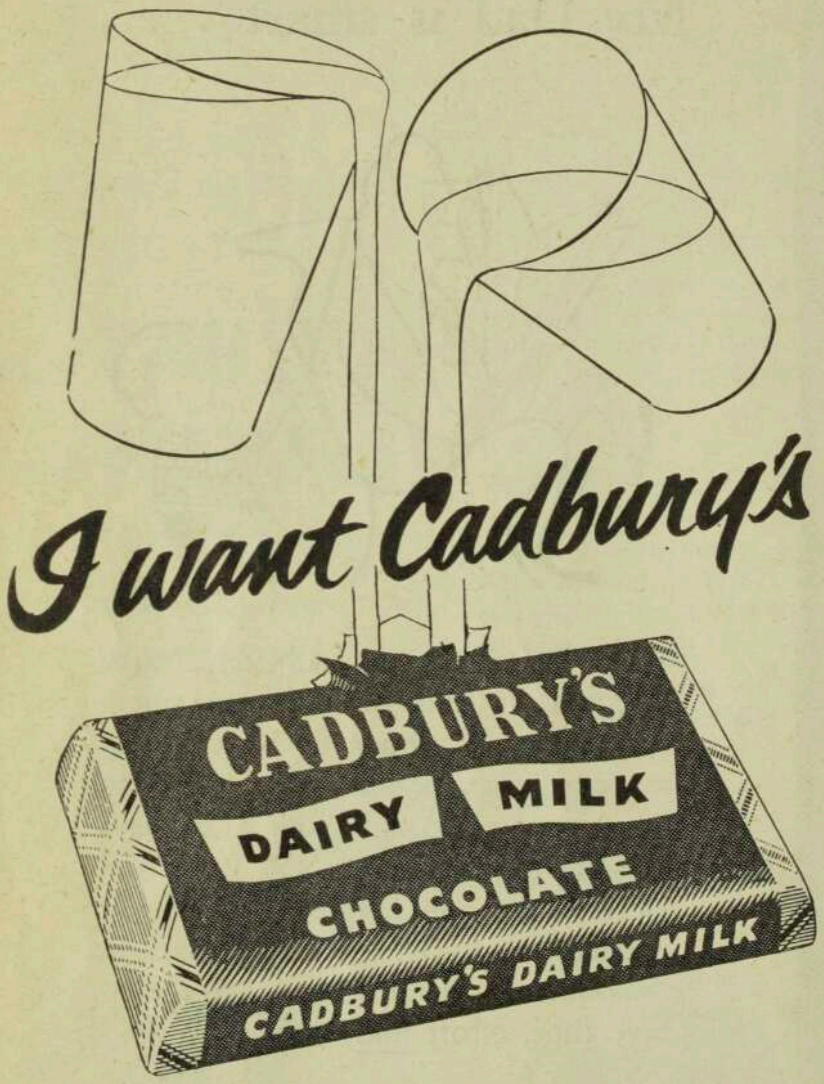
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istration. The Minister will make a fact-finding trip to Dutch New Guinea and will visit Australian New Guinea.



Mrs. F. Binskin, of Binskin Is., Bagga, via Gizo BSIP, writes to say that she is not "70-ish", a Geologist John Grover stated in his article page 57, June "PIM", and sends this photo graph along to prove it. She is 66—born a Roviana Lagoon where, she says "our old Nor man Wheatley home is now Munda airfield".

Hon. Eugene F. Paul, one of the best-known men in Western Samoa —he is at present Minister for Finance in the Territory's more-or less Provisional Government—was in New Zealand in July, and obliged to undergo medical treatment there. The Constitutional Convention in which Mr. Paul is deeply interested is due to commence its sittings in mid-August, but it was doubtful, at the end of July, whether he would be there for the opening session.

* * *

Among the VIP's who have been observing Australia's depressing temperatures from the comforting sunlight of New Guinea, in the past month, have been the High Commissioner for South Africa, and his wife. Mr. and Mrs. Hamilton visited various Territory centres. Normally they reside in Canberra, where there were many snowfalls in July.

* * *

The five natives, or part-natives who drafted the 2,000 word "objective" of the newly-formed Papua and New Guinea Workers Association, and presented it in July to Minister Hasluck, were:

Reuben Taureko, aged 32, a resident medical officer in the native section of Port Moresby's Taurama Hospital, who was trained for seven years at the Suva Medical School; Sampson Topatiliu, 36, an Administration clerk in Rabaul; Hinaka Goave, aged 35, an Administration clerk in Papua; Kahu Suggoho, 30, on the staff of the Taurama Hospital.

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was educated in Papua and at the Suva Medical School; Elliot Elijah, 34, a teacher in a Port Moresby native school. Taureka and Suggoho, by virtue of the fact that they gained a diploma at the Suva Medical School, are locally called "Doctor".



On June 21, at the Roman Catholic Church, Port Moresby, Miss A. Seedsman was married to Mr. J. O'Rourke.
—Papuan Prints Photo.

A 6th Division veteran of World War II, Mr. "Blue" Russell, and Patrol Officer Jock Aitken, with 80 natives, made a seven days' march in June, to Karamui Plateau, in an uncontrolled section of the Eastern Highlands, New Guinea. Since then, using only native labour and hand tools, they have constructed an air-strip 2,200 ft long and 150 ft wide, in the midst of heavy jungle. Pilot Col. Williamson took a single-engined Otter in onto the air-strip on July 15, and since then the air-strip has been used fairly regularly.



Mrs. Pat Tudor, who has been carrying on a trade store and a coffee plantation at Kainantu, New Guinea Eastern Highlands, since the death of her first husband, sold her interests recently and in July married Dr. A. Gray, an Administration medical officer who has been doing research into the mystery disease kuru at Okapa, in the Eastern Highlands. Dr. and Mrs. Gray expect to leave for the United Kingdom in October.



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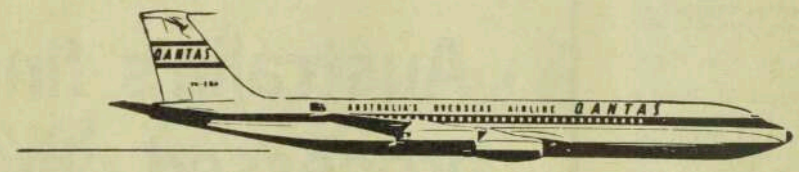
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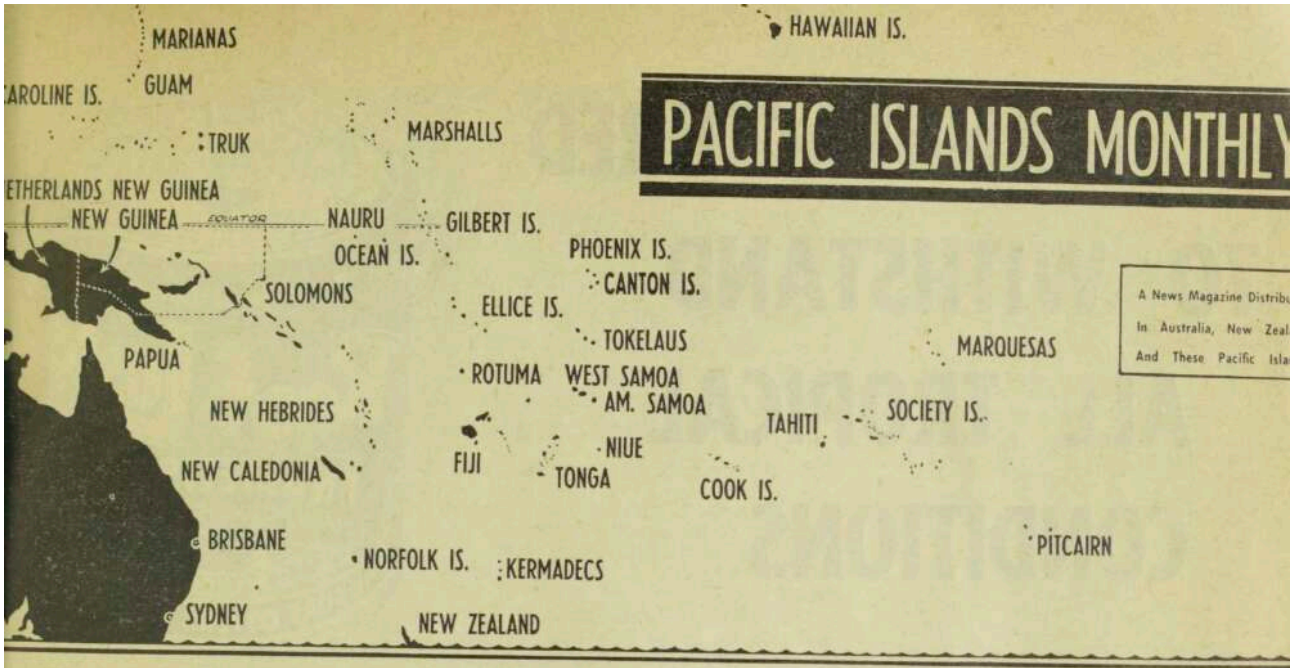


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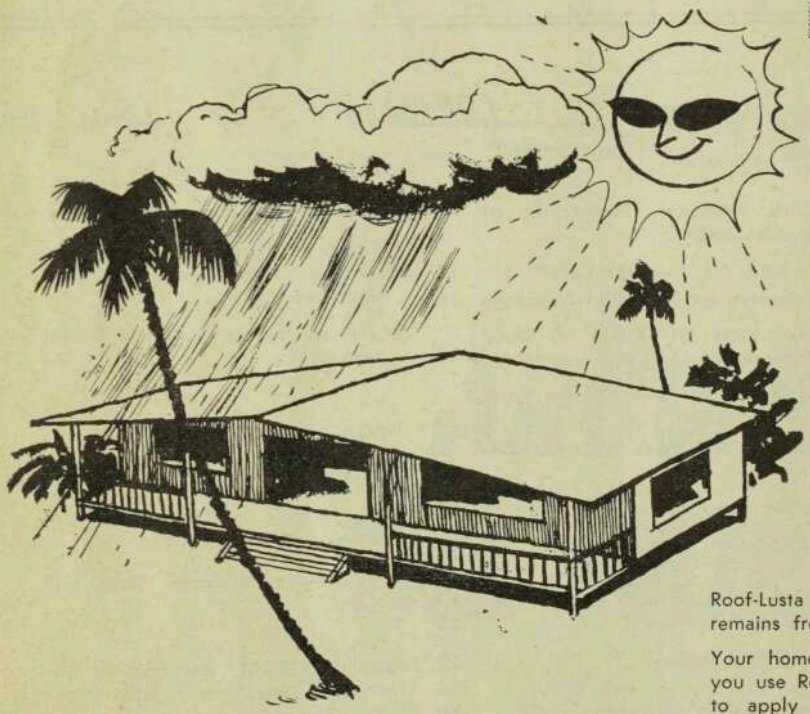
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Battle of The Sugar-Cane

FIJI DEFIED BY AN ELUSIVE INDIAN LAWYER

At the end of the first week in August, it seemed that sufficient Indian cane-growers in Fiji were breaking away from the stubborn, anti-CSR leadership of the Indian lawyer, Mr. A. D. Patel, to enable the Colony's four big sugar-mills to begin crushing in mid-August. But Mr. Patel still was fighting all classes in Fiji in his attempt to prolong the deadlock.

Police and troops were sent to Labasa, August 10. *(See p. 147.)*

THE milling of a magnificent cane-crop should have commenced on June 21, to enable Fiji to supply the world with its raw-sugar quota of 199,000 tons, worth about £8 millions.

The late start—for which "the Patel gang" is primarily responsible—will rob Fiji of some of those millions. Even if the Cuba-USA quarrel should result in Fiji's sugar quota being increased, Fiji now will be unable to take advantage of it.

The Fiji deadlock goes back into 1959—see July *PIM*, page 29.

It was created partly by CSR Co. fumbling and ineffective propaganda in its relations with the contract cane-growers; and partly by an anti-CSR Co. drive directed by Mr. A. D. Patel, which in character and purpose has become more suspect in recent months.

Mr. Patel succeeded in rallying all the contract cane-growers (95 per cent. Indian, 5 per cent. Fijian) to a unanimous refusal to supply cane on terms offered by CSR Co.

In May-June the Company apparently recognised that a combination of circumstances over which it had no control had created some genuine grievances among cane-growers; and in early June it made substantial concessions which apparently would allow the cutting and crushing operations to begin on June 21. A section of the growers then were fully prepared to cut cane; but the Patel influence remained dominant, and a final agreement was avoided by an extraordinary series of hedgings and twistings.



Mr. Vijay Singh, MLC.

Milling did not begin as planned. Late in June, the Company put off some 1,400 mill-workers who had been standing by, and closed down the mills. (Lautoka, Ba, Penang, Labasa).

Mr. Patel did not conceal his purpose. He declared in June they would drive the "greedy" and "monopolistic" CSR Co. out of Fiji, for the good of the colony, and carry on the great sugar industry there by means of small crushing plants and co-operative effort.

Fiji generally jeered at the fantastic plan. The *Fiji Times* pointed out the strong resemblance between the ideas of Mr. Patel, in Nadi, and those of Messrs. Castro and Guevara in Cuba.

An increasing proportion of the growers became impatient with the deadlock—they could see economic ruin approaching. So could most Fiji business men. Tempers became frayed.

Attempt to Murder High Official

Although more and more cane-growers, led by moderates like Vijay Singh, MLC (one of the most alert and influential Fiji-Indians), J. P. Bayly and Adhodhya Prasad, showed readiness during July to begin cutting, the Governor and CSR Co. struggled for complete agreement, rather than breakaway. They knew that very ugly, subversive elements were behind the no-compromise section, and they feared disorder, burning and shooting.

Their fears were justified on July 12. As Western Commissioner H. G. R. McAlpine stepped from his car at his home two miles from Lautoka at 11 p.m., someone fired two barrels of a shot-gun at him from a distance of 50 feet, wounding him seriously in groin and hand. The miscreant escaped. The Commissioner is making a good recovery.

PACIFIC REPORT

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

Madang Puts on Good Show—113; A Giggle for Mr. Calwell—114; Cook Is. R.C. to Retire; Other Side of Tahiti Glamour—117; Pitcairn's New Radio Station—118; Tafuna Airport Progress—119.

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This has been followed by several cane-fires, deliberately started.

Public reaction to the shooting was strong, and representatives of all the cane-growers were finally brought to still another meeting with CSR Co., in Lautoka, about July 21.

The Elusive Patels

The Company made further concessions—in regard to the proportion of each man's cane to be taken, and extension of the crushing season another fortnight, to a date in January next.

On Saturday, July 23, complete verbal agreement was reached. It was decided that it should all be put into a formal document, to be signed at a further meeting at 2 p.m. on Sunday, July 24.

The canegrowers were to meet at 11 a.m., at Nadi, and then go on to sign the agreement in Lautoka.

But next day, the Patel group ducked and dodged; and despite the utmost efforts of the moderates, they could not be brought to a meeting.

So, after a couple of adjournments, the moderates met the CSR men late on July 24, and the growers who signed included J. P. Bayly (Fiji Kisan Sangh), Vijay R. Singh (Labasa Kisan Sangh), Isikeli Nadalo (Nadroga Fijian Growers), Maleki Dakui (Ra Fijian Growers) and Ratu M. Latianara (Ba Fijian Growers). It was estimated that they represented 65 per cent. of growers.

Anticipating that the Patel section (about 35 per cent.) would ultimately sign, a settlement was officially announced in the *Fiji Times* on Monday morning, July 25.

Within 24 hours, it was known that the "Patel gang" would not sign; that it had been joined by Mr. D. B. Lakshman; and that it was preparing a new set of conditions for submission to the Company. Why the head of the Millworkers' Union (Mr. Lakshman) should have joined Mr. Patel in this enterprise, no one attempted to explain—it served only

(Continued on page 147)

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Workers of the world unite—and that includes women, too. The 50 or so shown here, with placards and brollies, took the bit between their teeth in late July and made Fiji history as the first group of women to ever go on strike there. (Strike was settled soon after.)

They are employees of the G. B. Hari clothing factory at Walu Bay, Suva, and here they are marching to the Labour Department office. The dispute was nominally concerned with the dismissal of one woman employee but the opportunity was taken to present other alleged grievances.

Photo: Stinsons.

FUTURE OF FIJI

Timetable For Burns Plan Of Reform

WHAT consideration is being given by the Colonial Office and the Fiji Government to the Burns Commission Report on Fiji's problems, and when did the Minister expect to make a statement of policy regarding the Burns recommendations, were questions asked in the House of Commons on July 25.

The Colonies Minister (Mr. Macleod) replied:

"Decisions on many of the minor recommendations in the Burns Report have been reached.

"But on the major issues—notably, the proposals for the reorganisation of the land, and the future of the separate Fijian Administration—the Government of Fiji wishes to allow ample time to obtain the considered views of the general public, or members of the Legislative Council, and on those matters affecting particularly Fijian rights, and the interests of the Fijian authorities and people.

"The Fijian Affairs Board has already spent much time in studying and discussing the report. It is being considered by Fijian Provincial Councils at special meetings this month, by the Council of Chiefs in August, and by the Legislative Council in September or October.

"In the meantime, a development plan for Fiji based on the recommendations in the Report, is being prepared.

"I do expect to make a statement later in the year, when I have considered the recommendations of the Fiji Government on the major issues."



Ratu Mara, an outstanding figure among the younger Fijians.

Fijian People Not Happy

Up to the end of July, a number of the Fiji Provincial Councils had considered the Burns Report recommendations.

No official reports have been published; but unofficial reports indicate strong opposition among the Fijians to the proposed changes in the Fiji Administration.

All reports show a strong anti-Indian sentiment. The Ba Council —one of the most powerful—formally resolved to oppose any part of the Burns Report which "helped the Indians".

There appears to have been a sharp upsurge of alarm that the position of the Fijian landowner now is threatened by the rapid growth of the Indian population, and that the British-controlled Government tends to side with the Indians.

An outstanding figure among the younger Fijian leaders is Ratu K. K. T. Mara, MA, a prominent official in the Fijian Affairs Dept.

He is strong, quiet, purposeful and outspoken; and he has very definite ideas about the Burns Reform Plan. So far, he has not been antagonistic, but he has been very critical; and as the Plan moves forward slowly through the Provincial Councils, he is in the lead of those Fijians who require clarification and reassurances.

The Governor is in constant communication with the Fijian leaders, especially Ratus Mara, Penaia Ganilau, E. Cakobau, and others.

Ratu Mara acknowledges that the Indians now are a permanent establishment in Fiji; but he flatly refuses to contemplate any plan in which the future of Fiji depends on greater unity between Fijians and Indians, and the withdrawal of the Europeans. In his view, the Europeans must always be there, to hold the balance fairly and justly between the two bigger communities.

DISMISSED!

P-NG Tax Appeal

The appeal by the New Guinea Taxpayers against last year's Taxation Ordinance, on constitutional grounds (one of which questioned the validity of the Papua and New Guinea Act) was dismissed by the Full Bench of the High Court on August 10. The action was initiated in July, 1959, and argued in Melbourne in June, 1960.

No appeal to the Privy Council appears possible because the High Court is the final arbiter in Australian Commonwealth constitutional issues.

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THE CALWELL PARTY IN NEW GUINEA

Leftist MP Arouses Fury And Threats

The planters of the New Guinea Highlands aren't likely to forget the visit, late in July, of the Australian Labour leader, Mr. A. A. Calwell, whose entourage included Mr. Clyde Cameron, the unpredictable, tub-thumping Labour member for Hindmarsh (SA) in the Australian Parliament.

MR. CALWELL gave the New Guinea-ites soothing words and comforting assurances.

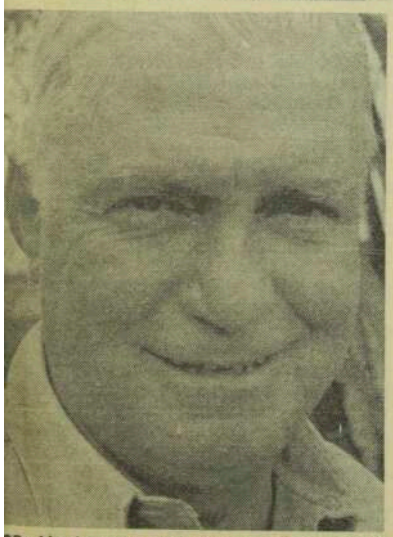
At Rabaul, Kokopo, Madang, Lae, he went on record as saying that capacity for self-government is many decades away ahead of the New Guinea natives, and that the country's future clearly lay in an amiable, well-planned partnership between Europeans and New Guineans.

Comforting, because the Labour Party hopes that after next election Mr. Calwell will be Australia's Prime Minister.

But, whatever political good was achieved by Mr. Calwell was promptly undone by the belligerent Mr. Cameron, who seemed to hate the NG planters on sight, and came near to blows with them in lively scenes in the Highlands centres.

The planters were not to know that Mr. Cameron is one of a small group of persistent trouble-makers and socialist haters in the Australian Parliament who never are taken seriously by Press or public.





OP: Lloyd Hurrell, Wau farmer, concerned with things vital to our future". LOWER: Jim eahy, Goroka coffee planter, who wanted to "punch Mr. Cameron on the nose".

Calwell Was Warned!

If they had known his history, their collective blood pressure would not have been stirred—they would have seen him for what he is—just a politician apparently designed by nature and the party-politics system for the entertainment of the public.

But let there be no sympathy for the unhappy Mr. Calwell. He was warned.

Before he left Sydney, he was interviewed by a group of moderate Labourites, and urged to keep Mr. Cameron out of his party. They said Mr. Cameron almost certainly would be so eager to advance his extreme Leftist ideas in P-NG and express his hatred of private enterprise, that he probably would embarrass the Party's leaders.

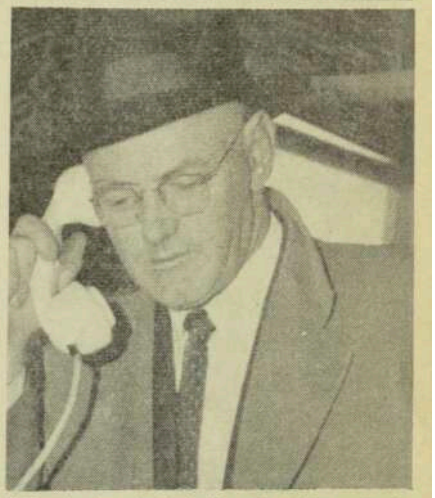
"But Cameron asked if he could come with me," Calwell is reported to have replied. "I couldn't put myself in the position of saying that he couldn't—now, could I?"

And so he took the 47-years-old ex-union organiser along, and allowed him to sit in at his meetings with planters and natives.

There were some brushes between Mr Cameron and individual planters and traders in the Lae and New Britain areas. And, by the time the party had moved around via Kavieng and Manus to Madang, Mr. Cameron apparently had become convinced that the unfortunate natives were being held in poverty and servitude by organised Australian exploitation—a mental process typical of any trade-union trained, political economist who knows nothing of New Guinea history and conditions.

Mr. Cameron had some spirited exchanges with NG residents in Madang; but skin and hair really began to fly when he met the men of the Highlands.





TOP: Leader of Australian Opposition, A. A. Calwell, who took Mr. Cameron to NG with him. BELOW: Mr. Clyde Cameron who conducted a witch-hunt for exploiters.

Goroka Didnt Like Him

On Friday night, July 29, District Commissioner Seale gave a reception at his home to the Labour trio. (Mr. Calwell, Senator Dittmer and Mr. Cameron.) Some of the coffee-planters there found in the Hindmarsh MP a type of politician—full of half-baked economic Leftist theories which he tried to apply to a country of which he knew nothing—which they particularly disliked.

There were some heated exchanges before the party broke up.

On Saturday, July 30, 15 members of the executive committee of the Highlands Farmers and Settlers' Association accepted Mr. Calwell's invitation to meet him in the District Office, and discuss Highlands affairs.

(Continued on page 141)

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Apart from Papua-New Guinea, where residents don't like what they have got in the way of a Legislative Council, there are two other Territories in the S.W. Pacific where some residents don't think they will like what they are going to have. STUART INDER, one of PIM's editors, who has been in those parts, has made a survey, and here and on the next page gives some details of the arguments that attend the setting up of both new Councils.

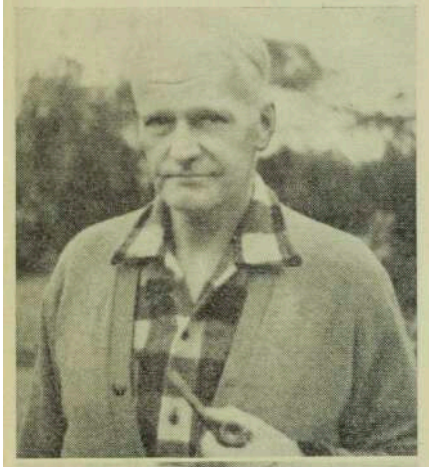
MAINLANDERS SHOW ISLANDERS HOW

Norfolk Is. Has An Economic Theory And A Sit-Down Strike

NORFOLK IS., July 24: Those notorious winds of change are blowing fiercely over this scenic isle at this moment, drawing extra strength from the recent statement by Prime Minister Menzies that it is "better to give self-government too soon than too late".

MR. MENZIES was talking about New Guinea, but Norfolk thinks the principle can just as easily be applied to Australia's easternmost territory as to its northernmost.

Norfolk would like self-government *now*. The island's brand-new Island Council—meant by the Government as a step towards self-government—is in revolt, and local political affairs are in their greatest turmoil since 1954-55, when things were so unhappy that they petitioned the Queen for "democratic control over our domestic affairs".





Mr. W. Selby Newbald (top), and Mr. A. S. Bathie.

The Council in mid-July—less than a month after its inaugural meeting—approved by four votes to three a new petition of sorts, in the form of a recommendation to the Minister for Territories, for a new deal. The main points:

- The Norfolk Island Act and Ordinance, under which the new Council has just been established after years of delay, "doesn't meet the basic aspirations of the people in their democratic rights"; doesn't deal with the petition to the Queen, and is unacceptable.
- Norfolk is being subjected through the Council to taxation without representation, because local people are not given control of Norfolk's revenue and expenditure. The Council wants complete control.
- Norfolk has to have the power to make its own laws, to be approved by the Commonwealth Parliament, as now.
- The Council wants advisory powers "on all other matters such as economies in management, and to have complete freedom in its initiative concerning matters related to policy for the island's development".
- The Council wants a new constitution, so it can have six or eight elected members, with the Administrator as ex-officio chairman, "a position similar to that of a managing director with a board of directors".
- Norfolk's annual Commonwealth grant should be correctly labelled for what it is—not a free hand-out but a "refund of revenue". Norfolk is merely getting back the money it has already paid out in concealed taxes on purchases it makes in Australia.
- Pending these amendments to the Norfolk Island Ordinance, or Act, the Council desires to take over no powers but those of an advisory nature.

Dwindling Population

The Council's recommendations were presented to the Council in the form of a written statement from Cr. W. N. Selby Newbald, and adopted without amendment. The full statement fairly bristles with quotable quotes.

It points out that Norfolk's population (480 adults) has been dropping steadily because "of the proved unsuccessful Government of the island".

"Remote control has failed miserably". There has been "unwarranted depression and dissatisfaction" and the overheads are beyond the island's economy. The Minister is incorrect in saying Local Government offered greater autonomy than ever, because "Norfolk was once a Colony with powers to make laws up to 1897".

And furthermore, "a misunderstanding as to why we choose to live here and the type of life we wish to live, has imposed a code of administration that is completely out of place—its failure is self-evident."

Administrator C. S. Leydin, who has the job of handing the Council's views on to Mr. Hasluck, is apparently not too sure that he understands everything the Council says it wants.

WHO CONTROLS WHAT

Under the terms of the Norfolk Island Ordinance, the new Norfolk Island Council can control, among other things, roads and footpaths, sewerage and sanitation, recreation areas, livestock, guest houses, electricity and water supply, lighterage, buses and taxis, public entertainment places, tourist promotion, trading hours.

By arrangement it will also be given control of income from liquor (only the Government can import liquor), and the income from Public Works (which is a local tax, every male between 21-55 paying £10 a year or working for 10 days on some public works. The amount is progressively reduced, to a minimum of £5, if he has dependents).

These activities, according to the Government, carry with them a revenue of £12,880 in the current financial year. Liquor, lighterage and public works calls are the main income producers.

The Commonwealth Government retains responsibility for, among other things, agriculture, forestry, health, education and the courts.

The new Council is comprised of Messrs. W. Selby Newbald, F. Needham (president), T. Bailey, Stephen Nobbs, G. Quintal, Lavinia Donkin, Leo Nola, Franklyn Christian.

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He has asked the Council if he can meet it to clear up some points. Meanwhile he has allowed himself the comment that he is "naturally disappointed that the Council found the Ordinance unacceptable, as it represented effort spread over two years or more in discussions with the Advisory Council, preparation of drafts and amendment of them to give what the Advisory Council had agreed would be a fair and workable constitution for the Council."

He added that the activities the Council had been expected to carry out (see box) would have brought a revenue of £12,880 to the Council, and, as far as he was concerned, it was more than sufficient to cover their running costs.

So now, nothing is happening on the Council, and everywhere it's the great topic of conversation. It's impossible to know whether Norfolk Is. residents really support the Council's actions or not. In the thick of it, three names are being heard—those of Mr. Selby Newbald, Mr. Fred Needham and Mr. A. S. Bathie.

They all have one thing in common -they're mainlanders—a mainlander being anybody who isn't an islander. The islanders, many of them descendants of the *Bounty* mutineers, have a habit of quietly and politely banging-up against mainlanders on crucial issues, but something appears to have gone wrong with the practice lately.

"Out"—With Three Notices

I discovered Mr. Newbald in a charming house hidden behind an imposing, locked gate, with a strand of barbed wire on the top; two notices declared that he was OUT and a third said that visitors weren't welcome at the particular hour I happened to be there unannounced.

But I climbed the barbed wire and knocked, and it says something for Mr. Newbald's own charm that I received a friendly welcome.

Mr. Newbald has been in Norfolk 4 years. Before that he was briefly in New Zealand, and before that he retired as sales director of a group of light engineering companies in the English Midlands.

The recent troubles at Norfolk, explained Mr. Newbald, started because the people were annoyed at the Advisory Council. When that gave way to the Norfolk Island Council in June, the people gave their votes to a group of progressive candidates who campaigned on the same platform—that is, to bring back democracy.

A majority of the groupers got into the Council of eight, and grouper F. J. Needham was elected Council President.

"Our win was a bit revolutionary, I suppose," said Mr. Newbald. "We include two mainlanders—Mr. Need-

(Continued on page 143)

Some Say They Won't Like It

BSIP Gets Its First Legco This Year

HONIARA, August 2. A Solomon Islands Legislative Council will be in operation in the Protectorate by December—together with the BSIP's first Executive Council, which will include unofficial members nominated from the Legco.

ALTHOUGH there have been no firm official announcements yet, it appears certain that the Legislative Council will comprise 11 official members and 10 non-officials plus the president, who will be the Western Pacific High Commissioner.

Of the unofficial members, natives will be in the majority—probably six natives to four Europeans.

The most interesting point in the composition of the BSIP's new Legislative Council, however, is that apparently there are to be no elections. All its members will be nominated.

This decision will cause rumblings among some Europeans, who have already indicated that they want to see at least the Europeans elected. But from what I can gather at this moment of writing (when after only two or three days here I have had no real opportunity to plumb opinion), there is not likely to be any real opposition.

Many people seem to take the view that nobody really *knows* if the Council would work or not with a fully nominated membership, and that the best thing to do is to give it a try out and see what happens.

Both the BSIP Chamber of Commerce and one important segment of the European planters would like to see elected members. They have already told the Government so. However, their views on *who* should be elected differ, and this in itself shows why there is not likely to be any united strong opposition to the Government's plan.

Spending the Money

The Chamber of Commerce view is that nominated membership is unsatisfactory and that Europeans and Chinese should be given the opportunity to have a say in how the BSIP's money is spent, since most of the Protectorate's revenue comes from this population.

The Chamber points out, with some truth, that experience of advisory councils shows that a nominated member who may be unsatisfactory is nevertheless allowed to continue to sit until he decides to resign or retire, thus keeping out other good men.

It fears that this would happen on a fully-nominated Legco.

The planting group wants elected representatives, too—but elected natives. It wants "no reserved seats" for Europeans and Asians, but it would like to see the entire unofficial membership comprised of natives.

Pushing the Natives

This group has already made it clear to the Government that it wants to see the natives pushed ahead as quickly as possible to enable them to handle their own affairs. Europeans, it says, certainly want to continue to live in the BSIP, but only with the support and trust of the natives.

These planters say, however, that nominated native members are likely to be merely rubber stamps.

The way I understand it, the Government's attitude on the Legco is that the BSIP should head for a common roll, right at the beginning and there should be no European roll.

It is possible, of course, to elect Europeans without the need of a roll—there are several methods—but the Government apparently

(Continued on page 147)

What They Say

The chairman of the BSIP Chamber of Commerce, Mr. Eric Lawson, is of the opinion that if the Government nominates all the members of the Legislative Council, it will merely be making a show of giving political advancement, when in fact, it would be giving none. The Government will nominate only those people who support the official view, and taxpayers will have no say in affairs.

Mr. A. C. Blair, a Honiara businessman, who is a member of the BSIP Advisory Council, and vice-chairman of the Town Council, says that the proposed composition of the Legislative Council is "perfectly reasonable" in the circumstances.

"Elections would be superfluous at the moment and this is an experiment that will work itself out. Members will have to work closely with the Government because this is still a grant-aided territory," he said.

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Plans For New Samoan Nation

Many Europeans Decline Citizenship At This Stage

Because they still refused to renounce their old nationality and seek Samoan citizenship, and swear an oath of allegiance to the new State of Western Samoa, the majority of persons in Western Samoa who were expected to vote as Europeans were not on the Constitutional Convention rolls when the rolls closed on July 23.

IT was expected that there would be 1,400 or 1,500 names on the European roll—it closed with only about 500.

The great majority of the people classified as European are of mixed blood—part European, part Samoan—and they are proud of their European status and the nationality they have claimed since birth—mostly British, American or German. They are not prepared to surrender this status for citizenship in a State not yet in being—for various formalities have yet to be completed before W. Samoa moves from UN Trusteeship, in the care of New Zealand, to complete independence.

After much changing around of procedure, it finally was decided that the delegates to the Constitutional Convention, to commence on August 16, should be on the following basis:

	Europeans	Samoans
Ex-officio Members of Legislative Assembly	5	41
Elected or nominated by persons on special rolls, on July 23	5	123
Total of Community reps. ..	10	164

Of the 41 Samoan electorates which are to elect 123 members (3 each) only twelve nominated more than the three candidates required—in four electorates five candidates were nominated, and in eight there were four candidates. In these 12 electorates, elections per secret ballot were held on July 23. The candidates were all *matais* (heads of families) on the *matai* roll, and only *matais* were qualified to vote.

It had been intended to elect 10 Europeans per the special roll; but as only five candidates were nominated, and only 500 enrolled as electors, the five were declared elected and there was no election.

The Fautua, Tupua Tamasese and Malietoa Tanumafili II, will be joint Chairmen of the Constitutional Convention of 174 members, when it assembles on August 16.

It is believed that the Convention will sit for about 2½ months, to consider the Draft of the new Constitution. The Draft is a voluminous document.

The Legislative Assembly began a short session on July 26, to dispose of a large number of new ordinances before the Convention started work on August 16.

The date for election of the new Legislative Assembly has so far not been fixed—probably October or November.

The European members of the Assembly who are automatically members of the Convention are Messrs E. F. Paul, F. C. F. Nelson, G. F. Betham, P. Plowman and H. C. Keil.

The five additional European representatives declared elected to the Convention are: Messrs. W. F. Betham, O. R. Crichton, A. M. Gurau, H. E. Hunkin and P. L. M. Morgan.

The Butibum Again

In late July, after nine inches of rain fell in 15 hours in Lae, NG, the bridge over the Butibum River collapsed into the swollen stream—and the tangle shown in this photograph resulted.

This bridge over the Butibum was Lae's only connection with the Malahang Native Hospital, Anderson's freezer, the brickworks, the Lutheran dairy and the sewage farm.

At the time the bridge collapsed, the plight of the native hospital was made worse by the fact that the Busu River which flows into the sea near-by, was also in flood.

Before communications were cut, the District Commissioner sent a two-way radio out to the hospital so that it could keep in touch with Lae. A temporary wooden bridge will be used across the river until steel from the old bridge is salvaged and a new structure built—at an estimated £10,000.



TEAL And TAI Agree

UNDER an agreement initialled in Wellington in July, by New Zealand and French Government officials, Tasman Empire Airways Ltd. is now assured an extension of its Coral Route service beyond Tahiti, in exchange for TAI permission to operate into Sydney by the Tasman Sea route through New Zealand.

Agreement with the US Government for the use of Tafuna, American Samoa, and for rights for a service through Honolulu to California, is expected to be reached.

Whether TEAL would in fact immediately operate through to California or would feed the Qantas service at Honolulu is apparently still uncertain.

The agreement cannot come into operation, of course, until the airport at Papeete is completed—which will be about May, 1961, on present indications—and until an airport capable of taking jets is built at Auckland.

No W. Samoa Service

Of more immediate interest to residents of Polynesia is the fact that TEAL is withdrawing its Solents from the Coral Route in September. No official announcement has been made concerning alternative plans, but unofficially it is expected that TEAL will use DC6's on the service Nadi-Aitutaki-Bora-Bora. As there are no airstrips in Western Samoa capable of taking these planes it seems that Western Samoa will be without a direct overseas air connection from September.

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No Boom in Sight

COPRA'S LONG-TERM LOOK IS FAIR

DURING July and early August, copra prices rose, but not as much as might have been expected in view of the fact that Messrs. Khrushchev and Lumumba joined with Dr. Fidel Castro in providing the kind of world tension that traditionally benefits this market.

According to figures issued by the P-NG Copra Marketing Board in early August, the price of copra on the London market between the beginning and end of July, improved to the extent of £Stg.4 (from £Stg.66/16/4 to £Stg.69/16/3); however, consumers did not show any signs of being stampeded into panic buying. And the average for July was lower than June.

Probably they are waiting until copra stabilises at that "sensible" price that was mentioned in *PIM* in June—a price that it has now just about reached, although for a commodity sold on the world market, who can say when it has "stabilised"?

London c.i.f. prices for Straits-Borneo copra, published in *PIM* in the last 12 months, are interesting in that they show that the rot began to set in in April.

Prices, at the beginning of each month, have been: September, 1959, £Stg.83; October, £Stg.94; November, £Stg.94; December, £Stg.86; January, £Stg.93; February, £Stg.91; March, £Stg.90; April, £Stg.83/10/-; May, £Stg.80; June, £Stg.75; July, £Stg.68/10/-; August, £Stg.70/10/-.

A bad typhoon in the copra producing area in the Philippines at end of June had no apparent affect on copra prices, up to the end of July, although if much damage was done to the plantations, this could be felt in the coming months.

Seed Crushers Meet

The Annual Congress of International Seed Crushers' Association was held this year in London, July 19-22, and was addressed by Mr. J. C. A. Faure of Unilever Raw Materials Division. Although Mr. Faure's short-term survey didn't indicate any new boom in any of the edible-oils producing commodities, in the long term it seems that it would be foolish to neglect those coconut trees—yet. He calculates that by 1975 world consumption of all edible oils will have risen by 16 million tons per annum on present figures.

There seems to be no reason to suppose that copra will not have its share of this increased consumption—and in territories where palms are already 50 or more years old, it seems to suggest that a vigorous replanting scheme might be in order.

Mr. Ian McDonald, of the P-NG Copra Marketing Board, calculates that by 1970, Indonesia will be a copra importing country instead of an exporting one, for no other reason than its over-age trees, half of which are already 50 years old, or older.

Banno Bros. Copra Business

The entry of the Japanese firm of Banno Bros. into copra buying in Fiji has not developed into any kind of copra war.

Bannos and Island Industries Ltd. (a W. R. Carpenter & Co. subsidiary) have agreed to pay the same price; and the WRC company has agreed to grade all copra and pass it over its weighbridge. The grower then decides who he will sell it to.

That's on the surface; underneath the competition probably is still as keen as ever—which is as it should be. Even producers who sell all their copra to Island Industries, feel that having another buyer in the Colony is a very good thing.

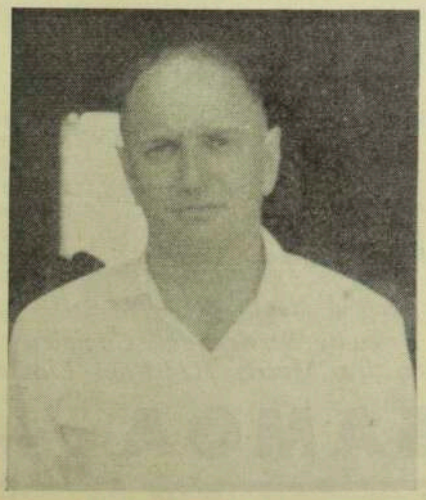
The Japanese firm buys only at Suva and Lautoka, but seems to be prepared to buy even the smallest quantities. It stores its copra in rented premises at Walu Bay industrial area and ships it out in chartered ships, which load mainly with ore and top up with copra.

It is possible that if they stay in the copra business Bannos will install the gear to do their own moisture-content grading.

NZ COMMISSIONER

Mr. J. B. Wright, whose appointment as New Zealand High Commissioner in Western Samoa was recently confirmed. This informal photograph was taken in July during an official visit Mr. Wright made to the NZ dependency of the Tokelau Islands.

Photo: J. P. Shortall.



POUVANAA A OOPA'S SON FOR PARIS

In a general election in French Polynesia at the end of June, Marcel Oopa, son of the former Deputy, Pouvanaa a Oopa, was elected to represent French Polynesia in the French Chamber of Deputies—a result regarded as embarrassing for the French Administration.

THE voting was 10,081 for Marcel Oopa, who represented the RDPT (Rassemblement des Populations Tahitiennes) which is Leftist and Nationalist; about 8,000 for the candidate of the Union Democratique Tahitienne, which is pro-de Gaulle and associated with the party in power in France (United Nouvelle Republique); and about 3,000 for other candidates who attracted votes which, otherwise, might have gone to the UNR and defeated Oopa.

The vote for Oopa is regarded as against France and for Tahitian nationalism.

Strong Feeling For Oopa Snr.

Pouvanaa a Oopa was for some years a very prominent figure in French Polynesia. Finally, he became Deputy for that Territory and his party attained a dominant place in the local Assembly in 1958-59, and he was placed at the head of the local government. His party thereupon introduced income taxation, and a Tahiti-for-the-Tahitians policy.

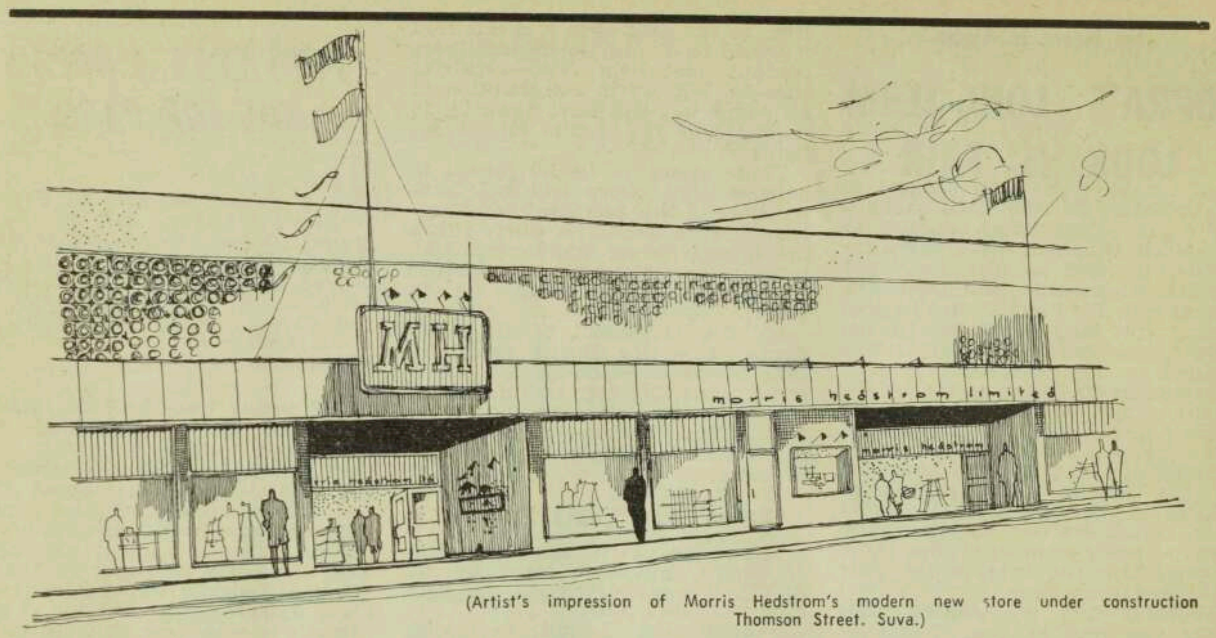
This led to local rioting, intervention by the Governor, and dethronement of the Oopa administration.

Several months later, there was a startling development, when a group closely associated with Oopa tried to set Papeete afire one night, using "Molotov cocktails" (bottles of petrol). Oopa was arrested and, after very lengthy delay, was sentenced in 1959 to eight years' imprisonment and banishment from Papeete for 15 years.

Oopa had many friends in Polynesia, and the French evidently saw danger in his continued presence there. One night, he was taken from the gaol at Papeete, placed aboard a small French warship, and transferred to an overseas liner. He was taken to some country overseas — presumably France—where he now is serving his sentence.

Among the people who supported Oopa were a number who maintained that he was "framed". The vote suggests that a certain amount of strong feeling still exists regarding Oopa and his fate.

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COMMENTARY

Package-Deal in Doctorates

GRADUATES of Central Medical School, Suva, before the Second World War were known as Native Medical Practitioners. After the war when the word "native" became suspect—a nasty term, a slave term, a term of derision—graduates smartly became Assistant Medical Officers.

But there they remain officially —so far as the institution itself is concerned.

In some of the Territories to which these young men returned after graduation, there were variations on the theme—in Samoa, for example, they are Samoan Medical Officers or Samoan Medical Practitioners (SMP). But it has been left to Papua-New Guinea to take the next step into the academic unknown and go flat-footed for the honorific title "Doctor".

This wasn't a step into a dream-world designed by the graduates themselves, but, as we understand it, fully approved a year or so ago by the Administration itself.

The reason suggested for this was that the use of "Doctor", instead of CMO, gave the Practitioners added "prestige". (Only those with warped minds might see it as a neat piece of wool-pulling over the eyes of Australia's UN critics. Newspaper stories from P-NG during the recent spate of publicity have been peppered with quotes from a CMS graduate who is locally called Doctor. Some of these may have found their way back to the places where they will do the most good.)

The question, of course, is—what is a doctor? It is about 50 years since a famous American humourist, Litt.D., told the story of how, when an emergency call went out for a doctor to attend a beautiful young female he was beaten to the draw by a Ph.D. and a LL.D. Nonetheless, the term doctor still conjures up for most of us, the picture of a medical practitioner—although the medical practitioner in question is more likely to be an MB than an MD.

In these days, when no one is inferior to any one else (only "different"), the cult of adopting some handle to one's name has assumed paradoxical and fantastic proportions—and the easiest handle of all to adopt is that of Doctor.

Think of the current crop of publicity-boosted Doctors who spring most readily to your mind, and it's a scalpel to a beaker of carrot juice there will not be a practising medical practitioner amongst the lot of them.

If the P-NG Administration wants to carry its prestige-creating system even further than it has, there is no legal reason why it cannot label all its native school teachers "Doctor"; its native politicians and Cargo Cult rebels similarly.

And there is no denying that a native member of the Legislative Council, with the title of Doctor (of something), would give real class to that institution and would, as well, look extremely well when morsels from his contribution to debate were reported in Australian newspapers.

Fully qualified medical practitioners in British countries are recognised by the British Medical Association. The BMA does not recognise graduates of the CMS in Suva as eligible to join the Association.

However, for 20 years before P-NG decided to send students to the School, graduate NMP's were going out into their own communities and, without any European handle to bolster their "prestige", doing the magnificent job for which they had been trained.

The original concept of the Central Medical School training was to prepare young native men to serve their own people and to lead them into enlightenment. It was never intended, at any stage, to make of them imitation Europeans; the crux of the whole scheme was that the NMP's should remain of their own communities.

It is hard to see what P-NG is going to gain — except ultimate ridicule—by departing from these simple rules and by handing out meaningless doctorates like a mail-order university or some under-privileged member of the Afro-Asian bloc.

☆ ☆ ☆

Mr. Hasluck Meets Some P-NG Old-Timers

IT is probable that Territories Minister Hasluck returned to Australia in July with his Territories thinking modified a little as a result of his meetings with the Australian pioneers in Papua and New Guinea.

He appears to have talked to a few solid men, with down-to-earth opinions about the P-NG future—Mick Leahy, and Colin Sefton and Fred Archer, for example—and he must have learned some of the home truths that were conspicuously absent from his planning and talking five or six years ago, when he drove District Commissioner Ian Downs out of office because Downs held stubbornly to the view that the only practicable way of inducing the natives to conform to European standards was to enlist and hold the goodwill and co-operation of well-selected European settlers.

Since then, in 1958 and 1959, Mr. Hasluck was shown—in the hard way—the nature of his errors.

We gather that Mr. Leahy pulled no punches. He apparently told the Minister that the Europeans would be pushed out of New Guinea within a few years unless the Government revised its thinking about the potentialities of Brown Brother.

Mr. Archer said much the same thing, in biting phrases. He has written it out for the *PIM*—see his article elsewhere in this issue. We hope it may be read by a few of the mischievous visionaries—mostly survivals of the Eddie Ward era—who have been bedevilling P-NG Administration for the past 10 years. Minister Hasluck not only has treated these idealists with tenderness—he also has allowed odds and ends of them to burrow into the P-NG Administration.

(Over)

An Ex Officio Doctor

The famous Yankee doctor, S. M. Lambert, who on behalf of the Rockefeller Foundation did so much to get hookworm under control in the South Pacific in the 1920's and who also helped rejuvenate the Suva Medical School, arrived in Fiji in 1922 and recorded that he was ". . . a dog without a collar, medically speaking". (See "Package Deal in Doctorates", this page, and "One Man's Paradise", p. 80).

Official Fiji was suspicious of the doctor, and in the year of his arrival a law was passed which, according to Lambert, was for his special benefit. It stated, in effect, that no American could practise medicine in Fiji without a "special permit".

He wrote in his book (*Yankee Doctor in Paradise*): "The special permit was far less potent than a chauffeur's licence and my official status, if any, somewhat lower than that of the NMP. Until 1937, I was not legally qualified (in Fiji), to treat anything but hookworm. . . When Dr. McGusty came to power in Suva (as Chief Medical Officer), he huffed and puffed and said, 'All nonsense'—and proceeded to get me a respectable licence. In 1937, the Empire discovered that I was in Fiji, and I joined the British Medical Association."

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Mr. Leahy had some interesting comment about Epineri Titimur, the Matupi native who told the Minister in Rabaul that the Australians had been too long in New Guinea, and asked when would they get out? Mr. Leahy, knowing his natives, said that Epineri did not think that one out on his own account. Already, Mr. Archer had placed it on record that Epineri was merely the mouthpiece of a group of "shrewdies" in Matupi village.

The fact that Mr. Hasluck—supported by the Prime Minister—has stated publicly that it will be another 30 years before natives can take any significant part in P-NG government shows that Canberra Top Brass actually is ignoring the screeching newspapers and the yelping Pink visionaries that cluster around UNO.

But that is not enough.

If these natives are to be kept in order, and African-type troubles avoided, Canberra and Port Moresby must leave far more power and responsibility with the District Commissioners, and the latter must get a few new ideas, and a new spirit—and perhaps a few new men—into the District field staffs. It is there that weakness lies, and there where most of the damage has been done—and it is there we must look for reform, if the Leahys and Seftons and Archers are to remain in New Guinea, and really bind Australia to this strategically-valuable fringe of archipelagoes.

☆ ☆ ☆

Norfolk Will Need To Do Better Than This!

THAT current agitation on Norfolk Island about wanting self-government right here and now is all good healthy letting-off of steam. But it is to be hoped that the Norfolk Island Council is not really so naive as to believe that the tactics it has chosen will achieve the result that it wants.

The island began Local Government in June, but almost from the first it has adopted a policy tantamount to a sit-down strike.

It declines to take up the reins of Local Government until the Australian Government agrees to hand over the entire island, with the Administrator included in the deal apparently, to the islanders, to run just as they wish. In the meantime it will act in an advisory capacity only.

Council members don't want taxation without representation. They will raise all revenue and decide how to spend it, and make all the laws, too. To be sure, they admit that their laws will need to be approved by the Commonwealth Parliament, but since, at the same time, they make it clear that remote control from mainland Australia is definitely "out", presumably even Federal Parliament will need to watch its step!

There are many Pacific territories which know just how Norfolk must feel about Government, and remote control, and money shortages and wastages, and all the other anomalies calculated to frustrate all Islands residents everywhere. Others also know about "no taxation without representation", and would be quick to tell Norfolk people, who have no income tax, anyhow, that they have nothing special to complain about. That principle has been dead for decades.

Where the Norfolk Island Council is making its mistake is letting its indignation at bureaucracy, and its natural impatience to see greater autonomy, become confused with the hard facts of life.

The facts of life for Norfolk are that the island is forced to live on a subsistence diet because it has precious few markets—certainly none of importance—and little immediate hope of finding any.

The island is virtually at the end of the line with transport, a fact which makes it harder for it to export goods cheaply, or import tourists easily. And the tourist trade may be the only real hope of improving Norfolk's unhappy economic plight—if it could find some way of making a success of it.

In the meantime it will be forced to depend on subsidies from the mainland (£33,000 in 1958, out of a total revenue of £69,000) like many territories everywhere.

If Norfolk were to be allowed to free itself from Australia, in the manner which the Council says that it wishes, the local people might soon see for themselves that a lot of nonsense is being talked. It cannot be argued that Norfolk is not capable of helping to solve some of its problems; or that it might not make a better fist of it than Canberra has, so far. But it will be hard to convince the objective observer that the present arrangements for Local Government do not give the Council a chance to prove itself.

What the Council has to do is to pick up the reins of what it has got, and get the horse moving. When it shows that it knows enough to stay in the saddle, no doubt the Australian Government will be only too pleased to throw open the paddock gate, in the hope that both horse and rider will gallop off to all those distant, greener fields—and not come back!

☆ ☆ ☆

42 Minor Reforms For Bedevilled Fiji

THE Government of Fiji has announced that it now has dealt with 42 out of the 124 recommendations made by the Burns Commission, as part of the Burns Plan for administrative reform and developmental activity in the archipelago. The 42 are mostly minor and insignificant. They show that the Governor is not ignoring the Report—as too many highly-placed people in Fiji are inclined to do—but there is no discernible reason for complacence.

The Colony's plight is due to a combination of unusual factors:

- There is too much dependence on one industry (sugar), which is economically dominant.
- There has been a phenomenal growth in the immigrant Indian population, but little growth in the means of feeding it.
- The Fijians, although virile and socially desirable, are unlike the Indians, in that they cling to a village communal way of life, and lack the spirit of private enterprise.
- The Government has created a special Administration, for the Fijian community alone.
- The land generally belongs to the Fijians, and too large a proportion is not used.
- The Colony's economic machinery is mostly owned by Australian corporations, which have little voice in administration and no share whatever in government.

For these reasons, the Colony socially, politically and economically, is out of gear. Development has not gone forward with population. The available production organisation is not sufficient to maintain a suitable standard of living for the people. *Yet Fiji under effective developmental control, could feed three times the present population.*

Within the 124 Burns recommendations there are major plans and reforms, calculated to put the Colony back into the high gear of development and progress. But their implementation awaits (a) acceptance by the Legislative Council and (b) the appointment of a Development Commissioner with sufficient power to integrate the over-all plan and to co-ordinate bureaucratic report-writing and Colonial Development Fund grants with private enterprise and managerial drive.

Nothing likely to change the picture in Fiji can happen without (a) and (b). The implementation of the 42 minor recommendations represents little beyond the output of busy departmental minute writers.

The main job lies ahead. Meanwhile, as shown by the article on page 17, the unfortunate country is bedevilled by a sugar industry deadlock, caused partly by sectional and industrial misunderstandings, and partly by something that is beginning to look suspiciously like subversion.

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The Editors' Mailbag

Plunge-Back Into NG Aviation History

Mr. John Watson (27 Merivale Street, South Brisbane, S1, Q'ld.) collects data on pioneer aviation in the Pacific Islands and he has a couple of curly questions for any New Guinea Territorian who can assist:

The first concerns the "Prisoner of War" mail that was dropped over Port Moresby on or about April 28, 1942, and which came from Rabaul. He says that the Rev. Harry Voyce has gone on record to the effect that that mail did not, in fact, go from Rabaul; but Mr. Watson says that there is too much evidence against this theory.

He thinks that "Tolala", or one of the other half-dozen survivors of the Rabaul tragedy, might be able to clear up this point by recalling just when the Japanese gave permission for their 22nd Battalion POW's and their civilian internees to write home. He would like to know also what Japanese squadron flew the mail to Port Moresby and dropped it?

Going even further back into New Guinea history, Mr. Watson would like some details of two now defunct air companies. The first, Papuan Airways, apparently of Salamaua, which operated a DH60 aircraft, with registration of VH-ULE, in 1932. The second, Rabaul Airways, which operated a Genairco (VH-UNY), in 1933.

Can any reader help on any of these matters?

It's a Masalai

Last January, "Tolala", writing about the magical powers of certain monoliths found in New Guinea, described one on Jame Island, Buka Passage. He said that he had been told that the monolith had been attributed to "Children of the Sun", pre-historic people who were supposed to have lived in those parts once.

Gordon Bladen, of MV *Arawe*, now sends us this photo of the Jame Stone, with these notes:

"The stone is shaped something like a large artillery shell, and it is set in the ground in front of Fred Archer's old home on the approximate south-eastern side of Jame.

"The nearby Petats Island people told me that the stone was originally set in the ground at the northern end of Jame—and that it is a *masalai*.

"The Pororan people stole the stone, and when the Petats people found out, a bit of a dust-up occurred; they recaptured it and erected it at its present site."

[A *masalai* is a spirit that is thought to inhabit certain streams, rocks, trees, etc. It may sometime manifest itself in animate form, also —for example, as a cassowary.]

Oldster's View of A Changing World

An old friend, Mr E. W. Harrison, of Fergusson Island, Eastern Papua, says in plain and brutal language what a good many of our senior citizens are thinking today:

Having long passed the allotted three score years and ten, I live with a crowd of memories.

Too well do I remember the days of the great British Empire, built on the sweat and blood and achievements of our fighting ancestors—and now being frittered away by a rabble of herring-gutted politicians, many of whom are not even of decent British stock.

Now, we are being regarded with contempt by races which once we despised. We have become, as Brown Brother puts it, "something nothing". Gone is our old-time pride in race, and in our strength, and in our maintenance of the *Pax Britannica*, under which all men and all nations got justice and freedom.



Monolith at Jame Island.

Our young men today seem more interested in seeking racecourse winners, and the pursuit of females who are more famed for good looks than good morals.

And now we are to hand Papua back to the natives who, at this stage of their evolution, are not capable of governing a hen-roost.

It is hard to believe that there could be so much national deterioration within the lifetime of one man.

When Mellish Reef Claimed the "Mindini"

The report in May "PIM" of the death of Mr. Hugh Ellis O'Keeffe, who was engineer on the BP steamer "Mindini" when that vessel was wrecked in March, 1923, brought back memories for Mr. R. C. Kerkham, secretary and a director of Burns Philp (South Sea) Company in Suva.

Mr. Kerkham, then manager of BP's branch at Makambo, near Tulagi, BSIP, was on the ship during that last voyage; and so were his wife and five children, ranging in age from eight to one. After three years in the Solomons they were due for leave in Sydney, and in the first week of March they embarked on "'Mindini". Capt. William Voy was Master, and the voyage promised to be routine. It wasn't, and Mr. Kerkham tells why:

Two days out and at about 4.30 a.m. on March 8, 1923, all hands were rudely awakened by a severe grating and bumping sensation and then the ship came to a dead stop —all in the space of perhaps 20 seconds.

The *Mindini* had grounded on Mellish Reef, which is plainly marked on most maps, and is about 300 miles due east of Townsville. It is uninhabited, alone in a vast amount of ocean and little more than a sand cay.

The immediate reaction of all on board was to wonder how badly damaged we were. Were we sitting on the reef, with the ship's bottom torn out, and 300 miles from the nearest inhabited land?

Luckily for those on board, the situation was found to be not so fearful as it might have been.

Three hours after the stranding, all the passengers and most of the crew were transferred to the lifeboats and set out on a comparatively smooth ocean. After about five hours afloat the leading boat safely negotiated an entrance through the outer reef and a landing was made on a sandy stretch which covered the centre of the atoll.

Improvised shelters were erected to shield us from the sun's heat, by

(Continued on page 139)

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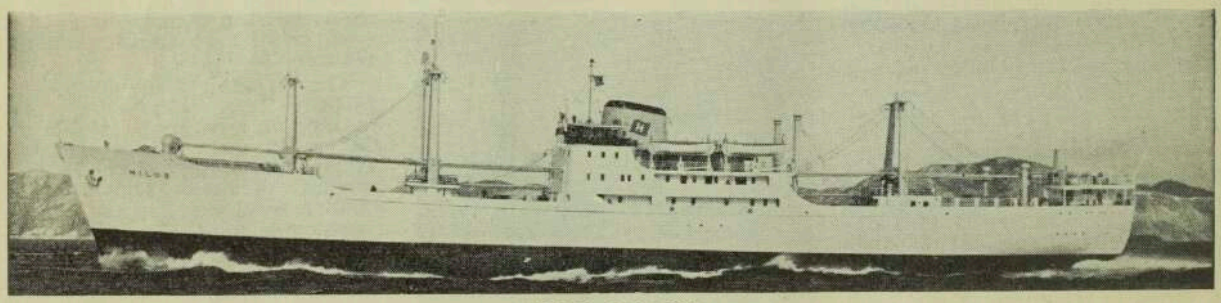
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Territories TALK-TALK

With TOLALA

A reader with an enquiring turn of mind writes: "You have several times mentioned Choiseul Plantations Limited and its estates in Bougainville. How come the name? Surely Choiseul Island is part of the British Solomons."

TRUE. Your geography is quite correct, according to present-day boundaries. The company was formed in the early 1900's and started off at Lutee on Choiseul, but later was unable to expand owing to no more freehold land being available.

In December, 1912, the Company's Island Inspector (W. H. Lucas) in company with J. W. Campbell, one of the company's plantation managers, proceeded to Bougainville in the *Sideia*, chartered from the Solomon Islands Development Co., and skippered by W. J. Buckley (of whom we still hear occasionally) to look for pastures new in German territory.

The result of this tour, which received every assistance from German officialdom, was the selection of areas at Soraken, Baniu, Teopasino and Arigua. All have proved good investments, as the Company's balance sheets show annually

It may be coincidental but in Bougainville there are several companies other than Choiseul with misleading names.

A coffee plantation was started after War I by a Sydney syndicate on land at the rear of Raua plantation. It was called Rugen Harbour Plantations. Now, Rugen Harbour is located down the south coast of New Britain.

Just before War I a chap named Cogswell, who at one time was a Government official in the Gilbert and Ellice Group, spent a considerable time looking for suitable coffee land and he picked on some near Rugen, which gave the company its name. But there was a hitch in the negotiations, and ultimately the land behind Raua was selected. (Incidentally, Cogswell made most of his inspections in a craft called the *Vella*, with a young chap named Mackay as skipper. Mackay was later murdered by natives on the south coast of New Britain just prior to War I.)

Another mis-named company is that controlling Numa Numa. It is called the Buka Plantations and Trading Co. It has no property on Buka—only at Numa Numa and Bonis, both on Bougainville.

And there is Toimonapu, down the south coast of Bougainville. It was originally owned by the New Britain Corporations Ltd., started in the German days by a Sydney company, but later taken over by BP.

There may be others in various spots; but I cannot remember them at the moment. . . . Anyway. . . . What's in a name? The dividends are just as sweet.

"They Fade Away . . ."

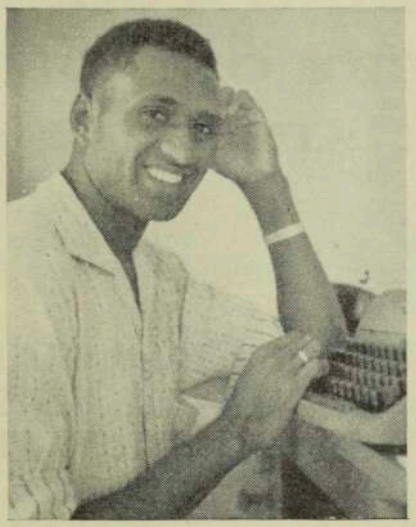
When thinking of these old-established plantations, it is only natural to think, too, of the men of 40-odd years ago who were engaged on the work of planting up these areas: Felling, clearing, lining out and planting the many thousands of coconuts which are now symetrical lines of palms yielding comfortable revenues to shareholders.

Not so long ago, I entered the Sydney office of BP in Bridge Street and there, on each side of the entrance are the War Honour Rolls containing many of the Company's staff from the various islands who joined the Forces to fight for Freedom. Of special interest was the list headed "Solomon Islands" for War I:

Annandale, S.	Gillies, N.
Campbell, A., MC.	Harding, F. G.
	Mackay, D. R.
Campbell, J. W. MM.	Shelley, P.
	Thomas, E. L. G.
Elrington, H.	Wood, J. H.
Evans, H. P.	Wright, E. A. M.

The first four names are of men who, to my knowledge, all at one time had connections with CPL in Bougainville, the first three have "gone west". Mackay and Wright were killed in action, and with the exception of one, I know not where the others are.

Does anyone want to comment?



This is Jawing Muttu Gware, 23, of Butibum village, Lae, sitting at his desk in the office of the "New Guinea Times Courier". He's a cadet journalist, the first in the Territory.

Muttu, was a clerk at Malahang Native Hospital before joining the "Times Courier". He's responsible for the Pidgin English page in that newspaper.

Muttu's brothers and sisters are all bright youngsters. An elder brother is a teacher at a Mission school in Mendi; a sister is a teacher at Lae Administration school. Another brother is a trainee technician of the Posts and Telegraphs Dept., and the baby of the family is still at school.

Muttu is an Assistant Cub Master and treasurer of his village Sports Club.

Photo: Pat Robertson.

That Matter of Titles

A name that has lately appeared much in the P-NG news is that of "Dr. Reuben Taureke", the president of the P-NG Workers' Association.

He is, I understand, a very capable and efficient Papuan who completed a course at the Central Medical School in Suva, Fiji, and the insistent references by journalists to him as "Dr. Taureke" are doubtless as much embarrassing to him as to the *bona fide* medicos. From what I hear of his character, he is the last person to have any desire to sail under false colours.

There is going to be a lot of Press utterances about P-NG in the future, so let us step off on the right foot; otherwise the Territory and Australia are going to suffer from an epidemic of over-zealous Australian editors urging on their "Special Representatives" for something "sensational", interspersed with human interest stories, which could do a great deal of harm to the present situation. (See "Commentary", page 25).

On the Political Chopping Block

I was rather alarmed at a heading appearing in the *South Pacific Post* (19/7/60):

"ALP view: NG Major issue for next election". It was quoting a Sydney message from ALP officials, prior to the arrival in P-NG of their leader (Mr. A. A. Calwell).

This did not add up for me after Calwell's urge for a Joint Parliamentary Committee to go into the NG situation, with the inference that it would be treated as a non-Party issue.

However, more recent reports of the ALP tour of NG do not indicate that politics are to be left out of the argument, and it must be confusing for the interrogated indigenes, who have paraded before these various VIP's on "Fact-Finding Missions", to sort out Arthur from Martha. (Or is it Arthur from Paul?)

Ostensibly these tours are made

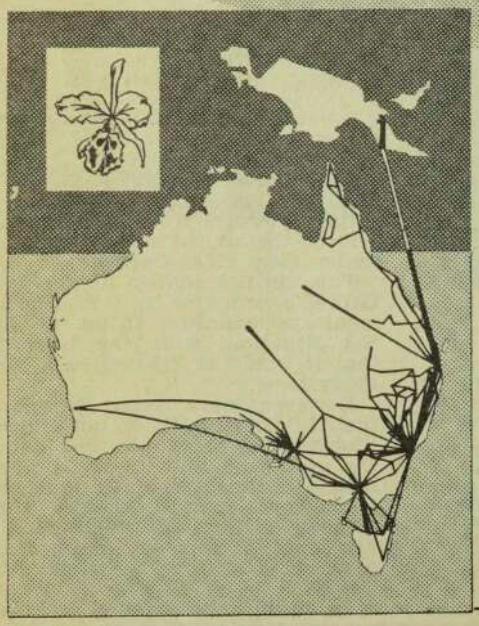
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Who Killed the Cocky?

A New Guinea white cockatoo which caught the wrong plane came to an unhappy end recently at the hands of Sydney quarantine officers.

Cocky was from the Eastern Highlands of NG, and his owner, an American missionary, intended to send him by Qantas air-freight to Los Angeles via Manila and Hongkong to escape all the restrictions of Australian quarantine regulations.

Unhappily, he was shoved on a south-bound plane, arrived in Sydney unaccompanied and without any of the right papers, was pounced on by Customs officials—and *kaput*.

for the purpose of gathering ammunition to be fired in the Federal Parliament; each according to their individual lights. But what of the Territory? Is it to be made a chopping-block for political differences? Definitely NO! (We hope.)

Wot! No Integration?

Much has been written (and published, more's the pity) by Australian "Special Representatives" of the Press who are "covering" the New Guinea situation, about "racial discrimination", "disintegration" and so forth. Seemingly it is in an effort to create a Jim Crow, Deep South controversy in the Territory.

Something that nobody, of any colour, worried about, or even gave thought to a few years ago. (No one was atomic-conscious before the bomb dropped, either.)

If these industrious Press Representatives are on the ball (and I have no reason to suspect they are not), a few Rabaul current sociological happenings should make them change their tune and depict the other side of the coin.

For instance: A wedding is set down for this month (August) between a European businessman and a coloured lady from a neighbouring island which, according to my Rabaul scout, will out-glamourise any previous nuptial ceremony. Guests will number (so it is expected) many hundreds, including the Best People of both eras. The bridal gown is being created by Rabaul's leading *couturier* and catering is to be on a lavish scale.

There are various instances of mutual attraction being demonstrated between the two sexes of the multi-racial community, which a few years ago would have been dealt with from an official level. But these days, a few eyebrows are raised and Officialdom says: "What can we do?"

Then last month at a reception in Rabaul to the First Gentleman and Lady of the Land there was present the wife of a native Member of the Legislative Council. Said to be the first occasion for such an appearance at an official function. She was accepted. It was quite *de rigueur*. (But one cannot forget the eyebrows that were lifted a few years ago when Administrator J. K. Murray entertained some local chieftains at Government House. It was not *de rigueur* at that time.)

Actually there has been more disintegration, racial discrimination or what-have-you since we Australians took over than there was in the old German days when it was common practice for Europeans to have their native female companions.

Hence the reason in those days for nearly every plantation to have appropriate guest houses for the accommodation of itinerant bachelors who might call in for a night's rest.

A Blue Nose Policy during the late Military Occupation days banned this particular racial integration and later, in the Civil Administration time, the Law called for official marriages to be performed; otherwise it was an offence.

The whole world is clamouring for racial integration, which one presumes includes the mating of both European sexes to native opposite numbers, so we can't do very much about it but accept it—and try to like it.

More About The Mortlocks

In my mail this month came a letter from Mrs. Frances Kroening dealing with the Mortlocks. She points out that the Group was originally owned by Queen Emma, "who wished to give them, as a wedding present, to my father and mother; but my father, Joseph Highley, insisted on paying a nominal sum and had a bill of sale made out".

The correct particulars regarding the ownership of the islands, she writes, are: "Firstly wholly owned by my father; on his death the property was left in equal and undivided share to my mother and myself. My share was expropriated after the First World War; this expropriated share was acquired by Goodson, later. On my mother's death, I inherited her share. In about 1928, the Government resumed most of the Mortlocks, leaving two small islands which were jointly owned by Goodson and myself; later Burns, Philp & Co. took over Goodson's share, and recently I have purchased BP's share".

Continuing, Mrs. Kroening writes: "I was born on the Mortlocks and lived there until I went to school (in Australia and England); after returning from school and during the holidays I visited the Mortlocks often; also later with my husband several times. . . Since returning to Toboroi, in 1950, I have wanted to go over to the Mortlocks but the only vessels going there were government trawlers and although I enquired verbally several times . . . they were unable to assist me.

"It is only since the Bougainville Company has made a run out there that I have had the opportunity of going. In the last 12 months I have been twice. Some of the natives still living are from my childhood days. They are a happy-go-lucky crowd and have asked me to go out and build up the old home again.

"All they want is medical services; someone to sell their copra to (incidentally the whole of the Group was planted in coconuts by my parents), a government school and otherwise to be left in peace."

Left in Peace

The punch-line in Mrs. Kroening's message is "to be left in peace". Or so it seems to me. And it opens up a vast line of thought, which stems from the definition of the various cliches we are using these days in connection with "self-government"; "native independence"; "Freedom".

Is the native conception of these qualities the same as ours? Do they visualise "civilised standards of living" on the same plane as we ultra-moderns do? And are they straining at the leash to enter the modern rat-race for the accumulation of money and to become absorbed in the present-day strife for economic and political supremacy?

Some of them, perhaps. But a great number, I suggest have ideas very much along the same lines as the Mortlock Islanders.

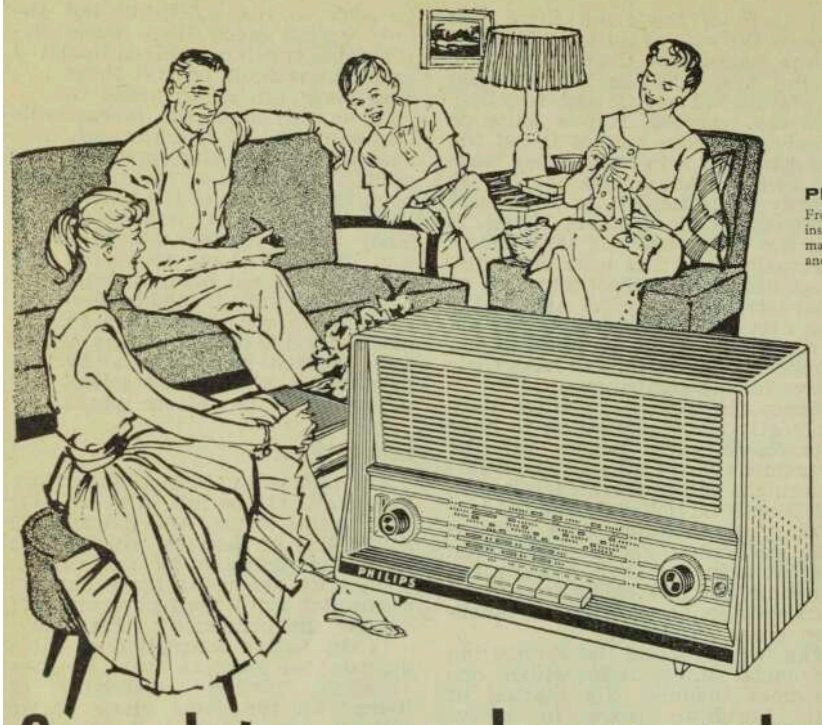
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. . . Margaret Merril

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When the Tidal Waves Hit

WILD NIGHT IN AVATIU

By R. Boyd

The tidal waves that spread right across the Pacific in May, following devastating earthquakes in Chile, caused some excitement when they got amongst a trio of visiting yachts at Rarotonga, Cook Islands.

SUNDAY, May 22, was a pleasant enough day, particularly when you had just spent three rather hectic weeks at sea.

Three yachts had left Whangerei, in Northern New Zealand on the same day, April 30, and I had sailed as crew on one of them, *Nina*, now owned by Theo Buckthought. On board as well were Theo's wife, Mary, and their four young sons. We tied up at Avatiu Harbour on the north side of Rarotonga on the afternoon of May 21, and were followed early the next morning by *Kehua*. *Patsy Jean* could be expected any time. *Tahiti*, an American ketch, was already in port.

We spent most of Sunday drying sails, etc., and generally relaxing but at 9.15 that night our relaxation was disrupted in the most alarming manner.

Returning to Avatiu in response to a telephone call, I was astounded to see three boats sitting high and dry, held upright only by their mooring lines and the frantic efforts of those on board, using spinnaker booms and what-not for legs.

Two tidal waves had been experienced and, as I arrived, the third wave came surging in. There seemed to be no chance of an early let-up, so it became imperative to get the family ashore. This was made comparatively easy when the tide surged out again, and I was able to walk out to the boat and place the kids in the dinghy, floating alongside in a couple of feet of water.

A hospitable bystander rushed them off to bed in her nearby house, and they knew very little of the chaos that followed.

It wasn't necessary for me to use the dinghy to go back aboard *Nina*; I just walked out and climbed up the bobstay! Theo was working valiantly with a boom and I set about doing the same. It was impractical to think of heading for sea (where we would no doubt have been safe) for the other two boats were tied up in front of us and each of us was secured with half a dozen lines. All we could do was try to keep in the narrow channel and hope that our lines would weather the terrific strain they were called upon to stand.

As the waves continued to surge in and out it became obvious that something had to give. *Kehua* was soon performing acrobatics with only a stern line holding her, dragging her bilges noisily and disdainfully across every available stretch of shallow water, and trying hard to wreck herself.



Morning saw "Nina" refloated, but "Tahiti" and "Kehua" the worse for the experience of the dark hours.

At one stage she lay right down on her beam-ends. *Tahiti* soon joined in the fray and was rushing hither and thither, doing her best to poke her bowsprit through the other boat's topsides. She managed to crack five of *Kehua's* good kauri planks before she came to grief herself, and sank.

Masts Snap

The bowsprits on the other two boats snapped off like matchsticks as the boats charged one another, and on board we were completely helpless. The night was so dark it was impossible to see what was going on ashore. Our thanks went out to the kind fellow was left his car lights burning for four hours, and directed at us.

When one wave surged out, *Kehua* and *Tahiti* leaned towards each other, their rigging tangled and as they came upright again, there was a sound like a rifle shot as the New Zealand boat's mainmast snapped off near the base.

On board *Nina* we had managed to keep things fairly well under control until *Tahiti* came back with sufficient force to break our starboard chain. This left us virtually without any bow line, and as the waves had now been going on for a couple of hours without any sign of a respite, we took the advice of a knowledgeable local and pulled the yacht as far as possible up the beach, making fast to a convenient power pole.

Kehua by this time had climbed half-way up the stone jetty, and her crew, having made everything fast, had abandoned ship, first stripping off the broken mast and rigging.

Having done quite some damage to everybody else, *Tahiti* holed herself several times on a large, coral head, and settled sedately on the bottom. Throughout it all, "Smithy", her owner and lone crew, never lost his sense of humour.

At its worst, the tide had been rising and falling a maximum of about 12 ft but at 3 a.m. the surges had settled down to about three or four feet, and the interval, which had been as little as seven or eight minutes, was considerably greater. The worst was over.

Some Got Away to Sea

Things had not been good at the other harbour—Avarua—either. Fortunately only one of the local trading boats, *Dobiri*, was in port, and her flat bottom had saved her from serious damage. The Union Co. launches, warned beforehand, had to put out to sea, where they spent a day and a half killing time and catching a few fish.

Next morning, the surges were still running fairly consistently, though much smaller and with many hands, and a jeep to tow her, *Nina* was soon back in the water.

About midday the harbours again began to empty out, so *Nina* and

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Dobiri put to sea, to see it out in safety. The *Dobiri* remained out for the night, but with the uncertainty of a broken rudder fitting, it seemed best for *Nina* to head back in. Our entrance was rather more sedate than the exit, when we had shot out, literally "on the crest of a wave." *Nina* has never moved faster.

Back in harbour we spent a moderately quiet night, and by Tuesday, in spite of another warning over Radio Australia, things were virtually back to normal and our thoughts turned to the question of the repairs that must be carried out.



Cake And Kava For The President

We don't know how close Mr. Len Moran has come to creating an all-time record, but it must be very close. On June 25, over 100 guests celebrated his 35th year as president of the Polynesian Association of Sydney, and at the same time, his 60th birthday. Over all these years, Len Moran has become the best-known of all Sydneysiders to hundreds of Islands people visiting that city—and it seems to have been a youth-preserving process. As this photograph shows, those 60 birthdays sit easily on the Moran shoulders.

Guests from Samoa, Tonga, Tahiti, New Caledonia, New Zealand and Fiji were present at the anniversary party. A number of gifts, including a gold wristlet-watch from Association members, were presented.

Entertainment included a kava ceremony and dancing by Tahitian, Samoan and Maori girls.

—Photo by Leicagraph Co.

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AUSTRALIANS NEED EDUCATING

Cause Of Cockeyed Ideas On P-NG

"What's needed isn't just more schools for promising Papuans but more schools for backward Australians."

A very senior officer of the Administration smiled as he spoke. But it was a bitter smile (wrote Mr. Douglas Wilkie, a correspondent of Melbourne "Herald", in a despatch from New Guinea in July).

HE told me of the anger, resentment and even despair of the white community here when newspaper clippings come back from Australia of stories about the way New Guinea natives are kicked around, exploited, segregated and discriminated against.

The trouble is that a few of these stories—a very few—are true. Others are true, but false in so far as they appear in quite a different light when set in a fuller context.

The sum total of truth and falsity is trifling when weighed against the enormous patience—enormous is the only word—kindness and goodwill shown by a vast majority of the whites in their everyday dealings with natives.

Australian Second-Raters

Main exceptions are a residual and fast vanishing breed of old-time planters who have been too long in the country for the good of their lives, and newly arrived youngsters who have come to take temporary jobs in shops or work on building contracts.

They include second-raters in Australia who delight in their first chance to shout and shove around someone whom they can at last satisfy themselves is inferior to themselves.

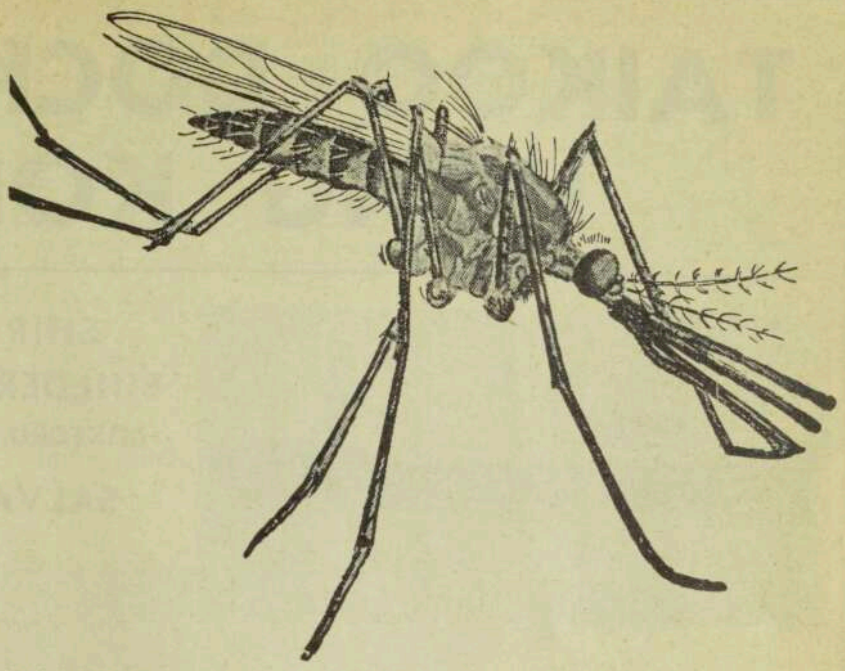
They also include foremen tradesmen who don't take easily to the task of supervising native labourers and junior tradesmen.

Doubtless the exasperation of the building foreman would be just as forcibly expressed down south if he came up against the same sort of inefficiency and seeming sullenness in a weird mob on the job.

But add to this the human problem of dealing with people whose temperament, language and customs he had not begun to understand and he may be tempted to become a raving nigger-driver or sack the lot.

In fact, neither of these alternatives is allowed to eventuate but the end compromise is good for neither black nor white.

It inspires officialdom's earnest



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—7 to 10 years—1 ADULT FORMULA Tablet as a single weekly dose.
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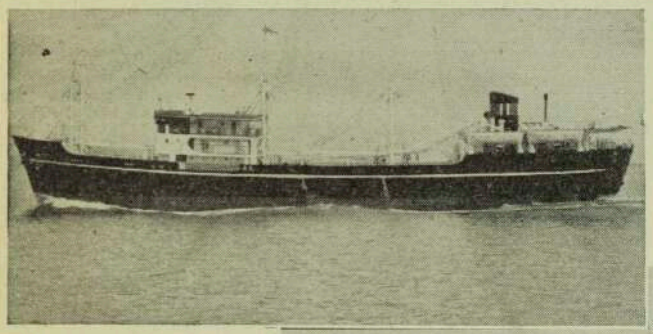
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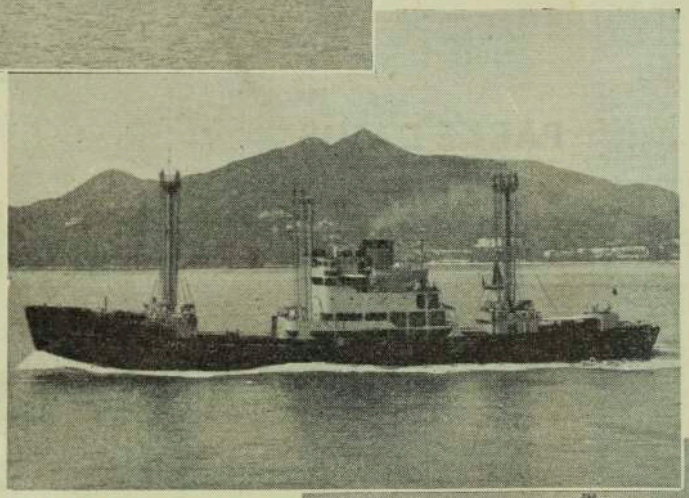
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TAIKOO DOCKYARD HONG KONG



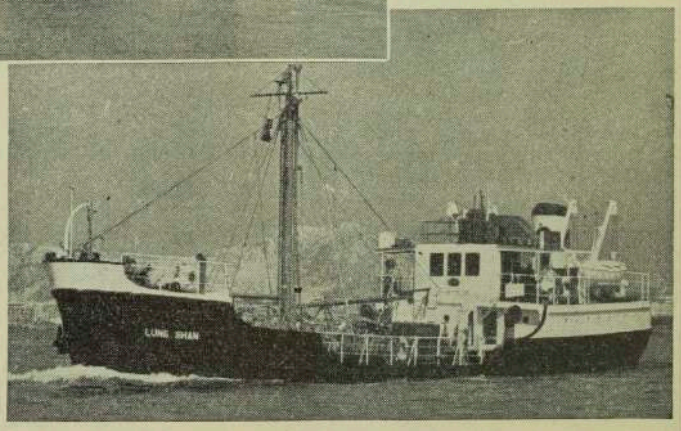
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Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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but, alas, impracticable desire that anyone coming up to wield any sort of authority in New Guinea—especially a little brief authority—should first be pushed through a course of primitive anthropology.

The White Man's Burden

The overall result of Australia's experiment in paternal colonialism is unlike anything attempted elsewhere by the white man in the tropics.

Elsewhere the white man has taken up his burden in return not only for commercial profit but for an assurance of living conditions made tolerable by cheap native labour and financial privileges allowed him by his Government back home.

White settlement in New Guinea was a response to some of these inducements. It is not mere coincidence that the 20,000 Australians in New Guinea outnumber the Australians in Northern and Central Australia, which would be even more thinly populated today but for cheap aboriginal labour to lighten the white man's unnatural burden.

But in New Guinea the burden is growing heavier proportionately as compensations for bearing it tend to decline.

Native labour, always inefficient, seems likely to become more expensive and—under external political pressures—more unreliable faster than it becomes less inefficient.

NG Taxes and Wages

Residents claim that the taxes they now pay direct and indirect are higher than in Australia, which doubtless looks good in the UN Trusteeship Council but not so good to the man who suffers the discomforts of New Guinea in order to save enough money to enjoy later the fair share of civilisation back home.

After more than half a century of "colonialism" Port Moresby still has much of the atmosphere of a frontier town in the midst of a curious sociological experiment—a halfway house between Charters Towers and Singapore.

It is a freak combination in which the comforts of Singapore are parodied in a few ramshackle forms and in which the white man's burden is evident in the Australian doing much of the sheer physical labour while his wife bears the brunt of her own house-work.

Most housewives have native domestic help but more and more are finding that an automatic washing machine has economic advantages over employing a native "boy" at £2/10/- a week, plus providing him with quarters, medical care and rations for himself and as many dependants as he can muster.

If the process continues until most of the whites find themselves going down economically as the black man comes up socially, they will begin to move out—all but a few dedicated civil servants.

It has not come to that. But it will unless Australia shows more psychological and practical sympathy with New Guinea settlers who are earnestly trying to help the native Papuans to share a common burden.

"Discrimination"

Until the native has been taught there will inevitably be cases of "discriminations" such as those against natives likely to spit betel nut juice in cinemas or to bring their skin ulcers and worse into club swimming pools.

Past Australian Governments and Australian taxpayers may be to blame for the persistence of betel juice and ulcers. But why blame the New Guinea whites for an elementary act of apartheid based not on different shades of skin colour but different levels of culture and hygiene?

On first impressions, I would prefer to judge the majority of New Guinea whites by a young Australian father working here, who told me his daughter would soon be going to primary school. I asked him if it was a mixed school for both whites and natives.

"I never thought of asking," he said. "I expect so."

His expectations were admirably correct but his not having troubled to ask was perhaps even more admirable.



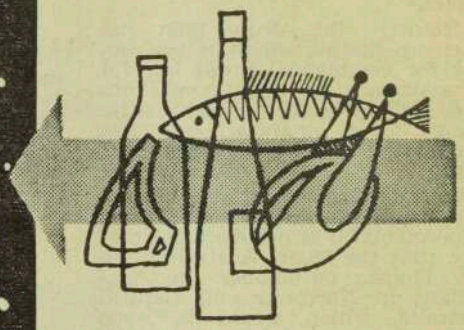
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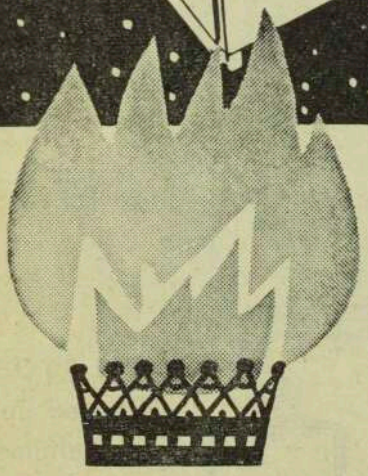
Even fresh foods may be kept for several weeks or many times longer in the C 80 than in an ordinary refrigerator.



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FROM SOME NOTES MADE IN FIJI

More Hotels :: Fewer Tourists

By R. W. ROBSON

One gets the impression that Fiji is not doing all that might be done to stimulate the tourist traffic, and that the stream of tourists moving through the archipelago this 1960 season is less than in previous years.

THERE does not seem to be any authority or agency in Fiji with the necessary power, or imagination—or funds—to really sell Fiji's tourist attractions to the world.

It is a pity. The world wants what Fiji has to sell; and Fiji desperately needs the revenues brought by tourism.

However, the industry which owns and operates hotels in Fiji is doing its share. The reproach, that tourism cannot be fully developed in Fiji because there are not enough hotels, can no longer be employed. Never have I seen so much hotel-building going on in Fiji at one time.

The Cathay interests have made the great, barracks-like addition to the Grand Pacific Hotel, on the southern side, as shown in the accompanying photograph. It may not be aesthetic—artistic people wail that it is not in conformity with the "beautiful front" of the famous old GPH—but it does provide a couple of score of additional bedrooms, all most modernly equipped with private bathrooms and tropical amenities. The rest of the hotel has had a real face-lift—there is a new bar in the big central lounge, and another new bar and a modern beer-garden on what was formerly the bare lawn at the northern end.

Northern Hotels' new Club Hotel, very modern, air-conditioned and expensive, has been extended right along the Gordon Street frontage, from Victoria Parade to Joske Street. This has allowed the lounges and dining-room on the ground floor to be extended, and five more very modern bedrooms to be added to the top floor.

Out on the southwest coast, at Korolevu, Sir Hugh Ragg's famous beach resort has been catching so much "American millionaire stuff" that additions have had to be made. A new storey is going onto the main central block, where are the offices and dining-rooms; and this means that there will be air-conditioned bed-room suites in the main building, as well as in the *bures* which extend along the beach.

There is furious building activity at Lautoka.

For some reason, the bureaucratic gods which preside over these things refused Northern Hotels permission to build another hotel there; but did give permission to the Cathay interests. So a big Cathay hotel, with an impressive design, now is taking shape near the Post Office, directly opposite the Northern Club.

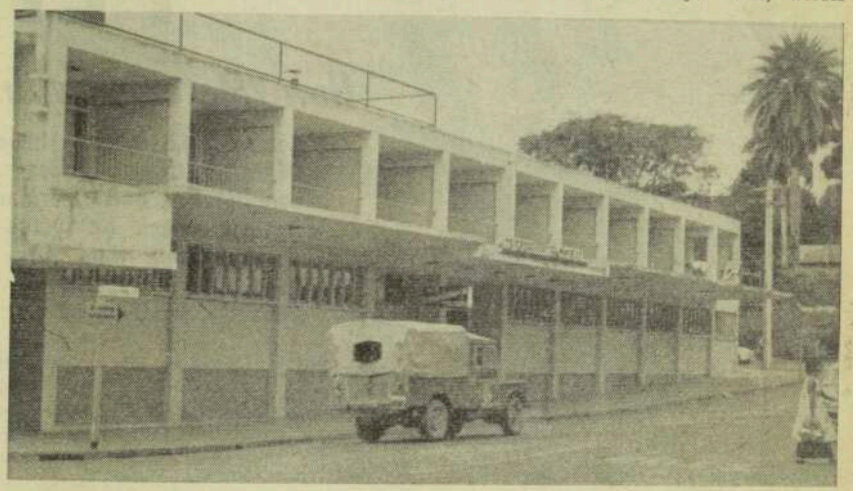
Northern Hotels, not discouraged, now are re-modelling their well-known Lautoka Hotel on its southern side, to provide more lounging space, beer-gardens, and other amenities—quite a face-lift, in fact.

In the more crowded part of Suva, at the intersection opposite the Lilac Theatre, where Waimanu Road joins Marks Street and Toorak Road, a large, old building is being re-modelled and added to by Fiji Builders Ltd., for Messrs. Bhanabai & Co., and a large sign says that this is to be "a residential hotel". On present indications, it is not after the tourist traffic; but it looks as if it will provide substantial additional hotel accommodation for more modest travellers.

When and Why They Burn Sugar-cane

In many countries which grow sugar-cane, the farmers set the cane-crop on fire immediately they are ready to cut it. There is a great blaze as the dead, dry leaves or fronds are swept away; but the masses of blackened cane which are left are bare and accessible, and apparently undamaged, and cutting is easy and quick.

They are not cutting cane in Fiji at the moment (July)—but, when

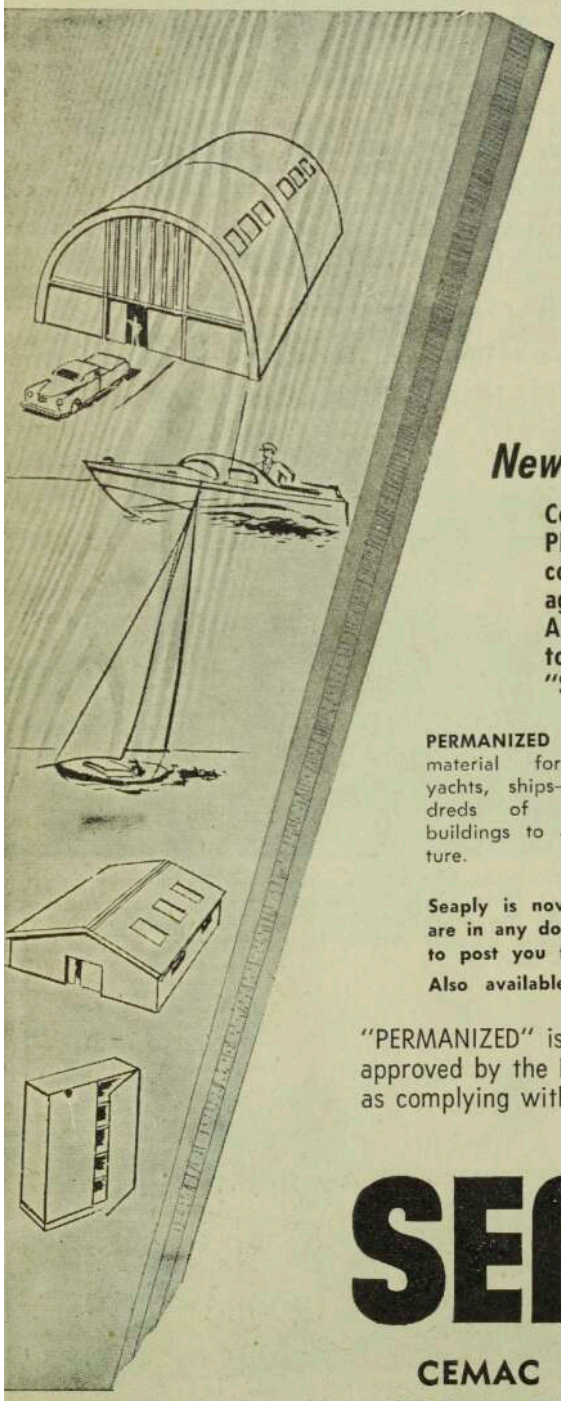


ABOVE: With the additions, the new Club Hotel, Suva, now extends right along Gordon Street from Victoria Parade (where this photo was taken) to Joske Street, in the distance. BELOW: The addition on the southern side of the Grand Pacific Hotel, Suva. There are also small additions on the northern side.



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they do, they don't usually follow the burning method. The cutters fight their way through the cane's heavy foliage, chop top and bottom, and leave all the debris to be burned after the cane is removed.

But sugar cane is a favourite resort of hornets; and, when the hornets get busy and scatter the cutters, the technique changes. The banks of cane are then set afire; out come mongoose, rats and a few toads—but mostly the hornets and the toads go up with the trash in flame and smoke.

In Queensland they usually put a fire through the cane, and on some of the farms this year they are experimentally trying out big new machines which not only cut the cane off the ground, but also chop it up into short lengths, which then are piled into trucks, and taken straight to the crushers. It could mean that one of these days the human cane-cutter will be superseded.

Indian Diplomat Has Served Fiji Well

Fiji will really miss this man, Mr. D. K Bhasin, Commissioner for India in that Colony, when he moves on shortly to another sphere of duty.

Mr. Bhasin, and his charming and very beautiful wife, have not only been hospitable hosts at countless all-community parties at the Indian Residency in Suva; they also have been among the most-welcomed guests at every kind of ceremony and social gathering.

Mr. Bhasin has served India well,



Mr. Bhasin.

both before and after independence, in all kinds of diplomatic posts in Asia and the Middle East, and his courtesy and kindness, and talent for saying the right thing at the right time, have won for him hundreds of friends all over the world.

The later occupants of the Commissionership in Fiji—and more especially Mr. Bhasin—have done a great deal to create good relations between the Fiji Indians and the other races in the Colony. A foolish man, in that position, could have done irremediable harm.

There are hot-heads in the Indian community here, just as elsewhere; but the influence of Mr. and Mrs. Bhasin has been consistently on the side of tolerance and moderation.

And there is plenty to be tolerant about. There still are in Fiji too many of the old-style Britishers, who are incredibly prejudiced against all non-European races.

A Little Sidelight on Racial Relations

Two miles from Nadi, in north-west Fiji, there live two families, both long established in Fiji—a European and an Indian family.

They are near neighbours, and good friends. The two family heads are cultured men, and enjoy a chat on public affairs. On special occasions, like feast days and birthdays and public holidays, the families visit each other's houses, and celebrate in time-honoured fashion.

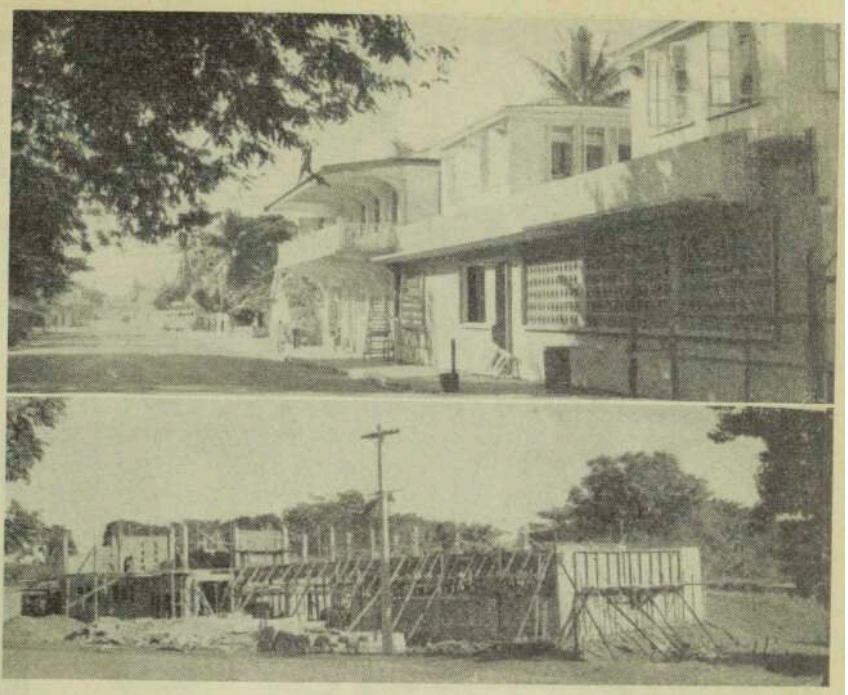
Not long ago, an elderly relation of the European family died at their house there. On the day of the funeral, the Indian, with his wife and daughter, came in to offer their condolences, and brought with them a beautiful wreath.

The head of the European family was out, but his friends chatted quietly with the Indian family, in the lounge. Suddenly, a back door opened, and a visiting European woman came in. She was an elderly missionary.

She stopped in the lounge, took a look around, and hurried through the front door. She met a man coming in. "I'm not staying in there," she was heard to say. "The place is full of Indians!"

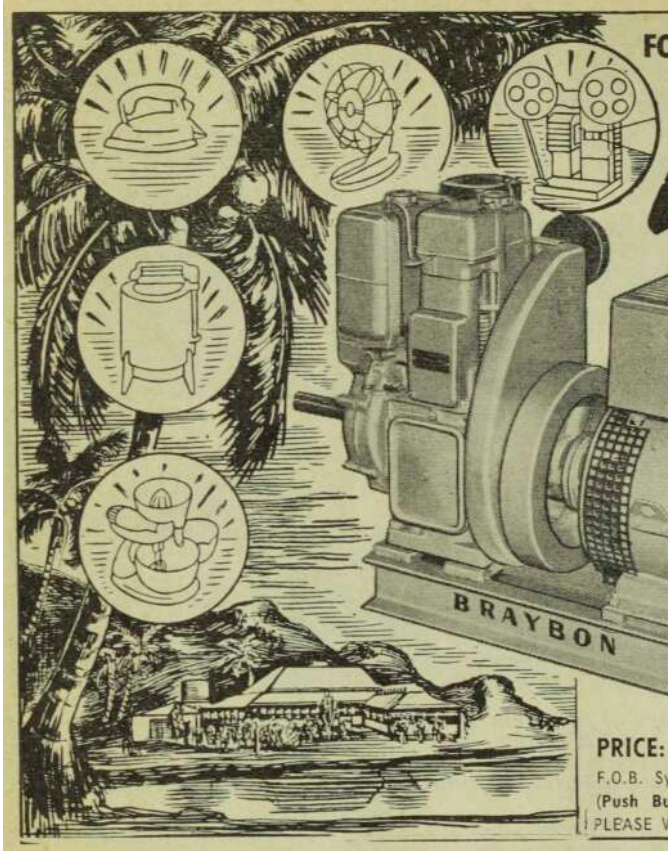
The other Europeans—the head of the family had now returned—were sick with shame and embarrassment. The Indian man waved their apologies aside, said he "quite understood", and he and his family made a quiet and dignified withdrawal.

That Indian is a professional man, and a leader of the Indian cane-growers in the dispute with the CSR Co. I had expressed surprise at his apparent dislike of Europeans generally, and of the CSR Co. in particular. A friend then told me of the above incident—he was pre-



Top shows one of the main streets at Lautoka; and the main part of the big Lautoka Hotel is at right centre. The southern portion of the hotel, which is undergoing structural alteration, is on the right. Lower picture shows the new Cathay Hotel in Lautoka, being built opposite Northern Club.

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sent and witnessed it. So we should not judge too harshly— there often is more in these things than meets the eye.

Good Cheap Houses For Artisan Classes of Fiji

Nothing is better calculated to promote "peace, order and good government" in any community than plenty of suitable housing; and, in that respect, the Fiji Administration and its instrumentalities are doing a praiseworthy job.

Here are photographs of dwellings newly erected in selected areas at Laucala Bay, Lami, and other suburbs of Suva, designed to provide a modest wage-earner with a suitable place in which to live.

For example, the neat little house shown in the centre photo, has two bedrooms, a kitchen and sitting room, bathroom and lavatory, electric light and city water; a Euronesian and his wife and child occupy it at a rental of £6/10/- per month; and the regular payment of that rental gradually gives them complete ownership.

These housing projects are the special hobby of Mr. John Falvey, MLC, who is assisting the Government Housing Authority in various ways. He takes an active interest in their promotion and development. Millers Limited are carrying out the work at Laucala Bay, and a special enterprise headed by young Brian Derrick is creating a neat little suburb at Lami, overlooking the Bay of Islands.

This is all to the good. Some very dreadful slums—the only resort of unfortunate Indian families—have been tolerated at the back of Suva for too long—these housing projects should be the counter to them.

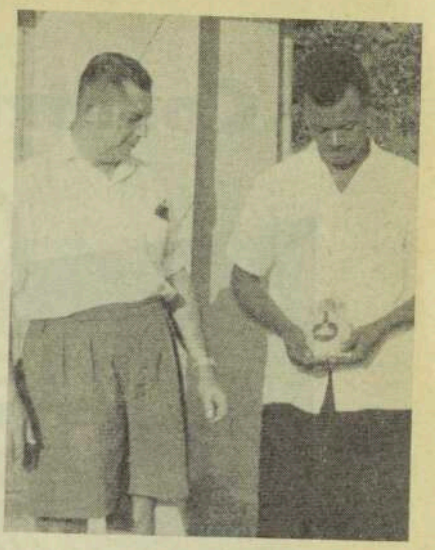
Fiji Now Is Eating Home-grown Capons

For some months now, every three weeks, 2,000 day-old chicks have been taking off from Sydney in a trans-Pacific airliner for Suva, Fiji. Three months later, they are fat capons, dressed, cellophaned and frozen, ready for the chef.

Every hotel and restaurant in Fiji and scores of private citizens, are reaching out for this attractive new line in locally-produced food—the demand persistently outstrips the supply.

This is the praiseworthy private enterprise of Mick Boulton and Vic Jackson, two young men of Suva, Fiji-born and formerly facing apparently dead-end jobs.

Their initiative and energy gained for them the support of the Department of Agriculture and the Industrial Loans Board; they acquired suitable land out at Lami; built suitable brooder, weaning and fattening houses; brought in electricity and water; introduced gadgets for automatic feeding and watering; got the peculiar kind of equipment that removes feathers, helps clean the birds and deep freezes them—and now the business is running like a well-oiled machine.



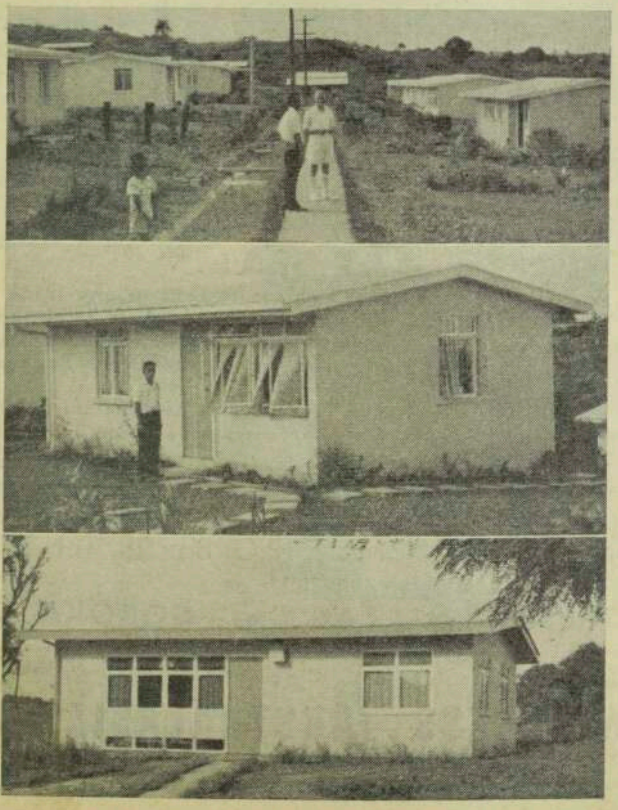
Mick Boulton and helper, with a capon, just dressed, labelled and frozen.

Mick Boulton showed me over the establishment—separate sheds where gentlemen fowls (he calls them "boys") at various stages of growth sit in clean wire cages, and eat, and eat, and eat.

It is essentially a place for males; but in one little house, all by itself, there sat a dozen "girls", immobilised in small wire cages of peculiar construction. Food and water go in at one end, and brown eggs come out at the other. The egg is automatically guided from the hen into a padded channel, and rolls down a little ramp under her floor into a compartment in front of the cage. To see the consternation on the face of the "girl" as the new-laid egg appears suddenly in front of her, is alone worth the price of admission.

At present, most of the considerable quantity of food needed for these thousands of capons is imported; but the two young men are actively planning local production —which, of course, will further stimulate local industry.

It is part of an all-out effort which Fiji is expected to make in the job of feeding itself and correspondingly reducing imports.



Examples of artisans' houses that are being built by housing authorities in Suva, Fiji.

Top: A vista of neat white cottages, overlooking Laucala Bay.

Centre: Typical cottage at Laucala Bay.

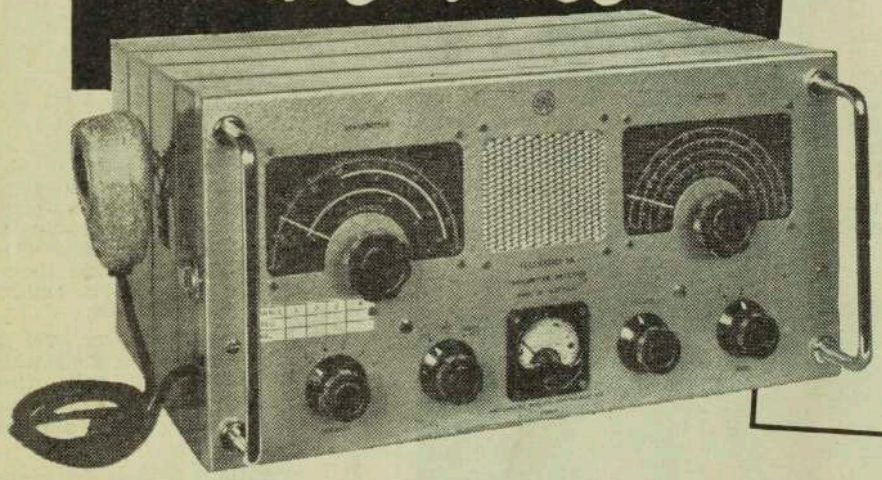
Lower: One of the cottages at the new suburb at Lami.

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No Sex or Bottle Fights

THE 10 TAMBUS OF PAPUA-N. GUINEA FILM CENSORSHIP

The Papua-New Guinea Administration is, as far as we know, the only one in the Pacific which censors movies for its native population. Opinion is divided about this and some people see it as excessive paternalism, and point out that the same things are being cut out of films now as were cut out 30 years ago when the NG natives were far less sophisticated.

Others feel that it is a good thing not to "put ideas in the natives' heads".

Probably the most interesting aspect of the whole thing is that the films P-NG natives are allowed to see are those most favoured by the natives of the Eastern Pacific who have an open choice in the matter. The favourites are noisy Westerns and anything of the fast moving cops-and-robbers variety where the goodies always win out over the baddies in the end.

THE wide-eyed native audience in the small Port Moresby theatre cheered and shouted, as a band of cowboys thundered across the screen. Close behind came a horde of whooping Indians.

Each time a horseman plunged from his saddle, whether pursued or pursuer, the cheering grew to a frenzy.

Five minutes later the film was scheduled to show a settler being scalped.

Still later, there was a sequence of a waggon-train massacre, in which women and children were killed.

These scenes, however, got no further than the cutting room of the Papua-New Guinea Administration's chief censor, the man responsible for all films shown to the territory's native population.

Plenty of Action Wanted

A senior Administration officer explained: "Natives like to see plenty of fast and furious action in their films. Within reason, we cater to these tastes. But while we don't believe in being too severe, we don't believe in putting ideas in their heads, either."

Although legislation forbids Papua-New Guinea natives to see uncensored films, it leaves what should be "cut" to the censor's discretion. The Department of Native Affairs, however, has drawn up a list of categories it considers taboo:

- Scenes of strife between natives and Europeans.
- Scenes showing excessive brutality.
- Assaults with knives or bottles.
- Repulsive drunkenness.
- Assaults on women by men; women fighting.
- Children or disabled people being ill-treated.
- Scenes likely to bring the laws of Papua-New Guinea into contempt.
- Sordidness.
- Cruelty to animals.
- Suggestive gestures of a sexual nature.

"All but a small proportion of the Territory's indigenous population are still very primitive in their outlook," said the Chief Censor, Mr. T. Aitcheson, "and many would not understand that a film is an entertainment medium only.

"They adopt many of the things they have seen on the screen, just as European children ape their favourite cowboy star, or play-act 'cops and robbers.'"

Native Affairs officer, Mr. Ken Chester, who censors all films shown at Port Moresby's Badili "native theatre", believes prolonged action in any form is what the native theatre-goer wants to see.

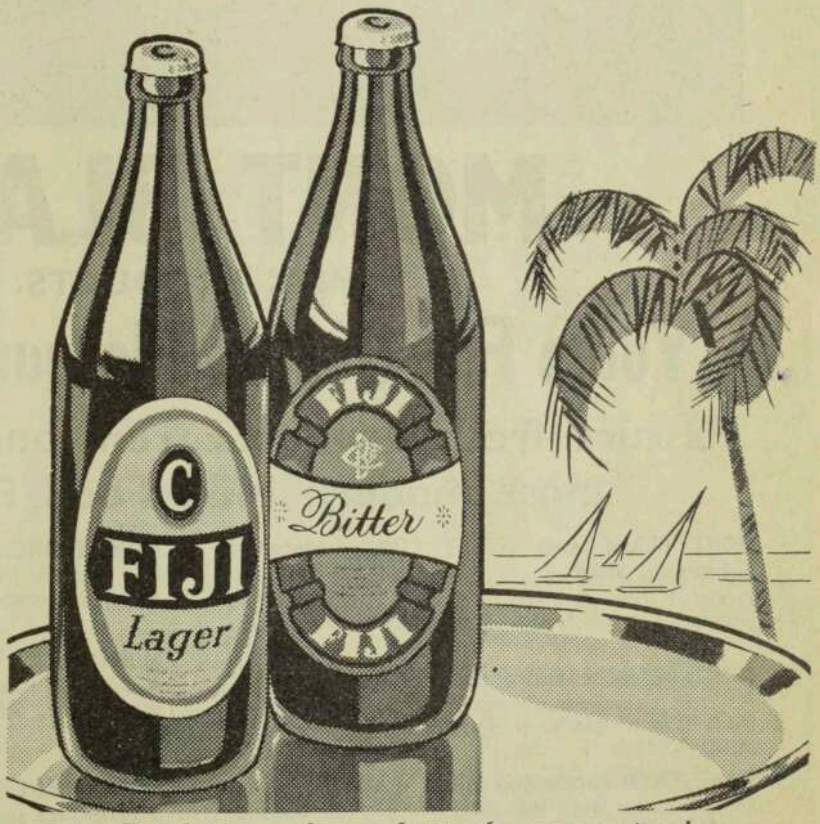
"Westerns are a great favourite, closely followed by crime and war films," he said.

"Singing cowboys, and anything to do with horses are also very popular.

(Over)

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"Science fiction, however, is not vanted. The native cannot grasp ust what it's supposed to be all bout."

"I would not pass anything that howed continuous, brutal violence r wanton destruction," said Mr. hester.

"A gunfight between police and ank robbers, or cowboys and ndians, for instance, would be lright, but not a brawl in a back lley with broken bottles and base-all bats.

"A bloodless fist-fight would pass, ut I would cut a one-sided fight which a man is shown being ercilessly beaten by others.

It's OK To Bathe

"While an ordinary embrace be-veen a man and a woman, or a ot of a woman in a bathing stume would be suitable, pro-cative sex, such as a belly dancer lurid love scenes, would be ex-uded."

On films with racial themes, Mr. hester pointed to South Africa's cent racial riots and segregation cidents in America as the sort thing banned.

"But recently we passed a film on au Mau terrorism in Kenya and is went very well," he said.

"And," he added, "while the theme as black against white, the audi-ce applauded the parts showing tive terrorists being rounded up d gaoled."

Mr. Chester said this apparent preciation of European justice nning out was strongly evident ong the majority of natives who to pictures.

"Almost all films have the dom-ant theme of the hero triumphing er the villain. I don't believe the tives get tired of seeing this. In ct, they seem to cheer loudest in wboy films when it is the Indians o are getting killed."

Criticism has, from time to time, en levelled against this censorship licy on the grounds that it is scriminatory. Most European eatres in the Territory show films nsored in Australia, and not for tives, so they therefore exclude tives from the performances.

The manager of Port Moresby's pua Theatre, Mr. A. Carter, said y could not continually show the t of films seen in native theatres. 'Our European patrons would soon sick of singing cowboys and rilling Indians," he said.—*AAP-uter.*

QUEEN GOES HOME

Queen Salote Tupou, of Tonga, o has been visiting New Zealand d Australia in recent months, and o spent some time in Sydney sembling historical material on nga from library records, was sented with a silver tea-service the Tongan community in Auck-d prior to her return to Nukua-a aboard *Tofua* in mid-July.

New Food-Fish For Islands Rivers

THE successful cross-breeding of ocean salmon with fresh-water trout, to produce a new strain of fresh-water fish—a feat recently achieved by Japanese marine biologists—could have considerable interest in certain Pacific Islands' territories, where edible fresh-water fish could add to the diet of expanding populations.

The new Japanese variety is the result of cross-breeding male ocean salmon with fresh-water sockeye or blue-back trout. In the initial experiment some 3,500 trout eggs were put in a tank into which salmon were introduced. Fifty per cent. of the eggs were successfully fertilised.

The advantages of a large edible variety of fresh-water fish which can be easily trapped, over a similar type of ocean fish, are obvious. The trout-salmon cross is a far larger fish than the *Tilapia*—which has been introduced into many Island territories in recent years—and is said to be far superior in flavour.

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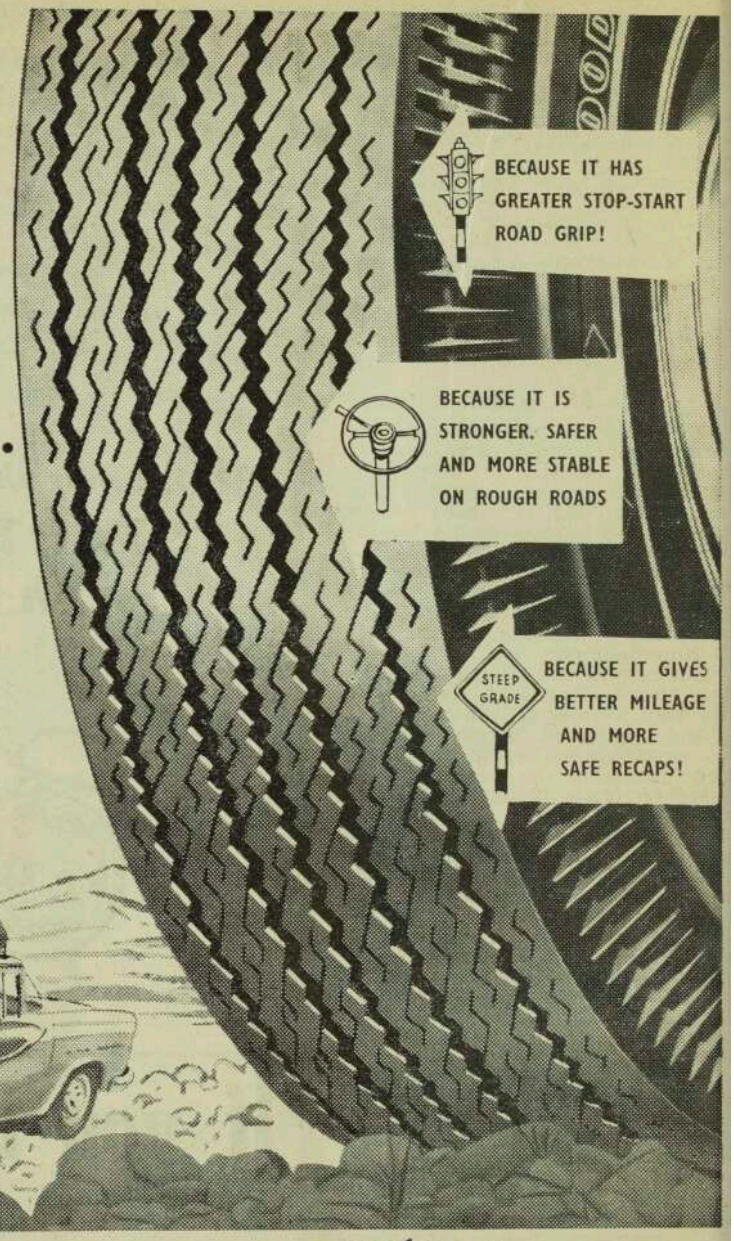
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Sydneysider At Home Base

Why Travel To Europe To Freeze To Death?

And now the winter of our discontent. The season for gales, flu, rain and cold; for end-of-financial-year blues; and, on July 31, I.T. (for Income-Tax) Day.

NOW, in regard to the latter, there has been a change this year, with the Tax-Gatherer whom one usually visualises as an overstuffed Shylock hacking pounds of flesh from most tender parts, appearing in the unaccustomed disguise of Santa Claus.

This is due to Treasurer Holt's budget of almost a year ago. Although it was, on the whole, a Nothing-for-Nobody, he did relent to the extent of a 5 per cent. rebate on personal income-tax..

Most taxpayers forgot all about this, but when the Income-Tax Return forms were handed out this year, there it was at the bottom of page three, in the tiniest type in the printer's repertoire: "Less 5 per cent. rebate".

Taxpayers were inclined to overlook it altogether, but in his Faery-way role, the old Tax-Gatherer bent over backwards and has promised to deduct it himself in the cases where taxpayers have suffered from poor eye-sight.

In this country, of course, we not only have Pay-As-You-Go taxation —which means that the Federal Treasurer gets his rake-off, through tax stamps or group certificates, as soon as you have earned anything; but in the matter of finding out how much you owe, it is also a Do-It-Yourself scheme.

There, in a tiny square on page three, too small to fit the average taxpayer's handwriting or income, is a space reserved for "Taxpayer's Calculation Based On His Own Income", and here you figure just what you reckon the damage is.

You then compare it with your tax stamps (or group certificate) and, in a space on page one, you write in what extra you owe the Tax-Gatherer; or alternatively, what you think he owes you.

This year, due to Mr. Holt's munificence, it is calculated that five out of six taxpayers are owed something, and that in the State of NSW alone it will total no less than £30 million.

You will be pleased to know that your Sydneysider (according to her private calculation on page 3), is one of the five, and that at this very moment, the Commonwealth of Australia is in the unhappy position of owing her £86/19/-.

It will, no doubt, take six months before this magnificent sum is back in my hands; and although my Conscious will know perfectly well that it is all my own hard-earned dough, by then my Sub-Conscious, like the Sub-Consciouses of all those other five-out-of-six taxpayers, will be perfectly convinced that it is a beautiful, free handout from the wonderful, generous Australian Government.

And, for a Government Department, I think that's pretty good psychology.

(For those with devious minds, who might be led to think that £89/19/- is one-twentieth of the tax I pay, and who then are tempted to go on to calculate me some fabulous income—let me disillusion them. Due to some horrible shocks of a few years ago, when I was forced to perform on page one, on the line reserved for "Additional Amount Payable to the Taxation Department"—all due to Provisional-Tax, which is a longer and bitterer story—the accounts department here has instructions to take, not only the amount the Government says I

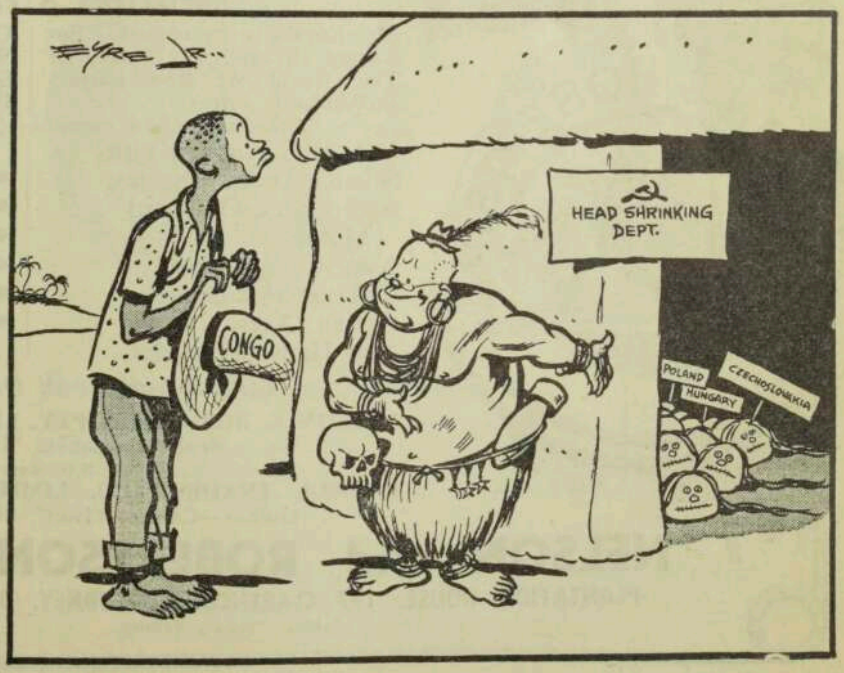
The Frightful Fungus of The Torrid Tropics

Amongst the 57 waste-paper basketsful of Australian newspaper clippings—covering the outpourings of politicians, special correspondents and self-appointed experts on current affairs in New Guinea—that have poured into this office in the last month, this gem of up-country journalism is the only one that has brought even a fleeting grin to the collective, editorial mug:

Mrs. B. Blank, of Belmore Street, who is on three months' holiday on Nieu Island, New Guinea, is having a lovely holiday, but is feeling the heat somewhat.

Her daughters received some snapshots on Tuesday, taken with the houseboy and various members of the community there.

Mrs. Blank, who took her iron and a pair of blankets in case of need, is sending them back quickly, for, in a matter of one or two days, a fungus grows on blankets, and the iron goes rusty. It's good to know it's warm somewhere.



MY FRIEND THE WITCH-DOCTOR: A piece of cartoon comment by "The Sydney Morning Herald's cartoonist Eyre Jr. According to the pop-song of a year or so ago, my friend, the witch-doctor, not only told me what to say, but what to do as well. Mr. K. does alright in both departments.

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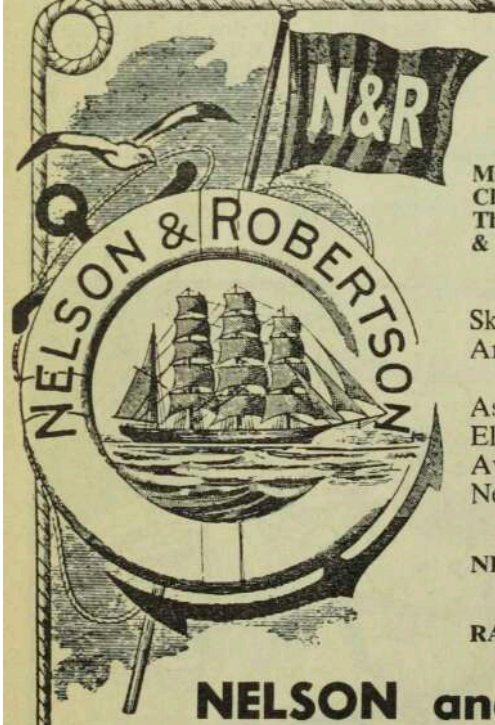
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owe it out of each month's salary cheque, but a nice, round, extra sum as well. This extra is designed to cushion me against the worst slings and arrows of the Taxation Department, and this, if my figuring on page three is correct, has paid dividends this year).

Wanted — Some Winter Grit

Six months ago, I was writing about snow-bound wanderings in Europe. We had, I think I said, the long white roads of France to ourselves, as we worked our way down through Normandy, to the Mediterranean, into Spain and on to Barcelona—the snow and ice still with us.

I don't know what excited me so much about that. The same thing is currently happening in all parts of NSW that are over 3,000 ft elevation, in one of the coldest winters since heaven knows when.

Yesterday dozens of vehicles were held up on the Western Highway near Lithgow (one of the most miserable holes in NSW), because they couldn't negotiate the snow and ice on the road.

The difference between here and Europe, of course, is that (1) we aren't used to it; and (2) winter grit.

The motoring Antipodean visitor to Europe—England, anyhow— in summer, is struck at once by something new on the roads—the gravelled area that appears every mile or two, between the road-edge and the fields, where vehicles can pull off the road out of the way of the ceaseless traffic. These areas are called, and labelled, "Lay-bys". (In Australia a lay-by is a very different thing—it's a form of deferred payment for goods, used mostly by women. You see something you want, pay a deposit of a few shillings in the £, the shop puts it away and keeps it for you for from three to six months at no extra charge. Huge sections of retail business are devoted to "Lay-bys"—and there is no counterpart of this type of merchandising in Europe).

But back to motoring: The visitor to Europe *in winter* sees something else besides lay-bys that's different. Beside the roads, at frequent intervals, especially on hills and curves, are piles of fine gravel. On the Continent they are just there; in the UK they have little notices stuck on them: "Grit"; or sometimes, "Winter grit".

The drill is that when your car wheels won't grip, you scatter the grit on the ice or snow—then, Bob's your Uncle, off you go.

If the freeze lasts long enough, or is extensive enough, local road gangs come out and do it for you—as they did in France and Spain after the first day or so of the big January freeze up.

But in Australia—no winter grit: so when it freezes on the Tablelands, road traffic halts until the thaw—fortunately rarely more than a few hours.

Central Heating is Just for Sissies

By and large, the Australian has not yet learned to fiddle with his climate to the same extent as in Europe, America or even South-East Asia.

Probably the most enervating, dehydrating and tropically fatiguing place on this earth is a London department store during the mid-winter sales; and there is scarcely a hotel or public institution worthy of the name, from Gibraltar to John O'Groats, which is not equipped with central heating. (At the other end of the scale, some of the hotels, restaurants and public places in tropical Asia are so ferociously air-conditioned that they strike ice into your marrow, and send you scuttling for cardigans and sweaters).

In Australia however, particularly from Sydney northwards, it's a

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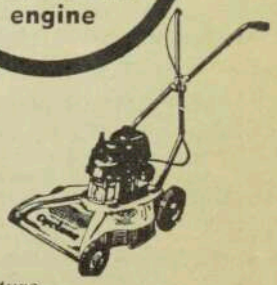
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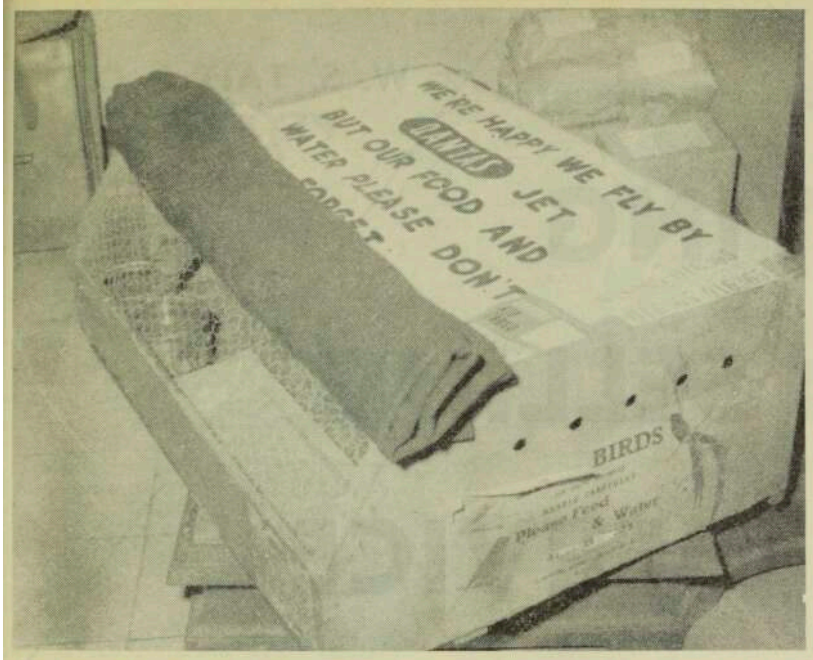


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Why fly yourself when you can go by jet? American collectors are showing interest in New Caledonian native birds, and small shipments are being made by air. This container holds 40 little finches all set to make the Pacific crossing from Noumea.

Photo: Fred Dunn.

xation to grin and bear it, even the temperature soars to 110 egrees in summer, and icy westerlies ring on pneumonia in winter.

The idea has some merit in a limate that has three very cold months, two steaming Turkish-bath months, and seven other months of xcellent weather, but taken to extremes, it is not calculated to make friends, or influence overseas visitors except against us.

Twice during the month I've had go out to the Overseas Terminal Kingsford-Smith airport. Once to meet a pre-breakfast arrival; and gain, to farewell a Fiji friend. he Fiji friend had been held up here for four hours when I arrived.

He was purple in the face and as walking around stamping his et for fear they'd drop off with hat he imagined might be frostite. He told me, with a glazed look his eye, that he had had 17 cups coffee (nothing stronger is vailable, of course) in the sloppy, ain-store style cafeteria, in order try to keep the cold out.

Even more recently, an American urnalist has had a tilt at the me establishment—he says it's the orst International Terminal in the orld. This is, from my own experince, an exaggeration; but so little xaggeration that it doesn't matter. *is*, anyhow, the only airport, of y international pretentions whatver, where a policy of deliberately ying to freeze customers to death pursued.

On none of my winter excursions out there have I seen as much as one small electric radiator in the whole barn-like fibro and wood extent of it.

The Thirteen-and-Four That Isn't There

The time is rapidly coming when, in the currency sense, we will be on the same level as the Spaniards, Italians, Greeks, Indians and others who find it necessary to carry around wads of filthy little notes and pockets full of worthless metal coins in order to transact the business of the day.

But instead of pesetas, drachma and the rest, we'll be carying suitcases of £1 and 10/- notes in order to cope with the grocer and the butcher and baker.

According to figures issued recently by the Victorian Institute of Public Affairs, the Australian £ of today will buy only what 10/- bought in 1948-49; and only what 6/8 bought in 1940.

In this race to inflationary extinction, we are closest to the UK, whose £ is worth only 37 per cent. of what it was, in the buying sense, before the war. Both of us compare unfavourably with New Zealand, whose £ is worth 42 per cent. of its pre-war value; America, whose dollar is worth 49 per cent., or Canada, with a dollar worth 50 per cent.

Even better off are the Swiss, with a franc that is worth 55 per cent. of its pre-war value; and West Germany (we beat them, remember in World War II), with a mark that buys 52 per cent. as much as the pre-war mark.

The Victorian Institute also supplies the recipe for dealing with this galloping inflation:

- **Business management should promote good industrial teamwork and employee relations upon which an enthusiastic effort could be based.**
- **Management should aim at reasonable and not excessive profits and charge reasonable and not excessive prices.**
- **Employees should make efficient use of their working time, also the materials and equipment they use; they should observe rules and keep a look-out for ideas to increase efficiency.**
- **Government should have a responsibility to give real leadership to combat inflation. They have a duty to restrain their spending to what the economy could afford.**

What a hope! In mid-July, and affecting the August-October quarter, the basic-wage, cost-of-living adjustments went up 18/- per week in Victoria (where they have removed control on rents), 7/- in Adelaide, 6/- in Hobart, 5/- in Perth, 3/- in Sydney and 2/- in Brisbane; the NSW Miners' Unions have asked the Arbitration Court for a 35-hours-week and the NSW Government (Labour) is supporting them; Ironworkers' Unions are asking for the same thing; Federal unions are petitioning the courts for three weeks' annual leave (four weeks for shift workers) instead of the present two; some of the big industrial companies have been announcing some of the biggest profits ever; some of the most fantastic takeover bids in the history of the Commonwealth are cause for current comment; while any private investor who is getting less than 10 per cent. on his investment feels that he's being got at.

Who amongst the above is going to make the first sacrifice in the business of Putting Value Back into the Australian £—a catch-cry. I seem to remember, from the election policy of a fellow named Menzies, before the Liberal Party romped home in a landslide victory in 1949.

NEW JOB FOR MR. PITT

Mr. L. K. Pitt, former treasurer and lately secretary to the Cook Islands Administration, has been appointed to the position of Financial Secretary to the Government of Western Samoa.

Mr. Pitt was to take up his new appointment in July.

He has held various positions in the Cook Islands Administration since 1939, and succeeded Mr. L. M. Cook as Treasurer there. He again succeeds Mr. Cook in the Western Samoa post.

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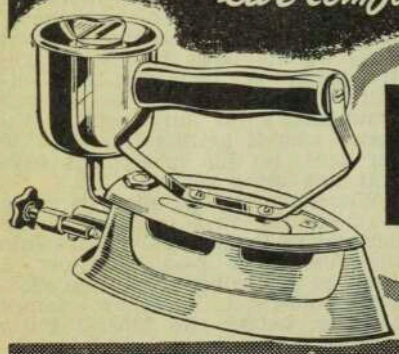
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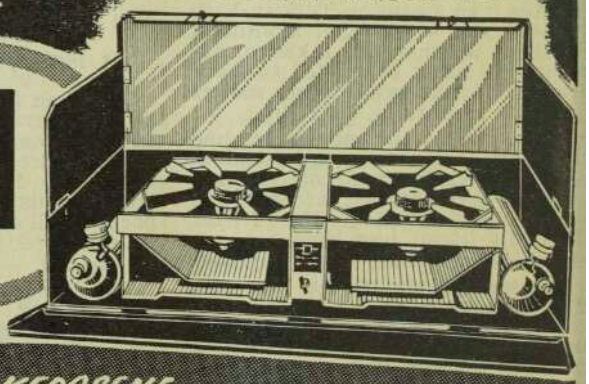
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It's hard to believe

But there are some . . .

New Angles On RLS And Samoa

COUNTLESS people—usually wearisome folk, trying to show erudition or an acquaintance with literary greatness—have written books about Robert Louis Stevenson. Most are buried deep in the mouldy store-rooms of forgotten libraries.

Here is a new one, that deserves better fate.

Stevenson was notable for two or three unusual things. He probably was the thinnest man ever to achieve literary greatness—he did some of his finest work when, obviously, he should have been dead. Among a thousand writers, he was the man who presented the Polynesian in his most lovable light, with great kindness and understanding. And he spent the last few years of his life on a property he bought, named Vailima, in Upolu, Western Samoa, and his tomb now is a famous place, on top of a steep hill near Vailima, outside of Apia.

RLS lived at Vailima with a curiously mixed bag of a family which comprised his wife, Fanny, who was Mrs. Osborne before she was divorced and married Stevenson; his mother, a stern old Calvinistic Scotchwoman, who seems to have imposed a rigid moral code upon Vailima; his two step-children, Isobel and Lloyd Osborne, both of whom achieved some fame, after RLS died in December, 1894; and a bright boy who was Isobel's son by her first marriage.

Isobel acted as secretary to RLS in the later years of his life, and was very closely associated with the Vailima household. She married a man named Strong early in her life, but the marriage failed, and in 1914 she married Edward Salisbury Field, an American oil magnate. She always was intensely interested in South Pacific Islands affairs.

Fought Over Samoans

Isobel Field carried on a lively, interesting correspondence with the publisher of the *Pacific Islands Monthly*, mostly about Samoa. Before she died, in 1953, at the great age of 95, she wrote a book, *This Life I've Loved*, which gave many intimate glimpses of RLS, as she had seen him in the last few years of his life.

Over 30 years ago, Mrs. Else Noble Caldwell, an American writer, following a wander in the South Pacific, wrote for *Los Angeles Times* an article about the Samoan Mau. This came under the notice of Mrs. Isobel Field, and she sharply challenged Mrs. Caldwell's conclusions. The two women then met and verbally fought on the subject of the Samoans. Out of this arose an enduring friendship.

In her later years, Teuila (as Mrs. Field was known to her close friends) made available to Mrs. Caldwell a great deal of new and hitherto unpublished material about RLS and his wife Fanny, and their life together, especially in the Polynesian Islands. Mrs. Caldwell and Mrs. Field decided to put it all into a book; but Teuila died before the book was finished. Mrs. Caldwell completed it.

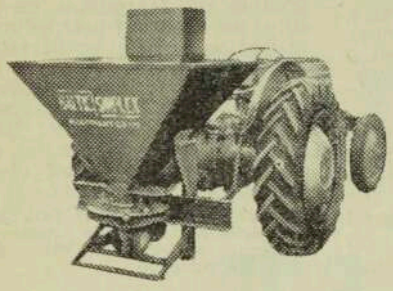
We now have the finished volume, *Last Witness for Robert Louis Stevenson*. Not only does it round out the domestic history of the famous author—it also is a lively, well-written account of conditions in Hawaii, the Gilbert and Ellice Islands, the Marquesas, on the little ships between the archipelagoes, and in Samoa, as seen by Stevenson and his family group.

Students of Stevensonia—and their name is legion—cannot afford to be without this book. But, apart altogether from Stevenson, it is well worth reading, because of what it tells about the Islands.—R.

(LAST WITNESS FOR ROBERT LOUIS STEVENSON, by Elsie Noble Caldwell. University of Oklahoma Press, Oklahoma, USA. US price, $5.)

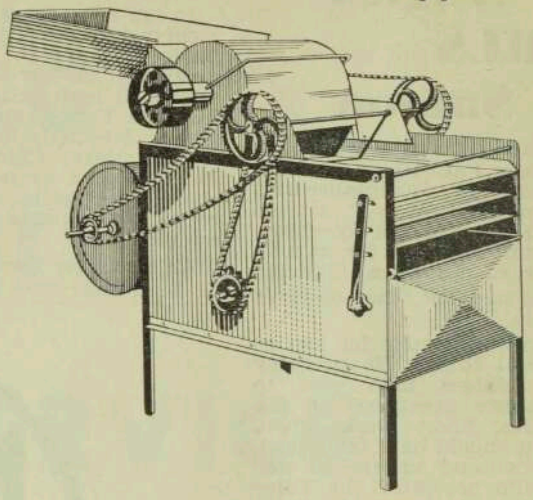


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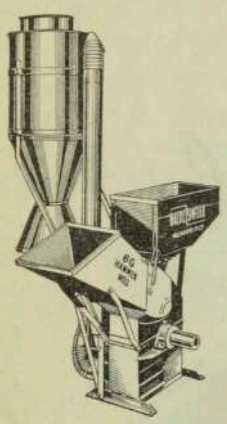
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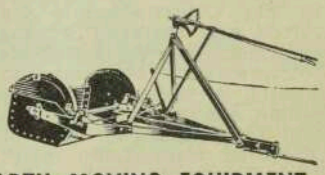


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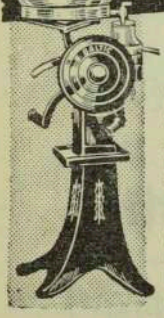
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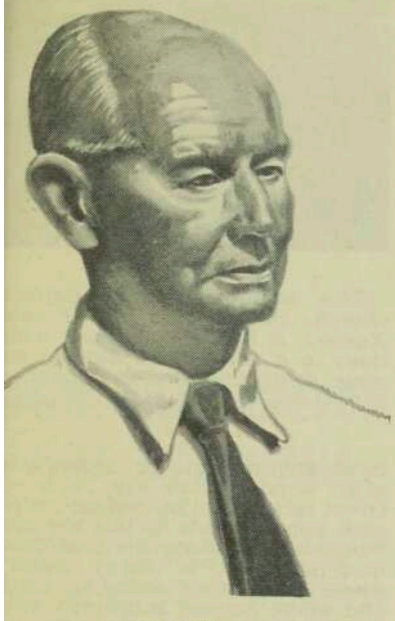
His Ideas Differ From Those Of The Australian Experts

How And Why The NG Natives Are Being Spoiled

Several months ago, Mr. Fred P. Archer, old planter and old soldier, sold his plantation properties in Buka Passage, Bougainville District of New Guinea, and settled down for a while in Rabaul. He has been 38 years in New Guinea.

With lively interest and increasing dismay, he has watched and heard the development of the self-government or "New Guinea for the New Guineans" campaign in the Territory and in Australia.

Finally, he let blast with his well-worn typewriter; and, from the bombardment, we have compiled the following examples of Old-Timer sentiment.



Fred Archer.

ALL this nonsense that is being broadcast by wandering visionaries, visiting politicians nd sensation-seeking reporters bout the natives' supposed craving or self-government is building a ackground of native restlessness hat could become dangerous.

With practically all the old isciplines withdrawn, and these literate, often insolent, and enerally undependable urbanised atives left to develop socially in ay way they please, we are getting increasing community of blacks ho are openly hostile to the whites.

Top Administration panders more id more to the Canberra Thinkers, ho want to break down every cial and cultural barrier between uropean and Native.

Thus encouraged, insufficiently perienced patrol officers who do ost of the field work nowadays in G show increasing hostility to uropean private enterprise. They ve us the impression that they ait the day when the last of the anters and storekeepers and conactors will be driven out and they the products of the School of cific Administration—can be left one to run the country for the tives.

We Old-Timers watch all this ing on with increasing anxiety, d wonder where it will end.

What can we do? We know that these natives generally are utterly incapable of anything like self-government—they have no background of tradition, or culture, or training which can contribute anything to the task of running the country. We know this, because we have lived for decades in close association with these people, and we know how they think.

Under proper control, they are dependable and trustworthy in simple things, and even lovable. But, released from control—in the way that the whole screaming pack of press, and politicians and visionaries are trying to do—they can be as dangerous as any African Mau-Mau.

While I have known many fine natives in my time, from all over New Guinea, I would consider them quite incapable of self-government for many years. Many are shrewd enough to despoil the European if given the opportunity, however.

Old Brigade Shuts Up

Keep them under control for another couple of generations, so that they can get a bit of family and communal experience and education to steady them, and they probably could share the job of government with the Europeans.

Most of the older public servants here know the natives as well as do the Old-Timers of private enterprise.

But with the present Canberra type calling the tune, the older PS brigade just shuts up, and does its job, and accepts the natives as brothers and equals—and counts the months until retirement and pension.

It is quite amusing to read that sundry VIP's are assuring Australia that there is opportunity in New Guinea for the profitable investment of many millions of pounds. With all this clamour for native self-government, who in his senses would invest in this country? Many Old-Timers I know are asking themselves if it would not be best to sell out and get out.

The dominant Administration type declares that the country's resources can be developed by "native peasantry", assisted by Government instrumentalities. What nonsense!

The very best stimulant to native enterprise and higher living standards is the establishment among the native communities of successful European businesses and plantations —the people now being hunted away.

Let the native see how wealth is created, and the good things of life acquired, and he soon will emulate the European. The history of every Colony has proved that that is the policy to follow—a sound mixture of benevolent administration, business and primary production, with practical help of the backward, indigenous people.

Tolais Know the Drill

But whenever anything like that has been suggested in New Guinea, the Australian papers have been filled with the anguish of the visionaries, who insist that the poor native is being exploited by the well-endowed European planter.

Here in Rabaul, we are surrounded by examples of how not to govern a native race that is at once very backward, and very shrewd and cunning.

These Tolais, for example. They have not missed a beat of all the self-government music that has been played since Mr. Hasluck started up his band about five years ago. Languages here have no barriers for us—what is said and done in the villages is passed on to us.

There are sections of these Gazelle Peninsula natives who, having interpreted the various Ministerial assurances in their own way, are simply waiting now for the day when they can kick out all the Europeans, and seize their property. That may sound far-fetched, but it is the literal truth.

These Tolais are completely *au fait* with all the rubbish that has been printed in the newspapers and broadcast by radio. *We* call it

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rubbish; but the Tolais accept it at its face value.

How else do you explain all these incidents — the defiant rooting-out of surveyor's pegs, the apparently irresponsible claims to plantation land, this refusal to sell or lease land for the Rapindik airstrip, these refusals to pay tax, this final successful appeal of the Tolais against the imposition of village taxes?

Both Minister and Administrator were asked publicly here by a certain native how much longer the Australians would be here—said they'd been here 50 years now, which in his opinion was too long. From my sources of information in Matupi village, I can say that this question was organised and asked quite seriously, because certain village "shrewdies" really want to know when the Australians are leaving, and how soon they can move into well-paid Government jobs.

Certain high officials in Moresby seem to be greatly impressed with an East Coast Buka native named Anton Kiari, and he has been made a member of the local District Advisory Council, and a sort of unofficial patrol officer—with power to report! Anton had quite an interview with Mr. Hasluck. Those who have known him for some years often wonder whose side he is on. Great care should be exercised when such appointments as this are contemplated. All along the East Coast of Small Buka is touchy country where Cargo Cult seems to thrive and where Sorcery is believed in by the locals. For some time after the war the natives were pro-Jap and anti-European.

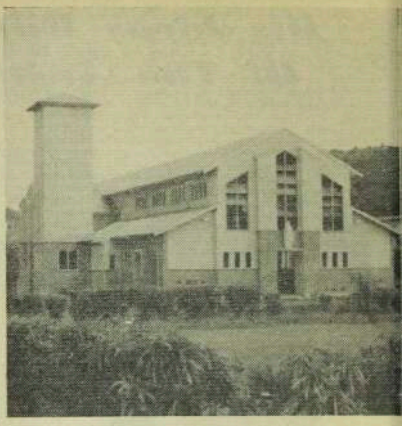
Many Native Affairs officials know very little of the native communities they are supposed to influence and direct. Patrols among the natives are far too infrequent and too hurried. Without properly conducted patrols it is quite impossible to know what goes on.

Then there is too much changing round of officials in the Districts. Much of what the officials do know is rusty, old-time stuff—they are out of touch with these dangerous sentiments seeping through the whole native population as a result of Canberra weakness and newspaper sensationalism.

Most of the news they now get from the outside districts comes from immature patrol officers, who race through their patrols, gather only a little down-to-earth information, but write voluminous reports of the trip, spiced with high sounding anthropological notes. Some of the stories about these young gents out in the outer districts make me tired.

* * *

No, the picture is not pretty. Too many good men are packing up and leaving, and taking with them not only their money but their experience of this country and their prestige among the natives. They are being replaced by Chinese and itinerant company managers.



This handsome Roman Catholic church in Rabaul (St. Francis Xavier), is one of the newer additions to a town which already has some distinctive modern churches.

Photo: Gordon Bladen.



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The late Bill Cameron.

A Tribute

WHEN BILL CAMERON *WAS* SALAMAUA

By Eric Feldt

William Wallace Cameron died in Victoria on July 10, and his death was reported elsewhere. In the worldly sense, he never became either rich or famous, but to old-timers of the early Morobe Goldfields, NG, he will always remain one of the best loved of them all. This is a tribute from one of his mates of that time belong before.

SALAMAUA, New Guinea, 30 years ago. A narrow strip of sand just above sea-level connecting the hilly peninsula with the mainland, and inhabited by less than a hundred whites. With the Government buildings, the Bank, Carpenters and BP Stores, the pub, a few Chinese trade stores, and then a line of saksak huts along the sea-beach where the isthmus widened; native labour quarters on the harbour side, opposite, separated by swamp.

Not a promising setting, and life was crude and primitive, without amenities but, by God, it was cheerful. To the old-timers who lived there, it was a place with more happiness per head of population than any other ever had.

The secret? We were all young. Salamaua began as a burning, fly-bitten, mosquito-ridden beach where miners were dumped ashore, and from where those with labour set off for Edie Creek. Those without waited in frustration and disappointment.

But when the transients had gone, and those who worked out one claim quickly had returned to other occupations, established miners remained and made good money. Salamaua was then the port which supplied them and to which they came for a spell on the beach.

Its permanent inhabitants were not in the big money—they worked in jobs, and most worked hard, but they were hugely cheerful. Who, then, would epitomise Salamaua?

The Only Job Available

Not the heads of the mining companies who passed through; nor of the trading firms; nor the Government. It was the barman at the pub—Bill Cameron. He was one of those whom history does not record but whose influence was felt right through the community, for he was a Personality in his own right.

Bill Cameron arrived in Salamaua in 1928, with no money and no prospects and took the only job going—barman at the pub. He was then in his late twenties, and he had been many things—his first job was "making Irish confetti", as he called making bricks. And when he left the brickworks, he did many jobs all the while teaching himself juggling and finally travelled Australia and New Zealand on the halls, until the growing popularity of films closed the act. (In the bar, he would slide a glass along the counter so that it wobbled to rest before a customer, sometimes to the customer's horror if he were a miner down from the Creek, slaking a thirst.)

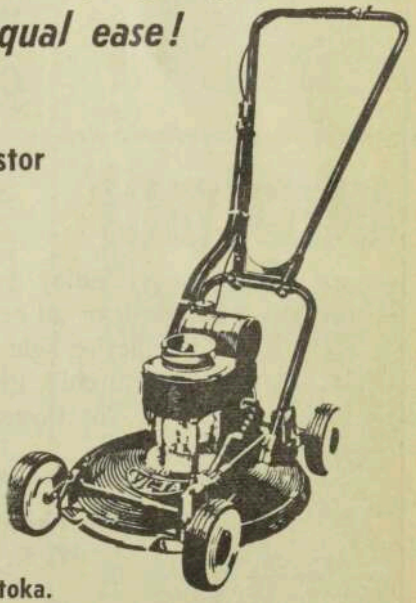
But he was more than a juggler;

(Continued on page 61)

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THEY ADD UP TO 139 YEARS: These four long-time residents of New Guinea can claim, amongst them, 139 years residence in the Territory. From left to right are: Messrs. Roy McGregor (34 years in NG); John Gilmore (40 years); Tony Pym (34 years); and Bill Cahill (31 years).

All are now residents of Madang and district. The photo was taken recently in the lounge of the Hotel Madang with one of the new Polaroid cameras, which develop and print a photograph within about half a minute of its being taken.

he was a crowd entertainer with a ready wit and a cheerful outlook on life. There was no club in Salamaua, and it would have been cheaper to drink at home, but we all went to the pub for it was the club and the public forum and Bill was its master of ceremonies.

His was the personality that drew all together after work, while we had a beer and talked of this and that—mostly that, as it was a virtually womanless community then.

Stories of Bill are numberless. His was not the brilliant wit of Vesey Browne (who was in world class—all types come to a goldfield) but he had a ready and copious flow of good-natured witticism, spliced with commonsense.

Anecdotes lose their flavour in the retelling; the good natured raillery of the voice is lost and the atmosphere cannot be reproduced. But then, say, the Ashton brothers, Normie Neal, Vesey Browne and a few others were down from the Creek, life was high, wide and handsome: No one was exempt from debation at Bill's hands and, as Kiap, took my share. I remember remarking once when I was about to go on long leave, that I would do a trip to the East and might try to get some tiger shooting.

"Do the tigers hang around the entrances to the bars and other places of entertainment?" Bill asked.

"No," I replied.

"Then why shoot them?"

For five years, Bill was in the bar and the bar was the centre of the town. Then he left, saying that if he didn't, he would be a barman all his life, and the bar thenceforth became just a drab drinking place, without the sparkle and good fellowship it had had.

With Ernie Bowden, Bill went goldmining. There was no good ground left by then, and they worked on poor ground and the bills came in regularly. Once, a note on their account asked for an early settlement. Bill wrote back that things were tough and that when they got their bills, they put them in a hat and paid the one that was drawn out first. "And," Bill wrote, "if BP's got nasty, their name would not go in the hat."

The partners struggled on, then Bill acquired two small leases on Edie Creek just where it falls into the gorge. It was not rich ground—there were many big boulders in it and it was hard to work—but it was a good living and a bit more.

Beer at 3d per Litre

Bill had a car, a wreck with no mudguards and no muffler, in which he drove along the Edie Road, a fearsome experience. One night, with Allingham alongside him, the lights failed. Bill drove on slowly, then there was a bump, the car stopped and they got out gingerly and found one wheel over a deep drop.

"You were nearly the late Mr. Allingham then," said Bill cheerfully, and backed the car on to the road again.

He prospered sufficiently to go to the Olympic Games in Berlin. On his return, his tales were colourful. He had been at the opening, and watched the heavy, black clouds

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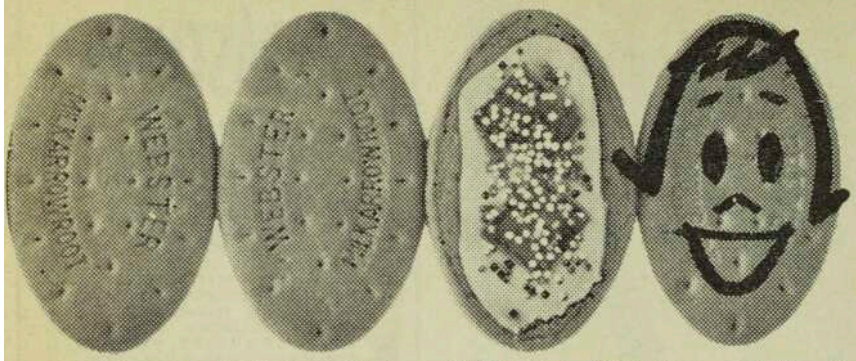
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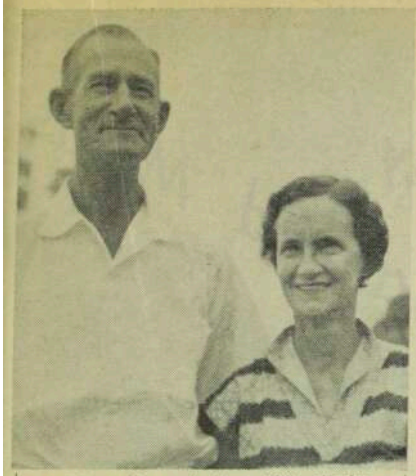
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When Mr. and Mrs. Bill Fleming, above, left Lae, New Guinea, early in July, they took with them many good wishes and many memories.

Mr. Fleming went from Rabaul to Lae in June, 1941, and was in charge of Public Works, constructing new buildings for the new capital, as Lae was to be. His wife followed later, arriving in Lae three days before Pearl Harbour. She was all set to go to work for Sir Ramsay McNicoll when the news came, but was evacuated to Australia a week later.

Mr. Fleming stayed on in Lae, and later walked up the Markham to Bulolo and Wau with other civilians. With two companions he then walked to Bulldog, and blazed the trail for the rest who got themselves out from Wau, after air transport stopped. From Bulldog he rafted to Motu Motu in Papua, and finally finished up in Port Moresby where he was discharged from the NGVR and evacuated to Australia for two months' rest, after which he joined the RAAF.

He served with No. 2 ACS squadron at Port Moresby, Nadzab, Morotai and Borneo. After discharge he went back with civil administration in January, 1946, for about 12 months, when he was seconded to Commonwealth Works, with which he remained until his recent retirement.

Photo: Pat Robertson.

lowering over the arena while waiting for Hitler to declare the Games open. Bill turned to the American friend alongside him. "Adolf is going to get a wet arse, same as us," he said.

A German behind him tapped his shoulder: "The Fuhrer gets whatever weather he wants," he told Bill.

"And sure enough," Bill told us, "the clouds broke up and the sun came through. I began to wonder about Hitler myself."

Hitler was then regarded as just a big-mouthed rabble-rouser; perhaps it would have been better if responsible statesmen had shared Bill's dubiousness about him.

But Munich made up for Berlin. In a beer garden, Bill found the best beer he had ever tasted, at threepence a litre. He settled himself down.

"What time do you close?" he asked the waiter.

"We stay open all night," the waiter told him. "Then, when does your licence expire?" Bill asked.

But perhaps the highlight of his whole trip was the reference he gave Moresby Gofton for a commission in the RAF which he signed, describing himself as "Gold Mine Owner".

Back on the Edie, Bill showed signs of going the way of most bachelors. We wondered how he would ever conform to the discipline of matrimony but in Dorothy he had the right partner.

All seemed set fair when the war came. Bill joined ANGAU and served as a Warrant Officer on the carrying lines and when the war ended, went back to the Edie.

But a cliff had broken away and a landslide covered the wash on his claim. He tried to work it again, but the slip and rising costs beat him, and he moved to Wau where he worked while trying to plant up some land. His health was now failing. At the last, he had a job at Lae but was finally sent south to hospital.

And now he is gone, as Salamaua itself is gone, and there are few left to remember him as he was in the grand old days—young, bright and full of life, not the pale weak man he was at the last.

But we few will think of him first, when we recall old days in Salamaua.



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Some of the 61 islets that make up the atoll of Fakaofo. This is the southern point of the atoll; lagoon on the right, and the village islet four miles along the reef which extends to the right at top of photo.

NZ's Flying-Boats Still Do A Vital Job

A MISSION TO THE HAPPY ATOLLS

To the residents of Suva the big Sunderland flying-boats of the Royal New Zealand Air Force are a familiar enough sight overhead and not much notice is taken of their comings and goings. A good deal more notice is taken of them, however, at the far end of their journeyings from Laucala Bay.

BY J. P. SHORTALL

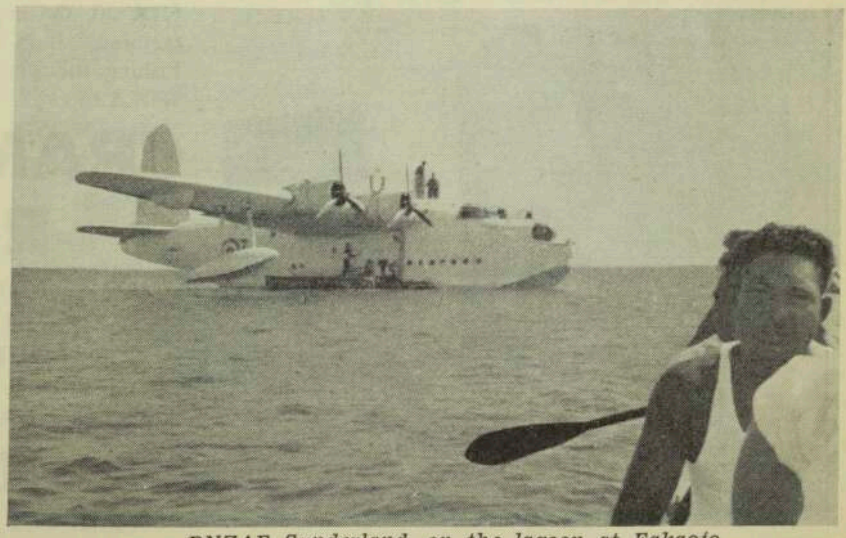
WHETHER the visit is because of some distressed mariner, some island with an urgent medical case, or some community threatened by an erupting volcano or stricken by a hurricane, all would sorely miss the RNZAF flying-boats if they were withdrawn. And there is a strong feeling in the RNZAF that, whatever new aircraft New Zealand may adopt as a main replacement for the obsolete Sunderlands, one or two of them will continue in service for just such jobs as these.

In July I was the guest of the RNZAF on one of its more routine missions—the quarterly communications flight to New Zealand's most distant tropical outliers, the Tokelau Islands, 300 miles north of Western Samoa, where the Sunderlands provide a regular means of official contact between visits of the government-chartered ship.

The operation began with a "briefing" on the day preceding departure from Laucala Bay, and reporting time was set at 6 a.m. next day, take-off time 7 a.m.

In fact, aircraft "Tango" was off the water at 6.57 a.m. with me, tricked out in an inflatable life jacket, firmly braced in a midships position between captain and co-pilot on the flight-deck, and mulling over the significance of a notice sewn on the captain's back. It read: "No. 49 Laucala Bay, Flight-Lieutenant Potts, date due 30/7/60", but it turned out that it was the Mae West, and not Flight-Lieutenant Graham Potts, that was "due" on the said date—for routine inspection, nothing more.

The air speed indicators settled at 125 knots, confirming that speed is not one of the Sunderland's attributes. The course on the gyro compass was 070 degrees, with north point of Nairai Island below at 7.25 a.m., simultaneously with coffee on the flight-deck. Next, the Matson liner *Monterey* below to starboard at 9.12 a.m. northbound, having left Suva at 5.45 p.m. the previous day.



RNZAF Sunderland, on the lagoon at Fakaofo.

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Tonga's volcanic Niuafo'ou—better known to some as Tin Can Island—with its elevated crater lake (which could accommodate a Sunderland at a pinch) below at 9.45 a.m., a spectacular sight from the air.

An hour later, Saturday changed back to Friday as the invisible International Date Line was crossed somewhere near 173½ degrees West longitude, and we were on the water at Satapuala at the western end of Upolu, Western Samoa, at 11.42 a.m.

High Commissioners and Mooring Buoys

Two days later we were airborne again at 7.20 a.m., on the real purpose of our mission. With 1,800 gallons of gasoline in her tanks the Sunderland was ready for the round trip to the Tokelaus. She carried a 600 lbs replacement aircraft mooring buoy, about 500 lbs of freight, and a lot of sundry luggage in her bomb bay, and an official party in the small ward-room.

The party was made up of New Zealand's High Commissioner in Western Samoa, Mr. J. B. Wright; the District Officer for the Tokelaus, Mr. H. L. Webber, who has his headquarters in Apia; a surgeon specialist; a Samoan Medical Practitioner; the Director of Education in Western Samoa, Mr. Leggart; Radio Technician Peterson of the Western Samoa Post and Telegraph Department; and the Rev. Father L. Lemay, SM, Provincial of the Marist Fathers in the South Pacific Area (and lately named Bishop of the Northern Solomons to replace Bishop Wade).

The Tokelaus are politically a part of New Zealand, the Western Samoa Government having no jurisdiction whatever over them. But as a matter of administrative convenience, the Governor General has delegated his authority to the High Commissioner of Western Samoa as a separate function.

Under his control is the District Officer, Tokelaus, who handles the external business of the three atolls. Again as a matter of convenience his office is located at Apia rather than in the Tokelaus, but he visits the group with every ship or aircraft that goes there.

Coral Circlets, Happy People

The islands each have their own entirely native administration, and all three are of equal status. There is no central native government for the entire group; each is its own self-centred little community, and only in its dealings with the outside world—the sale of copra and woven goods, and the purchase of manufactured goods, and in the administration of services supplied by New Zealand—does the District Officer come into the picture.

The Happy Atolls would be a fitting title for the three little circlets of coral, sand, and palm-covered islets which form this group. There are other atolls as beautiful as these, when seen from the air on a bright sunny day, but there are none with a happier or more contented population.

When New Zealand's Governor General paid a visit some time ago the people took the opportunity to make it clear that they were seeking no independence, whatever Samoa might be doing in that respect.

The RNZAF has laid a buoyed aircraft-mooring in Nukunono lagoon a quarter of a mile from the village and has beaconed the coral heads in the vicinity of the landing area. At Fakaofo and Atafu there are no moorings. Coral heads are beaconed but the aircraft must use its own anchor, and the only suitable anchorages are a mile or more from the villages, with the local canoes providing the transport.

No Margin for Error

The two latter lagoons, smaller than Nukunono, contain numerous coral heads, and at Atafu especially the landing area is fairly restricted. These coral heads are clear enough from a thousand feet up, but are often invisible to the pilot once he comes in low for a landing, so he must get his bearings clearly established before he sets down, or he could quickly find himself on a reef—as happened at Nukunono with a taxi-ing Sunderland two years ago. It was beached and repaired and flown out some weeks later. (Over)





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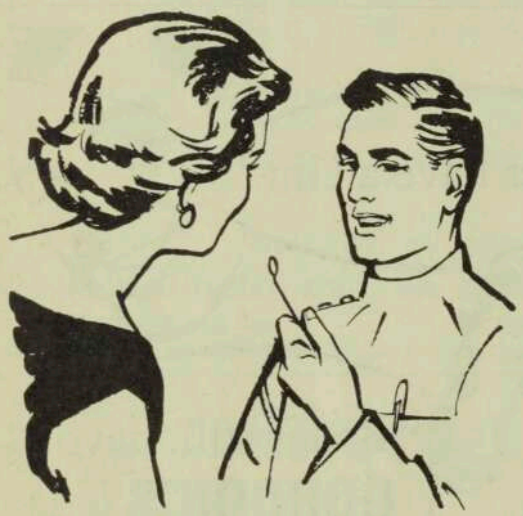
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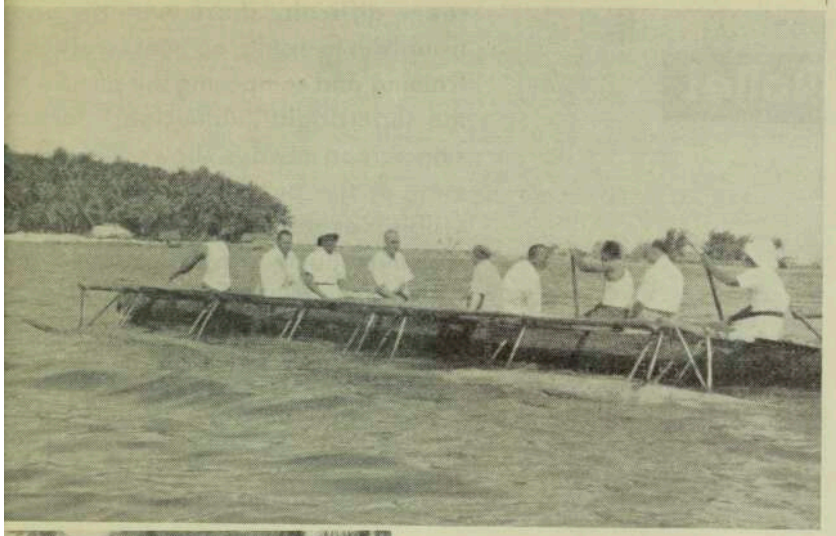


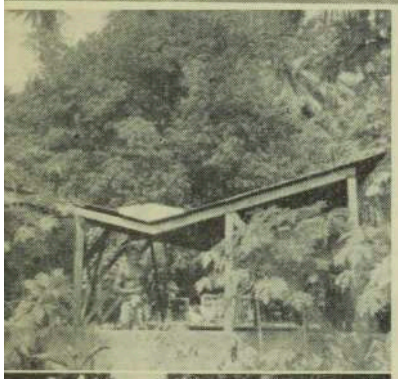
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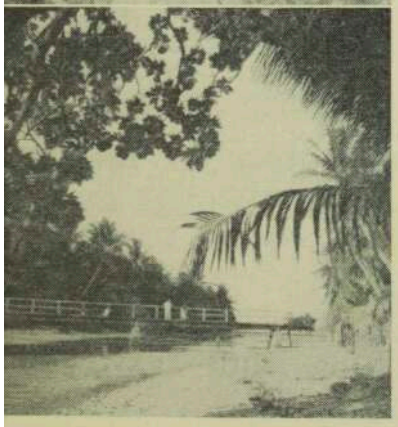
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MISSION TO THE HAPPY ATOLLS

(Continued from page 67)







ABOVE: Going ashore in a big canoe at Fakaofo. The High Commissioner is second from right.

AT LEFT, UPPER: All that remains of the former American LORAN radio-navigation station at Ataju—the concrete water tank and catchment-roof.

LOWER: Pigs keep to the right—that islet is reserved for them. If one is allowed to cross over the bridge to the village islet on the left, its owner is fined 4/-.

"Tango" was on the water at Nukunono at 9.20 a.m. after several circuits, and a double canoe (with mat-covered platform and two white-covered armchairs) manned by chanting paddlers garlanded in greenery, and escorted by three other craft similarly manned, was soon heading out from the shore.

With this flotilla went the High Commissioner for a quick preliminary official welcome at the landing point, while the aircraft disgorged the 600 lbs mooring buoy plus one man from the RNZAF Marine Section to attach it to its chain.

At 10.35 a.m. "Tango" was airborne again and 25 minutes later we were anchoring in Fakaofo lagoon. Ashore there was the official welcome and a meeting of the Island Council with the Administrative visitors.

Doctor and education officer made their rounds, while the aircrew settled down to the business of bartering for mats, hats, fans, carved model canoes, carved trinket boxes, and shells. The favoured currency: khaki shorts, cigarettes, nylon fishing lines and hooks, lengths of lavalava material, and soap.

As the single official store at each island appeared to be out of all these items, and as no new supplies could arrive before the next ship in September, goods rated much higher than cash in trading value.

Trading a-la-Tokelau is a sort of house-to-house social occasion, with good feelings and swarms of bright-eyed children all around, drinking-nuts to the fore, and even the well-used sleeping mats whisked to the

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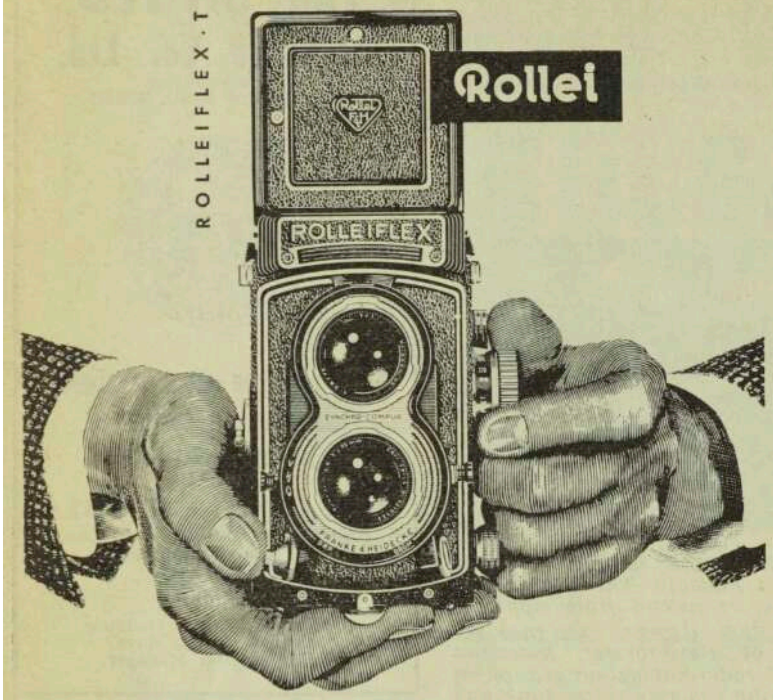
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bartering area if the buyer looks like a sucker who will fall for a less-than-new mat when supplies of new ones are short.

There are howls of mirth and no hard feelings if the visitor spots the ruse and turns thumbs down.

No Co-operation from the Rats

It was from Fakaofo that the New Zealand Government, intent on improving the lot of the people, launched a scheme to shift some of the 700 inhabitants to another roomier nearby islet a mile along the reef. But it hasn't been a success. Polynesian like, everyone is quite happy where he is, thank you! The other islets will do for copra making.

Only Europeans from the world outside feel cramped on the few acres of the existing residential islet. Water is a problem at the other islets—but the people just like living together in any case.

Rats cause serious copra losses and it was hoped that a project to progressively band each palm with a broad aluminium band would meet the problem, but that project hasn't proved quite so simple, either. The palm tops are close together and the rats, which often live up there permanently, leap from palm-top to palm-top. If all the rats could somehow be grounded, while all the palms were banded, the scheme might work—but the rats won't co-operate.

If plane-day is an exciting time for the Tokelau children, it's a busy one for the three Catholic Sisters who run one of the two schools at Nukunono where the flying-boat returns for the night.

They provide the breakfasts and the evening dinners for visitors and aircrew, from food mainly brought in the aircraft.

All hands are quartered in the mission priest's residence, a quarter of a mile away, and all the cooked food is sent along there by runners. The priest, at present is Father P. Desrosiers, SM, of Canada.

WHO Is There

Here at Nukunono, and at neighbouring Atafu, the World Health Organisation has been conducting an interesting experiment in mosquito control. At Nukunono a fungus brought in from Singapore has been scattered round the 30 islets, and at Atafu an insecticide has been used in a special way. Dieldrin powder, cement and sand were mixed and formed into half-inch cubes. These cubes have been scattered in water holes to slowly exude their dieldrin at a rate sufficient to kill all mosquito larvae over a long period.

Dr. Marshall Laird of New Zealand, now of McGill University, Canada, initiated the experiment in 1958 and he was back early this year to check on results. He found that the cubes are retaining their activity for longer than estimated and that the results at both atolls appear very satisfactory.

Most, if not all, of the Nukunono population start the day right at the sound of the church bell at 5.30 a.m. and the same bell sees that aircrews are up, fed, and off to a bright and early start for Atafu where a woman awaits the services of the visiting sugeon.

Off the water at 8.28 a.m. and down on Atafu at 9.3 a.m. Canoe ashore to the smiling welcome, and the round of official business. There's time, too, to take a look at what once was a US Navy LORAN radio-navigation station. Twelve years ago I called there in the schooner *Tagua*, and there was then the usual impressive American layout of buildings. The station was dismantled in 1952—and today the whole area is thickly overgrown with quite large trees and undergrowth. Three of the four tall pole-masts still stand (the other was chopped down and taken to the village as a flag pole). Only a few concrete emplacements, the outline of a tennis court, and a roofed-over concrete water tank, remain to tell the tale.



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More Light on the Sacrifice of Civilians

In Rabaul in 1942

And Who Were The Guilty Men?

Recently, "PIM" had access to official records nearly 20 years old; and now we can say positively something we had always suspected — namely, that in few places in Australian history are there worse examples of sheer, bumbling incompetence than the way in which certain high officials of Canberra (Administration) and Melbourne (Army) directed operations in New Guinea and Papua between December, 1941, and February, 1942, when the Japs invaded.

BY R. W. ROBSON

AS the result of this stupidity and inefficiency, hundreds of good men — many of them my personal friends—were sacrificed. Their lives were literally thrown away.

Here is the picture as we knew it in 1942-43.

The Japs' air force came down upon Rabaul on January 21, 1942; and on January 23, the Jap army landed.

By late December, 1941, it had been quite clear that they were coming, and that their style of making war was a style peculiar to the breed—namely, they treated war-prisoners with bestial cruelty, and they tortured and murdered their civilian prisoners.

Australia had nothing in the way of armaments in New Guinea to oppose the Asians. Her fighting divisions were away in the Middle East. In Rabaul there were eight Wirraway training planes; half-a-dozen old-style guns at Praed Point; one battalion of Australian Citizen Forces, half-trained and ill-equipped.

Most of the women and children were removed from the area, to Australia. But most of the male civilians remained; and the administrative officials and the "armed services" were ordered by the fire-breathing Generals and Colonels of Melbourne to "stay at their posts".

Why? No one ever has explained why.

Administration of Rabaul area was taken over by Mr. Harold Page, Government Secretary, in December. The Administrator, Sir Walter McNicoll, was lying in Lae, very ill.

Under Page's direction, the Rabaul community did the best it could.

When the Japs came in, and simply wiped out the defences in an hour or two, Page assembled the civil community (which included many Chinese women and children) in a valley at Namanula, near Rabaul, got some supplies together, and quietly surrendered to the enemy commander. At first, there were in the prison camp at Namanula 900 soldiers, 100 administrative officials, 250 civilians and 350 mission people.

Hundreds of soldiers and civilians, however, rather than submit to the tender mercies of the Asians, preferred to make a break for it, and scattered into the inhospitable, hopeless jungles of New Britain, westward of Rabaul. The Japs hunted them down without mercy —134 of them were systematically slaughtered where trapped in one angle of the South Coast. That was the massacre of Tol Plantation, a thing of infamy which forever can be quoted against the so-called "gentlemen of Japan".

Of the Rabaul civilians placed in prison camps, a few were murdered, but the great majority were shipped away north in the *Montevideo Maru;* and all died when the Jap ship was torpedoed off the Philippines by an American submarine. They included many of Rabaul's best known citizens of 1941.

Down here in Aust. we got little authentic information about events in Rabaul until the Japs had been rooted out; but late in 1943 and in 1944, as *PIM* began to assemble the stories of New Guinea survivors, we began to ask how it came about



The late Harold Page.

that so many civilians were left in Rabaul, to fall helplessly into Jap hands. It was not like Harold Page to let that happen—he was a man of strength and purpose—and so were R. L. Clark and other civilians of his type.

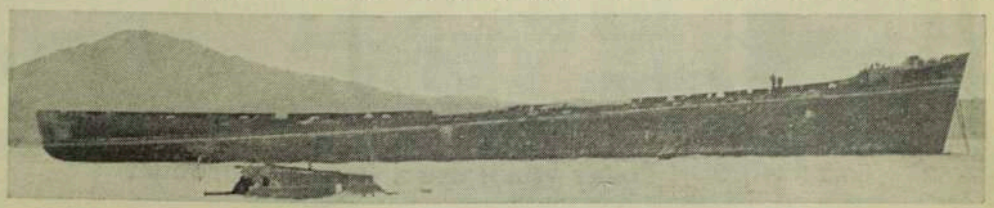
Then we learned about the *Herstein*—a big, modern Norwegian motor-ship of about 10,000 tons, quite capable of carrying every European in Rabaul to North Queensland. She was in Rabaul loading copra from January 15 to January 20; and she was left there to be sunk by the Japs. Why?

They Did Ask

Next, we found out that Harold Page *did* ask Canberra for permission to evacuate the whole Rabaul community on the *Herstein* —and had been instructed to remain at his post.

This seemed unbelievable. Even before the war was over, and all the crippling embargoes laid on journalists by bureaucrats in the name of security were removed, I personally applied at Canberra for information.

It was quite an experience to observe how the bureaucrats of 1944-46 ganged up on me to protect the bureaucrats of 1941-42 against the publicity which their blundering arrogance called for. Every inquiry I made was efficiently side-tracked.



When this hull of the "Herstein" was raised from Rabaul Harbour bed in 1957 (by Japanese salvage experts) it naturally created a lot of attention — and many memories were revived.

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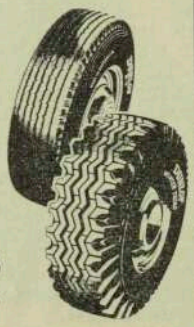
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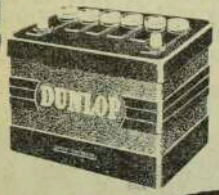
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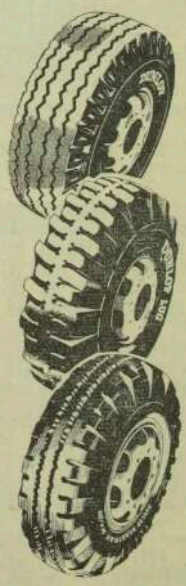


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But I kept after them. I was joined in the hunt late in 1945 by Gordon Thomas ("Tolala") miraculously saved from the Rabaul prison camps of 1942-45, who knew what had happened, but lacked documentary proof. One or two newspapers supported our demand for an inquiry.

Finally, a question upon notice was asked in the Australian Parliament: Would the Government hold an inquiry and ascertain why 300 whites were not evacuated from Rabaul, but were left to perish when the Japanese arrived?

On June 18, 1946, the then Minister for Territories (Mr. E. Ward) replied, loftily, that the whole of the facts associated with the occupation of the Rabaul area were known to the Government, "which considers that a further inquiry is therefore unnecessary".

The Chifley-Ward Socialists then were in power. The Liberal and Country members of Parliament decided to have a show-down; and Messrs. H. L. Anthony and J. P. Abbott led a very strong attack upon the Government on June 18—they especially demanded that certain papers of 1942 be tabled, and the public informed how and why the Rabaul civilians were sacrificed.

"The people responsible for that Rabaul blunder may be still in the Army," said Mr. Abbott. "The documents asked for by Mr. Anthony should be produced to the House, so that we can see who was responsible. The Curtin Government was in power when those civilians were lost. . . . Those civilians were massacred by the inefficiency of the Minister for External Territories at that time, and inefficiency of his Department."

They Ganged Up

But it was no use. The Labour members ganged up on the Opposition, just as the bureaucrats had ganged up on me; the motion was defeated by a party vote; and the matter was never officially revived, so far as I know.

The *PIM*, however, never has given up. We knew that there were some very guilty men sheltering somewhere behind the secret files; that hundreds of good New Guineans had been lost because of their bumbling; and that we should get no official help in learning their names, and holding them up to public obloquy.

Now, after 14 years, we can carry the matter a little further.

We have learned that it is officially on record that on January 15, 1942, Mr. Page (incidentally, he came out of World War I as Major H. H. Page, DSO, MC) sent a long radio despatch to the Minister for Territories and the War Cabinet, pointing out that the enemy would occupy the area within a few days; that no good purpose whatever could be served now by keeping the civil population there; and he asked for directions as to the withdrawal of civilians and civil administrative officers to the New Guinea mainland or to Australia.

That was the 15th, seven days before the *Herstein* was sunk, eight days before the Japs landed.

Mr. Page did not mention his plan to use the *Herstein* to evacuate the civilians; but it has been stated by both Mr. S. A. Lonergan and Mr. Gordon Thomas (both of whom are still around to support their claim) that Mr. Page then had this plan definitely in mind.

Usual Bureaucracy

The situation in Rabaul clearly was desperate—but Mr. Page's appeal went the usual slow, bureaucratic round.

On the 16th (Friday) it was being "considered" in Canberra. It reached Prime Minister Curtin, and went on to "the Chiefs of Staff".

On the 17th, a Saturday, Canberra radioed Page that the matter would have to go before War Cabinet.

It was emphasised in this message that the "Chiefs of Staff" considered it important that Government officials should remain at their posts until directed to leave.

On Sunday, 18th, although the Japs were bearing down upon Rabaul, there still was time for the Rabaul community to escape on the *Herstein*. But nothing must interfere with the precious week-end of the Australian bureaucrats!

By Tuesday, January 20, these bemused "Chiefs of Staff" had decided it was "undesirable" that any unnecessary civilian personnel should remain in Rabaul if there was transport available to remove them; but no withdrawal of administrative personnel was allowed.

A long-winded, sanctimonious-sounding message to this effect was prepared in Canberra on Tuesday for radio despatch. But it never reached Mr. Page—the Japanese got to Rabaul first.

Feeling of Rage

Knowing now the circumstances and the dates—which fully bear out all our suspicions of 1944-46—it is impossible not to experience a feeling of rage—even after 15 years—that such incompetent fools should have had charge of the nation's affairs at that critical time, and have escaped the consequences of their blundering. So far as we know, these "Chiefs of Staff" never were called to account for their action in throwing the Rabaul community to the Jap wolves. On the contrary, some of them were later given higher rank, and promotions, and decorations, and fat pensions.

The Rabaul tragedy is not the only example of their incompetency. A little later in 1942, in connection with the evacuation of civilians from Port Moresby, and the change there from civil to military administration, there was a series of incidents which have been kept carefully hidden from critical eyes.

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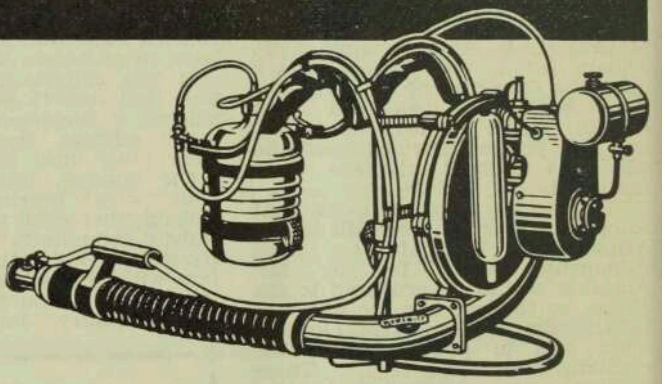
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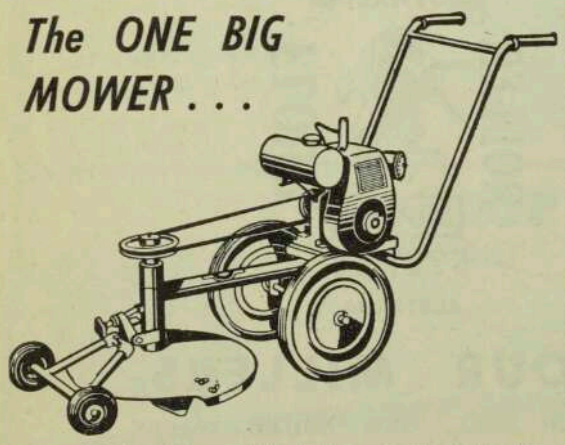
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Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

Well, there's still corn in Egypt. Or money in the Australian Treasury, anyway. June 15 was a great day for the Higher Brass in the Papua-New Guinea Public Service — salary increases all round to the tune of £500 or £600 per year were announced. What's more, they were retrospective to December 3, 1959. Everyone will be collecting from £250 to £300 back pay. Enough to buy the baby a *couple* of dresses.

THESE were some of the increases:

The Assistant Administrator's salary is increased from £3,125 to £3,725. Director of Public Health, from £3,050 to £3,625. Then down the scale a notch, in "A" Group, heads of Treasury, Native Affairs, Education, Agriculture and Law have a salary rise of £585 to £3,585. Directors of Lands and Works are upped £535 to £3,385; while the lower orders in group "C"— chiefs of Civil Affairs, Forests, Posts and Telegraphs and Customs—benefit to the tune of another £525 to bring their salaries to £3,225 per annum.

The new Collector of Taxes eats up the profits to the tune of £3,100 per annum, which is £500 more than he expected when he started.

The two "Statutory Appointees"—that is the Public Service Commissioner and the Commissioner of Titles—have salary increases of £625 and £600 respectively—to £4,125 and £3,700, also respectively. But they are "different" in that they don't get the additional Expatriate allowance of between £400 and £450 per annum that is supposed to compensate for living in the wilds of the Territory.

All the others do get this allowance—as well as housing concessions, three months leave every 21 months and long leave of about three times that every half dozen years.

Life in the Territory can be tough—but there are some compensations.



ACCORDING TO FRED. One of the exhibits at the recent Goroka Agricultural Show (New Guinea) was this effort by the local radio amateurs. Natives, who couldn't have known what it was all about, stood six deep round the hut on both days of the Show listening to the strange noises and the disembodied voices being pulled out of the air by local "hams". It was by way of being a Pan-Pacific effort, too, as that frail looking contraption on the left (it was made of pieces of bamboo), was an aerial built from specifications supplied by VR2CC (Fred), Raki Raki, Fiji. Come in VR2CC (Fred), and take a bow!

How to be a MLC

Qualifications required to be a MLC (or MLA in some territories) apparently *do* vary.

It is a curious fact, and probably a demonstration of the differing social setups in these territories, that six of the seven elected representatives in Tonga are lawyers, five out of six in Fiji are lawyers, while in the Cooks the elected members are business men, and in Western Samoa only men of title rate.

In New Guinea there's been no set pattern, although there was one lawyer in the last Council, and there will be one in the next—Mr. C. P. W. Kirke, who is standing unopposed for the Papua Electorate.

Bush Beer News

A straight-faced extract from a recent Cook Islands official news sheet, concerning Mangaia Island:

"Native oranges are ripening well but because of blemishes will not be shipped (to New Zealand). They have many uses for home consumption, though."

My word they have—as the chief judge of the High Court there has noted of late!—J.

Peace Declared in Apia

The birds were singing along the Apia waterfront in July, when that famous South Seas hostess Aggie Grey declared peace with *PIM* roundsman Jim Shortall.

It happened this way. About six years ago, the *PIM* man interviewed a very irate American who alighted from an aircraft in Fiji after visiting Tahiti and way-points.

The American had strong feelings about all hotels south of Honolulu. He demanded his private bath and oceans of hot water and all the other super-duper luxuries that go with the nickel-plated, streamlined king-sized-tariff hotels in that neck of the woods. What he said, toned down several notches, was recorded in *PIM*.

Aggie duly read it, and admits she blew her top. Her coconut radio went on the air and the writer was smartly traced.

Next time he showed up in Apia, he knew all about it—and the next time after that, too. Aggie's Hotel

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was quite definitely full as far as he was concerned.

Well, the sentence has been served; peace was declared in July, there was a nice room waiting along the road to the Tokelaus, and the famous Aggie Grey even looped her arm round the *PIM* man's waist for a photo.

We now report: The Coral Route hotels are OK!

Wicked Magic in Hotel-Room Numbering

I SAT in my room in the Club Hotel, opposite the *Fiji Times* office, and stared dismally at my typewriter. It had been a frustrating day—nothing had gone right, and—because I had "stuck my nose into the sugar dispute"—a loyal follower of Mr. Patel had publicly cursed my name.

There was a hesitant knocking at the door. More ear-bashing, I supposed. I strode over and threw the door open.

Outside, a wide-eyed Indian artisan stared at me, alarmed. He had just removed the figure "8" from the door, and was replacing it with the numeral "13".

I closed the door and left him to it. Life's like that. I felt I had earned the "13".

* * *

There was a party that night in the hotel's new Starlight Room. It was a really bright party, and a gentleman staying in the hotel enjoyed it very much.

Quite late, he took his fuddled way to bed. He was about to enter No. 6 when he observed that the number was "11".

"Must be tight," he murmured. "Could 'a' sworn my room was right here".

He ambled along a corridor, located No. 6, and went in. A somewhat scraggy American tourist, oldish, but still prepared to believe the worst of men, screeched shrilly, and reached frantically for a gown.

The gent fell out backwards and hurried away, mouthing apologies. "Cripes, I *am* tight," he assured his agitated shadow.

Eventually, thoroughly bemused, he was rescued by one of the hotel staff, and led gently back to No. 11.

Neither he nor I had been told that, with the addition that day of five new bedrooms to the hotel's accommodation, all rooms had been re-numbered, and five had been added to whatever we thought we had.—*RWR*

CROSSQUIZ

(For Solution see page 87)

— ACROSS —

1.—What was the subject of Homer's "Iliad"?

5.—A bird from the "Arabian Nights"?

8.—In "A Midsummer Night's Dream", who squeezes the love potion on Titania's eye-lids?

9.—Of which of the United States is Juneau the capital?

10.—Which British parliamentarian secured the abolition of the slave trade?

12.—What country is ruled by King Baudouin?

13.—What is the most malleable of all metals?

14.—Which British queen led a rebellion against the Romans in the first century?

18.—What flower is associated mainly with Holland?

20.—From which musical does the song "The Surrey with the Fringe on Top" come?

21.—Who was the Muse of Comedy?

22.—Who directed the films "Odd Man Out" and "The Third Man"?

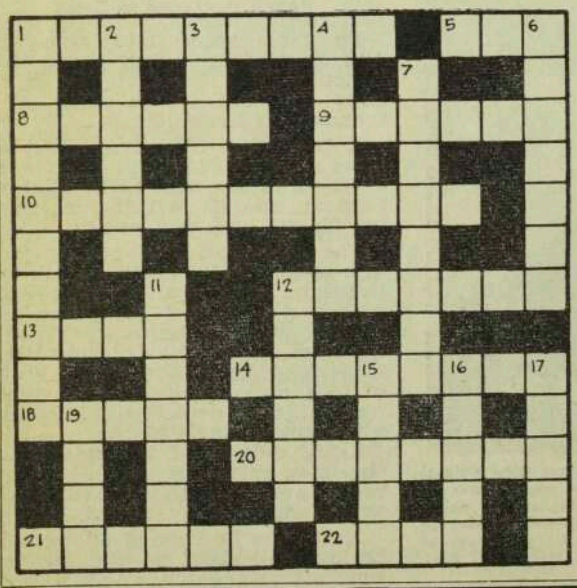
— DOWN —

1.—What system of estimating heaviness is used in dealings with the precious metals?

2.—Who wrote the play "The Emperor Jones"?

3.—What group of nine volcanic islands in the Atlantic belong to Portugal?

4.—What mollusc found off California yields a table delicacy and richly-coloured mother-of-pearl?



6.—What is the term for the bones enclosing the brain?

7.—Who composed the opera "Cavalleria Rusticana"?

11.—What would be the rank of the officer in command if a ship was flying a flag bearing the red cross of St. George on a white ground?

12.—Which English poet wrote the sonnet "If I should die"?

15.—Who captained the "Golden Hind"?

16.—What is the musical term for the simultaneous and harmonious union of sounds of a different pitch?

17.—What was the family name of the father and son who were the second and sixth Presidents of the United States?

19.—What State of the USA was settled by the Mormons?

You Don't Have to Seek the Pacific

IT'S not the nightingale that's singing in Berkeley Square these days (or nights). It's the soft sound of the surf and Hawaiian music that you get.

Well, according to an advertisement in the London *Daily Mirror*, anyway.

According to the ad. boys, June 25 was the date for the opening of the Beachcomber—Europe's First Polynesian Restaurant—at the May Fair Hotel, Berkeley Square. As well as the Hawaiian music and sound of the surf you can have "fabulous South Sea Island cuisine and Pacific-style drinks" (bush beer and fermented coconut toddy?). For stick-in-the-muds, Chinese and European food is served as well.

A reader in Devon, who sent us the clipping (it's got a funny little figure at the top of it, like a cross between a tiki and a frog) remarks: "Well, with the May Fair Hotel, anything *is* possible—they once actually got a nightingale to sing in the Square".

Seems to us that the owners of the restaurant have got their ideas from seeing too many Hollywood movies and that it would be a bit lush for real beachcombers like our mob down here.

Samoan Custom Boosts Airline Business

SAMOA'S two small competing airlines might find that their best friend in the drive for business is Samoan Custom..

On occasions lately, aircraft have been fully booked by parties of Samoans on social visits to the neighbouring territory, complete with whole roasted pigs, platters of taro, breadfruit, yams, and Samoan food delicacies.

The excess "baggage" has often cost as much as the fares.

Then, in the good old Islands way, custom requires that the visited parties—complete with whole roasted pigs, platters of taro, breadfruit, yams, and Samoan food delicacies—must repay the visit a week or so later.

An airline official at Faleolo, glancing at the face of roasted pig in July as it was carried past him towards the aircraft, said to a *PIM* correspondent: "That looks like the same bloke that came in last Tuesday!" Could be, too.

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Saibai: It's Sinking, But It's Still Home

The Torres Strait island of Saibai — only one and a half miles from the New Guinea mainland although it is Queensland State territory — is slowly being submerged.

BY DORA ELIZABETH BURCHILL

A ROCK wall has been built along the beach to keep out the seas from the 40 yard wide and one mile long Saibai, but every year the water in the village well becomes saltier.

Two hundred coloured people live on the island now, but 400 others have already turned their backs on Saibai for life at a new home directly south on the Australian mainland at Cape York Peninsula. They moved in 1948, not because the island was sinking but because of malaria. Although the swamps are sprayed, mosquitoes continued to be the menace of Saibai. For three months of the year they are almost unbearable; bad enough during the day but at night like hordes of flying ants. The natives then exchange their lava lavas for long cotton trousers.

Fires are made with a certain timber that keeps smoking. When moving away from the village, a limb of this smoking timber is carried to ward off attacks by troops of zinging mosquitoes.

The big 1948 trek to the mainland was led by Bamaga, last of the Mamooses (head man) bringing his tribe, like Moses of old, to the Promised Land. By sea and land they travelled under his faithful, cheerful leadership, eventually settling on an area of plain country which was named after him.

They Love The Mainland

At first the people were homesick but now they love Bamaga and have no desire to return to Saibai, and it seems likely that those who clung to their Islands home when the trek began will one day join them. For Bamaga is no shanty town; rather it is the rooting of an ideal.

Today, 400 Saibai islanders live here under the protection of the Aust. Government in rent free, neat timber houses surrounded by gardens of colourful shrubs and vegetable plots. In the school the children are taught civic pride. The buildings were made from local timber milled on the spot.

The latest development is tobacco growing, and an experimental plot has proved successful.

On Saibai itself, the people live in corrugated iron huts with wooden floors; and still remaining are a few picturesque grass huts adroitly thatched from coconut palm leaves.

The children attend school in a modern fibro and timber building, and are taught by a native Government teacher. All are under the care of the Q'ld. Govt. and the Church of England. The people are highly religious, attending services regularly in the handsome limestone Holy Trinity Church, presided over by an ordained priest trained at the native Theological College at Moa Island, Torres Strait.

Owing to the nature of Saibai, agriculture is limited. Sweet potatoes and pumpkins are raised on elevated plots of earth shovelled in from the edge of swamp land, the ring of water surrounding providing moisture during the dry season.

The are mangoes and coconuts in season. Barramundi weighing up to 40 lbs, turtles speared on the reefs and dugongs hunted in shallow waters provide excellent food.

On one recent hunt, 11 dugongs were speared. These remarkable sea cows weigh half a ton and produce six gallons of oil. The oil is procured by rendering down the meat in four gallon petrol drums. It has highly medicinal qualities and is sent from Saibai Island to Thursday Island for use in the Tuberculosis Hospital.

They'll Settle for a Feather for a Sail

SOUTHERN kids may demand their ten-guinea radio-controlled toy fire engines, and their 20-guinea toy cars, but the Tokelau kids will settle for less.

At Nukunono, in July, the little boys were having a whale of a time with tiny canoes carved from scraps of driftwood and each fitted with sails made from a pair of feathers from the tail of an island rooster.

With the feather mast-and-sail combination properly adjusted, these craft could sail with the plushest toy canoes of more sophisticated lands—with nothing to go wrong.

A local nurse is in charge of a Medical Aid Post at Saibai and daily radio contact is made with Thursday Island, and the General Hospital when necessary. Thursday Island is the medical headquarters for Torres Strait.

Cedar Canoes

Outrigger, dugout canoes still used on this part of the far North Australian coast are made from cedar from New Guinea.

Forty to fifty feet long, and two feet wide, they have masts—made of the straight, tough limbs of mangroves—as tall as Thursday Island pearling luggers. The crew sit on a six foot square platform in the centre of the boat, and the outrigging (also made from man-

(Continued on page 93)



The Saibai islanders, in the Torres Strait, within sight of the New Guinea mainland, build their dugout canoes of cedar and equip them with sails.

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For These Two Men, Island Memories Make These Two Stories . . .

BASIL HALL RECOLLECTS

One Man's Paradise

It was a perennial argument in Suva as to whether Frank Exon, of Telecommunications, or Dr. S. M. Lambert, the local representative of the International Health Division of the Rockefeller Foundation, had the thickest lenses in his spectacles.



One Man's Drive

The top photograph, taken by the author during his visit to the island of Serua, Fiji, with Dr. Lambert in 1938, shows the famous Pacific medical man with Fijian leader Ratu Aseri.

Dr. Lambert's drive and initiative helped raise the status of the Central Medical School in Suva, which now trains all Islands students in medical subjects. Below, these students from the school watch a resident doctor make his rounds at the Colonial War Memorial Hospital, Suva, which is a valuable training ground for them.

ONE introduced me to the other, and so I met the man who later wrote that delightful book, *A Doctor In Paradise*, which was published in 1941 after Lambert had left Fiji.

An American of vivid personality, spectacles made little difference to the doctor's many activities, although on one occasion I remember they played a part in an inquiry into his fitness to drive a motor car. I was with him that day, and he had already scared seven bells out of me the day before during a drive along the coast, when, talking two hundreds words to the minute, his eyes seemed to be everywhere but on the road.

It was only a matter of time before we hit something, and the fact that the impact when it came was limited to a glancing blow that scored the side of a ramshackle timber lorry, could as easily have been the doctor's fault as a case of carelessness on the part of the Indian lorry driver.

The police inspector looked as if he might have his own ideas, but in the end, after a court case, the doctor got away with it—as he did so many times in the 20 years he spent fighting hookworm, yaws and other tropical complaints.

I had first met Lambert at a Rotary luncheon in Suva in 1938, and was at once given to understand that he liked Australians; at least, those of us who had no theories of their own on tropical medicine.

He knew plenty of people in Australia, for it was in Northern Queensland that he took over his first hookworm campaign in 1918, before going on to tackle the same thing in Papua and New Guinea.

Blazed a Path

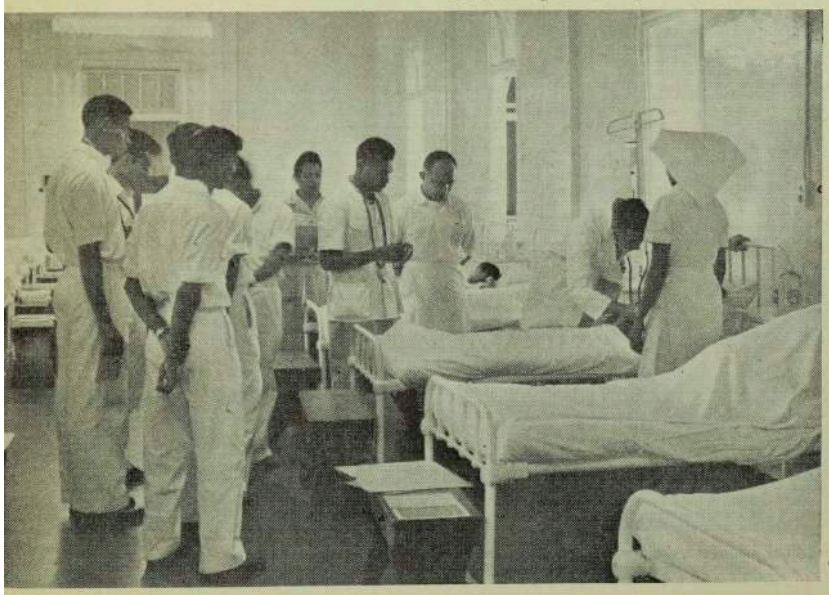
In the years between, Lambert and the team of experts who grew up round him, blazed a path through the South Pacific to the lasting benefit of those who live there.

Hookworm may still give cause for anxiety in outlying parts, but there are now few examples as bad as they were in the Rewa and Navua districts of Fiji, where, at the beginning of the Twenties, 95 per cent. of the population was infected. An ailment as old as mankind, the Greeks were ravaged by the same blood-sucking scourge that was known hundreds of years before Moses told the Children of Israel to watch what they were doing.

As Lambert used to say, "The investigation of hookworm is no job for a florist". It's a sordid, smelly but specialised business that only an enthusiast in the field of public health would undertake.

To mention Dr. Lambert is to think of the Central Medical School in Suva that has become one of the best known things of its kind in the world. But it's worth remembering that the present school was not the first institution to train Fijians to look after the health of their own people. Better equipped and more comprehensive, the present school grew out of the one Lambert helped to found in 1928, which, in turn, was an enlargement of the original school begun in 1884, to provide selected Fijians with a three-year course in practical medicine and surgery.

Thus much had been done before



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the Rockefeller Foundation sent Lambert into the South Seas, but it remained for someone to arrive like Lambert, with a talent for organisation, together with a knowledge of the medical problems of the whole area. For not only his own principals, but so many different administrative bodies had to be persuaded, that the common fight against disease required a medical training centre, where Melanesians, Micronesians and Polynesians could study side by side.

From Everywhere

Last year's attendance roll was 93, made up of representatives from practically every island group south of the Line, including all parts of New Guinea.

Had Lambert been writing this, he would have mentioned the names of many who worked with him in the early days, for underneath a boisterous, wise-cracking manner lay a streak of genuine modesty.

And what he taught he practised. The day his Buick hit that timber truck we were headed for Serua, on the south coast of Fiji's Viti Levu, where one of his Fijian doctors from the school was doing a medical survey. It was characteristic of Lambert that he made a point of greeting the doctor at Serua before shaking hands with Ratu Aseri and his son, who were both waiting to ferry us out to their island home.

I always remember the picture of Serua's twin hillocks, as seen across a strip of water that dries out at low tide. It's an important place; the headquarters of a family of chiefly rank whose ancestors chose a position that was easy to defend, for the same reasons that prompted

(Continued on page 93)

WALTER BROOKSBANK REMEMBERS

The Day They Dropped Out Of The Sky

When the United States Naval Attache at that time invited me to accompany him on a flip around New Guinea and the Solomons, I was delighted. Apart from the opportunity of seeing again a part of the world close to my heart, I would be able to meet once more quite a number of old friends.

WE set off from Melbourne in the US Ambassador's aircraft—a more elegantly-appointed aircraft I had never seen—and it gave me a further thrill to find that our pilot was one of "Doolittle's boys".

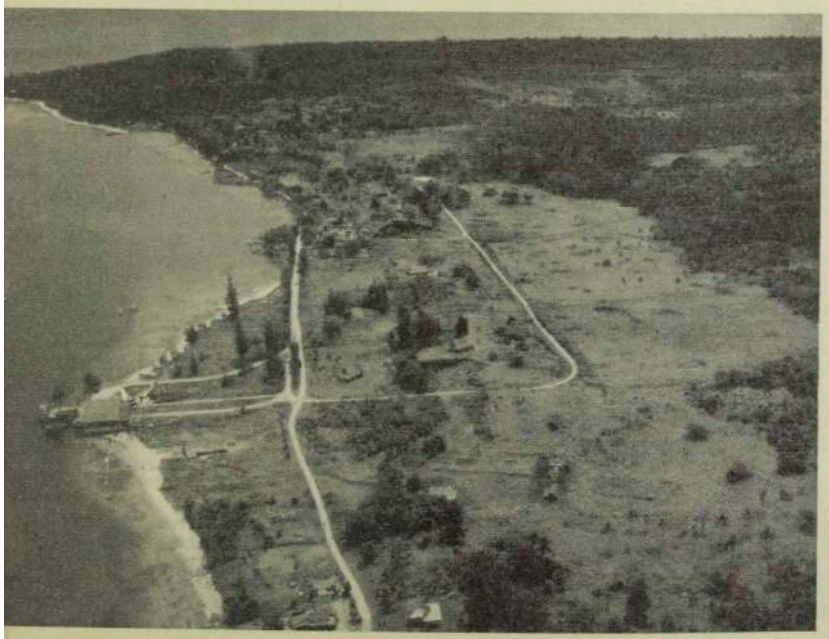
Could we perhaps, I suggested, include Kavieng in the itinerary? (The DC there was a particular friend of mine).

There was quite some demur at this. The airfield there had not been in use for some time and reports on its condition were fairly contradictory. But to Kavieng we headed. I was grateful.

But I was in a sorry state of mind when, after circling around Steffen Strait, whose waters displayed a fascinating wealth of iridescent colours, we straightened up for our approach to the Kavieng strip.

To my horrow, I saw it was covered with secondary growth, and that it was difficult at first to pick out the line of the runway!

This is how Kavieng looked from the air not long after the war, when landing on its airstrip held some terrors in the particular instance referred to by the author. Kavieng today has greatly expanded, and has many new homes and buildings.



When at last it became sufficiently defined I saw, to my further concern, many pools of water.

I was now trying to make myself as inconspicuous as possible. Obviously we would have to give Kavieng a miss and, thanks to me, we would have wasted a lot of fuel.

But the pilot had been looking it over, too—and *he* decided to give it a go! It was a case of placing your trust in the Almighty, and in the skill of one of "Doolittle's boys". With our flaps now protruding well out, we swooped down towards the rough strip.

I needn't have worried. Our landing-wheels certainly sent up showers of spray, but we made what, in the circumstances, could be called a splendid landing.

Deathly Silence

Not a soul was in sight. (The explanation came later: our teleradio-message had been held up). A deathly silence hung over the surrounding jungle. It was broken, presently, by the croaking of a solitary frog. Soon, deafening our ears, the banjo-solo swelled to the volume of a large orchestra—the frog kingdom had doubtless been startled by our intrusion into the peaceful routine of their lives, but had at last accepted the reassurance of one of the more courageous of its members!

In time we heard the sound of a jeep approaching. Then other cars came in view, and people.

"They dropped out of the sky," someone said. "Miraculous."

What did he mean?

We soon learned. One of the European residents had to have an operation urgently. In the temporary absence from Kavieng of the only qualified surgeon, nothing could be done about it. Would it be possible for us to change our plans and take the patient to Rabaul?

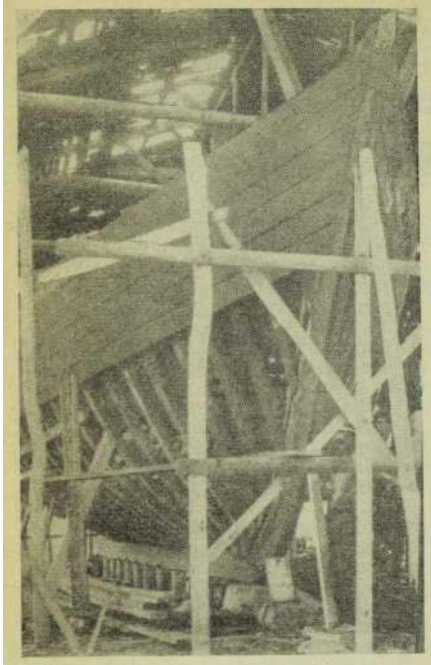
We certainly could, said the US Naval Attache!

So soon there was quite a crowd of people at the airfield, accompanying the still figure of a middle-aged man on a stretcher. His face was ashy-grey and he was barely conscious. Bending over the stretcher, as it was now about to be lifted into the aircraft, was a woman who was obviously his wife.

A blend of love and tenderness,

(Continued on page 95)

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"Resolution", the start of Norfolk Island's merchant navy, was certainly stout, as shown by this photograph of her ribs during her construction. Where possible natural bends were found in the bush. A big Norfolk pine went into the keel. Most of the timbers were pit-sawn on the site. Below, the "Resolution" goes down the slips, presumably with a cheer from the throng. Photo was taken at the time by local resident Mr. Roy Bell.

Norfolk Island's Merchant Navy

It Was Home Produced And Hurricane Proofed

By RAYMOND HOARE

Although the first sight of Norfolk Island's tall pine trees delighted early Navy men, the trees were found to have too many knots for the tall spars of the sailing ships of the day and virtually all of the Island's shipping has come from outside. With one exception — the "Resolution" — which was built, launched and worked from Emily Bay as NI's first and last venture into a home-produced Merchant Marine.

THE idea was born in the years preceding 1923, when Islands' produce was in strong demand on the New Zealand market. "Let's have a stout, well-found schooner of our own!" was the cry. So popular was the idea, that a committee was formed and shares taken up by several who were able to afford them. This was surely a worthy and profitable venture.

So she could be fitted out after launching, it was necessary to have a vessel of shallow draft to enable her to enter Emily Bay through the narrow opening in the reef. Later it was decided to build and launch her at Emily Bay, the only protected anchorage at Norfolk Island.

Plans were procured, argued over, altered here and there and finally a start was made. *Resolution* was to be 61 ft 6 in. overall, with a beam of 17 ft and a depth of 7 ft 5 in. She was to be 59 tons gross and 29 tons nett.

Men were sent into the bush for natural bends to form the stem and ribs. A Norfolk pine, selected for the keel, was felled, and wi'h difficulty, the 70 ft log was taken to the building site, pit-sawn, adzed to shape and squared up.

As the ship took shape, it was decided that full-size natural bends were too difficult to find, so composite ribs—that is, ribs made up of sections of natural bends—were used instead. Most of the timbers were pit-sawn on the site, Norfolk pine being used for the keel and planking while framing was of island-grown olive and ironwood.

Bounty Descendants

At last, in 1926, the hull was finished, and, with the words, "I name thee *Resolution*", spoken by the then Administrator's wife, Mrs. Leane, the ship slid down the ways and settled in her natural element.

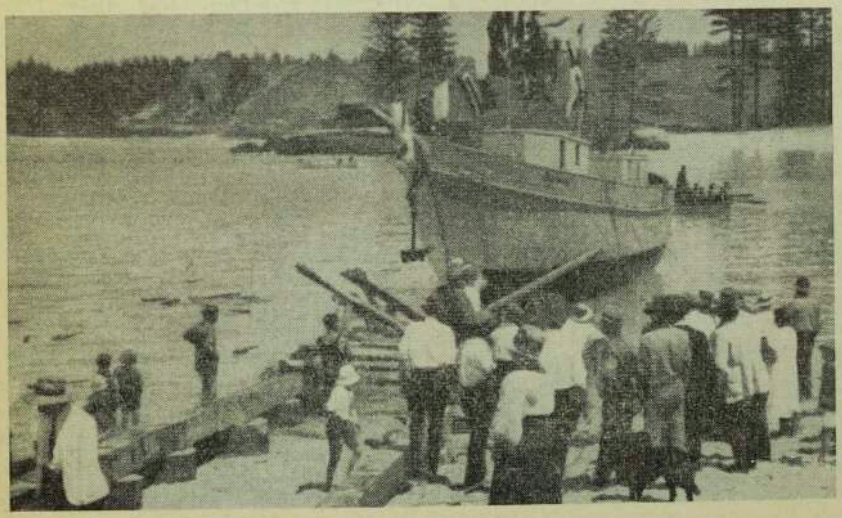
She was then schooner-rigged, and with a crew of Islanders, captained by Parkins Christian (a descendant of Fletcher Christian of *Bounty*), *Resolution* was ready to meet the long rollers of the Pacific.

Some concern was felt as she was towed through the gap in the reef—there had already been discussions as to whether the sails should be used to help her through the passage.

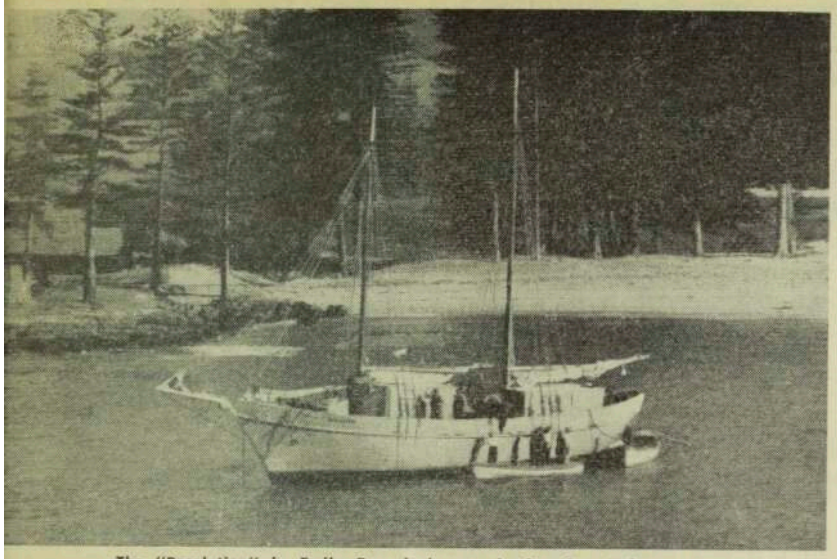
As she had no engine and the wind was somewhat abaft the beam, it was decided to have some sail to assist those towing. This proved a mistake, as the ship had no way on her and the general effect of the added sail was to make the vessel travel sideways, like a crab, and she struck the coral on her starboard side and bumped heavily three times before getting clear.

With produce stowed in her hold, *Resolution* then set sail on her first trip to Auckland, New Zealand. Head winds and calms caused the voyage to be rather protracted (some say she took 10 days to make the 600 miles), and a great deal of her cargo was spoiled. Although funds were, by this time, at a low ebb, a (very) second-hand engine was fitted in Auckland and once more *Resolution* put to sea.

Despite the motor the ship continued to make poor passages. Soon



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The "Resolution" in Emily Bay, looks proud after her fitting out.

writ being nailed to her mast on ier final trip to Auckland.

As there were no further funds orthcoming from Norfolk Island, he was heavily in debt. This led to he ship being put up for sale. NZ shipwrights inspecting *Resolution* pronounced her "30 per cent. tronger than normal construction".

In September, 1927, she was purhased by Burns Philp (South Sea) td. and after minor alterations she ailed for Vavau, Tonga. Based there he was employed in the Niuafoou-Leppels trade until, in October, 929, Burns Philp transferred her to iji for inter-island trade based on evuka.

It is said that during this stage f her career she was caught in a urricane and tossed up among the alms of a coconut plantation. But xamined and pronounced undamged, *Resolution* resumed her normal fe.

In October, 1941, the old warorse was again transferred, this me to New Hebrides and based on ila.

Hurricane Proof

In March, 1948, she was making ne 60-mile voyage from Emae to ila when she was caught in hurriane weather, and with her engine oy now a 30-hp Fairbanks Morse) ut of order and other extensive amage, was driven to the east ast of New Caledonia. She was owed back to Vila by the Australian ketch *Avalon* (herself now o more) where she arrived on pril 6. Repaired, the ship entered gain the New Hebrides interland trade.

Just over a year later, *Resolution* isappeared mysteriously from her ioorings in Vila harbour and after me fruitless searching further field it was found that she had ist sunk at her anchorage. pparently no attempts were made to raise the vessel—possibly it was considered uneconomical.

But one can't help wondering if, somewhere along the rocky cliffs or perhaps on one of the few beaches of this seagirt isle of Norfolk, there may be barnacle-encrusted timber from *Resolution* come home to rest at last.

The Marching Song of the East Irian Peoples' Republic

Well, it had us a little bit worried,
The day all the Taubadas went,
But the new chaps are jolly fine fellows,
If you don't mind that Muscovite scent.

It's 'Comrade', remember, not 'Master'—
Although it's a bit of a bore—
But one foolish fellow said 'Kongkong',
And he ain't around any more.

So we've scrubbed the Australian ensign—
The new one's a regular beaut!
And it's fun to hoist a red laplap,
And raise the right fist in salute.

Self-government's great for the people—
Or that's what the commissars say—
But they've cut out the soap and tobacco,
And we're working a 12-hours day.

They allow us a ration of vodka—
Boy, wouldn't those missions perform!—
But we get good and full every evening,
When production's exceeding the norm.

They've cute little flats at the commune,
And not charging the chaps any rent,
And they're building a palace of culture,
Of Czechoslovakian cement.

We're drilling on Ela beach oval—
It's really all rather fun—
For next year's assault on the mainland;
And then watch those Taubadas run!

They've erected a sort of memorial,
(Big Brother's idea of a lark),
To some fellows called Menzies and Hasluck,
In the middle of Stalin State Park.

—P.M.G.

Minj, T.N.G.

Do You Remember?

Twenty years ago the Second World War was just on a year old. The phony stage had ended and, in the Pacific, the French possessions had still not got themselves out of the dilemma occasioned by the collapse of Metropolitan France. Here are some other extracts from the August issue of "PIM", 1940:

In Papua they were objecting to new taxes (2½ per cent. primage, 3½ per cent. on gold, and 5 per cent. on rubber—when the price was 8½d per lb. or more). Merchants and planters said that it was a "class tax"—designed to get the Administration out of bother with its pensions account which was £9,000 in the red that year. The budget, which just had been announced, provided for revenue of £176,809 and expenditure of £183,212.

* * *

The copra industry in the South Pacific faces the biggest crisis of its history, said "PIM". "The European copra market has disappeared. Great Britain has six months supply. Even if there were markets, freighters cannot be spared from urgent war work to lift copra from Island ports. Governments are now planning to give sustenance relief to planters, in the hope that plantations somehow can be carried on until a market is available."

* * *

Seems that bombers cost less 20 years ago. Fiji raised enough in one day—£40,000—to buy two of them. Two gold mining companies and the sugar company weighed in with £10,000 each and there were other handsome donations from firms and individuals. About that time, the London Press reported that there was already a Colonial airfleet operating, in that £1,600,000 had been subscribed from the Empire (yes, they called it that, 20 years ago), which was sufficient to buy 40 bombers and 160 Spitfires. These days, of course, not one jet plane worth a damn seems to cost less than the whole £1,600,000.

* * *

Nothing's new, of course. "PIM" reported in that issue that Indian agitators had caused unrest among Fiji cane growers and, as a result, sugar production would be much smaller than usual. The CSR company had introduced, the year previously, a new system of paying growers for their cane. The growers were convinced, by agitators, that they were being got at, and they stopped planting cane.

* * *

Crew members of a Messageries Maritimes vessel, on a voyage between Marseilles and Australia, and in an Eastern Polynesia port when France capitulated, were still trying to sort themselves out. French officers and Madagascan sailors argued for days as to whether they should return to their families or sail into a British port. Finally they did the latter—where the ship was taken over by the British Admiralty, but the men were given a completely free choice as to whether they should join de Gaulle, or be returned to France.

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THE MONTH'S NEW READING

With JUDY TUDOR

Like everyone else in this age, authors, too, are gadding about. They still write stories from the home front; but they also roam far and wide to provide exotic backgrounds for their plots and their stories.

THIS month's collection provides a case in point, and there is no longer any excuse for not knowing something about what goes on in the world, even if you, personally, never leave the haven of your own fireside chair.

You can learn something about the Spanish character; about the Arabs as a people and a political force; about the wiles of the North African; what happens when Greek meets Greek; and what a pack of newshounds are like when gathered for the kill at an Austrian mountain resort.

It all tends to broaden the mind; and, perhaps, encourages us to stick our noses into other countries' business.

In the reading sense, there is nothing of much moment in this dull, mid-year period, but most of the books offering are entertaining and readable.

Buffoon in Old School Tie

THE larger catastrophe of World War II, which began in the year that saw the end of the Civil War in Spain, has largely blotted out detailed memory of that earlier conflict. Except, of course, for the Spaniards who lived through it; and those of other nationalities who, at the time, and for frequently misguided reasons, went to Spain and took sides.

Spanish politics, even today, are still something of an enigma. General Franco's dictatorship, as the last remnant of Fascism in Europe, is naturally calculated to make those who normally see Pink, see Red; and he has, undoubtedly, a short way with those who buck the regime.

The average middle-aged Spaniard whom you meet casually, is full of fun, will talk about almost anything under his pleasant sun, will go to extraordinary lengths to be friendly and helpful—but will pull down a metaphorical steel shutter over his face if the conversation veers towards what he did in the Civil War.

The younger intelligentsia, who missed the Civil War, will sometimes discuss current politics, but few harbour revolutionary ideas. Dictatorship is not ideal, they say, but in the present state of Spanish development, it is the only solution. They will quote chapter and verse to show how much better off Spain has been since Franco than before. The visitor who goes to Spain, expecting a patriot burning to save his country from the yoke of repression, to be lurking behind each bush, would be sadly disappointed

The overwhelming mass of Spaniards, young or old, are united about one thing: anything—dictatorship, if you want to call it that—is better than Civil War and the political chaos that preceded its outbreak in 1936.

As a background to this almost universal frame of mind in present-day Spain, and the adequate reasons for it, you might search much further and fare worse than *The Spanish Pimpernel*, by C. E. Lucas Phillips, the British writer who has already achieved best-seller class with *Cockleshell Heroes*, the *Escape of the Amethyst* and other adventures based on real-life wartime escapades.

It can be said of this story—and no doubt will be said by those Pinks we spoke of, who see Red—that it is biased and presents only the brutality of the Republican forces. This is, of course, true to a certain extent, as the story is of an Englishman, Christopher Lance, who was living in Madrid at the time the Civil War began, and through a long chain of circumstances, found himself smuggling out of the country, victims whom the Republicans had marked down for death.

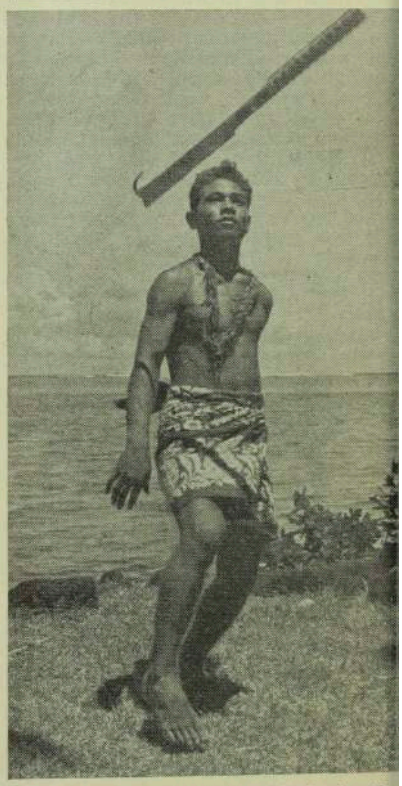
Civil War Brutalities

As such it is a ghastly chronicle of the cruelties and inhumanities of this side; but if it makes the reader feel any better, he may with assurance tell himself that the sins and brutalities on the Franco side were unlikely to be one whit less. There is a facet of the Spanish character which we other Westerners, for want of a better word, call "cruel". (Although a few years later, the Germans, by their acts cancelled any right to be called civilised.)

The Spanish War was the culmination of 300 years of bad government and half a dozen acute years of muddled party-politics. In 1931, King Alfonso XIII went into exile to pave the way for a bloodless revolution and the establishment of a Republic. This, however, did not suit the revolutionaries amongst the Spanish political parties, and at a later stage Largo Caballero, "the Spanish Lenin", was declaring: "Spain must be destroyed in order to make it ours; on the day of vengeance we shall not leave a stone upon a stone." Other revolutionary-minded citizens wanted to see "waves of blood that would redden the seas". They got what they wanted.

The 12 parties that formed the Left, and ran the first Republican Government after Alfonso's exile spent their time unprofitably fighting one another and persecuting the Church and were defeated at the next election. But the Rightist government that followed did no better and in 5½ years there were 26 changes of government. Spain was totally unsuited to the western pattern of parliamentary democracy.

At the beginning of 1936, the Leftist parties formed the Popular Front and in the elections in February of that year, were returned to office in the Cortes (Spanish parliament). The Popular Front was composed of a medley of parties in-



Spinning his hooked blade in the air, this young Samoan knife-dancer prepares to catch it behind his back.

A photograph from "People in the Sun", a pictorial study of Pacific people by Lyndon Rose, with photographs by Ronald Rose, which will be published in October by Angus and Robertson Ltd., Sydney.

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cluding Socialists, Anarchists, home rule parties of Basques and Catalans who joined up for their own political ends, and, of course, Communists. As the Civil War got into its stride, and Russian advisers were brought in, the Communists, who had at first been a very small party, indeed, assumed more and more power.

A Mixed Bag

On the other side of the fence, the Right wing parties were just as mixed a bag. They included Liberals, Radicals, the old Carlist party and —something quite new—the Spanish Falange. Like the Communists, the Falange started off as a very minor party, and assumed more and more power as time went on.

There were two other traditional forces in Spanish politics—the Church and the Army. However, since the exile of Alfonso in 1931, the Church had suffered extraordinary persecution and at the time of the outbreak of Civil War was virtually broken. To show oneself in the habit of a nun, or the garb of a priest was to invite murder from the first mobster one met.

The Army at this stage had a disproportionate number of officers, and one General in every 100 soldiers. It was more interested in politics than fighting efficiency, but its general inclination was towards the Right.

However, the Republicans had taken care of this, to a certain extent, and had promoted some Generals and senior officers, out of sight. One so promoted—to be GOC Canaries—was General Francisco Franco.

The triumph of the Popular Front in the February, 1936, election was followed by the release of political prisoners who immediately formed themselves into armed bands to pillage, assassinate, burn convents and churches. At the same time, each political party and each big trade union trained its own private army for the same purpose.

The real Civil War was triggered on July 18, when the military garrison in Spanish Morocco revolted, and to it, to take charge of affairs, flew General Franco. They rose, so they declared, not against the law, but for the law, so that law and authority should rule . . . for the safety of the people".

This was the background against which Christopher Lance—Criminal No. 1 to the Spanish Republicans; Spanish Pimpernel to the rest of the world—operated in the first 18 months of the Civil War. In the last months he rotted in a Republican prison as Franco's forces pushed the Republicans into their final corner beyond Barcelona.

He was a Civil Engineer and worked for a firm that was based in English and Spanish capital. In the years between 1931 and 1936 he had surveyed railways, built bridges, dams and hydro-electricity projects all over Spain and Morocco; he and his wife, Jinks, had made friends amongst the foreign colony in Madrid and amongst the Spanish themselves.

Just Their Usual Form

They had become inured to the explosiveness of Spanish politics and during the first of the troubles in 1936, refused to take them seriously—it was just "part of the usual form". But as Franco's forces crossed from Morocco and began a drive on Madrid—a drive that was to take years, bogged down just 46 miles from the capital—even the ebullient Lance, was forced to take note.

His own business had been "nationalised", but he soon was made an honorary member of the British Embassy staff and when the Madrid Embassy was thrown open for English nationals, his was the self-appointed task of running the show.

But instead of the 300 or so British subjects who were expected to take refuge in the Embassy, hundreds of others, marked down as political targets, suddenly dredged up from somewhere, some slim claim to British protection.

Most of these people could not speak English, some had been, in the past, actively anti-British; but were bewildered, human beings in great fear—many of them had seen members of their families butchered before their eyes—and as such they had claims on Lance's sympathies.

Assuming, like a cloak, the deceptive inanity of the foreigner's idea of an Englishman abroad, acting the cheerful buffoon, jollying the Spanish officials along, understanding these people and their foibles, their sacred siesta and the Spanish way of doing and looking at life, he manoeuvred hundreds of people out of the country under the noses of officialdom.

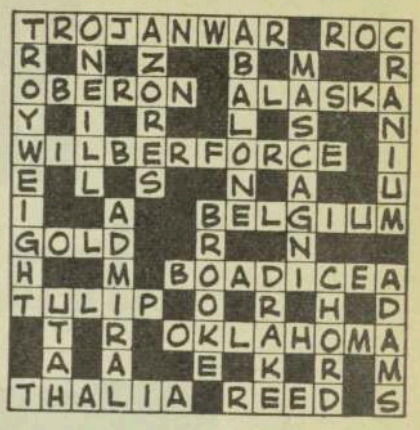
But by the end of the 1937 summer, even Lance could see that the pitcher could go to the well too often. He chose three desperate cases to be "shipped"—then he would go back to England himself.

Last Throw

The last case, the son of Franco's chief of staff, was the most desperate of all—his life was "balanced on a knife edge"—the difficulties of getting him away almost insuperable. But after incredible feats of bare-faced daring, it was accomplished—the last instructions given the young man being that he must not show his face until he reached a neutral port, and then he was to disappear, silently.

Unfortunately, the young man not only got off the ship to stretch his legs in Gibraltar, but he made a political speech leaving a trail a mile wide that led directly back to Lance.

Solution to Crossquiz from page 78



The fat was in the fire now, and in early October, 1937, Lance was arrested by the Republicans. The Civil War dragged on for almost another 18 months and as Republican territory shrank and shrank towards the southern Pyrenees, so was his prison shifted, and so also did his lot become more miserable and desperate.

In the winter of early 1939, as the result of the war became clear, the Republicans began to dispose of their prisoners. Each morning 30 or so in Lance's prison were killed by machine-gun—those not killed mercifully in the first effort, being shot in the head by revolver, at short range. Lance's number on the list was 250.

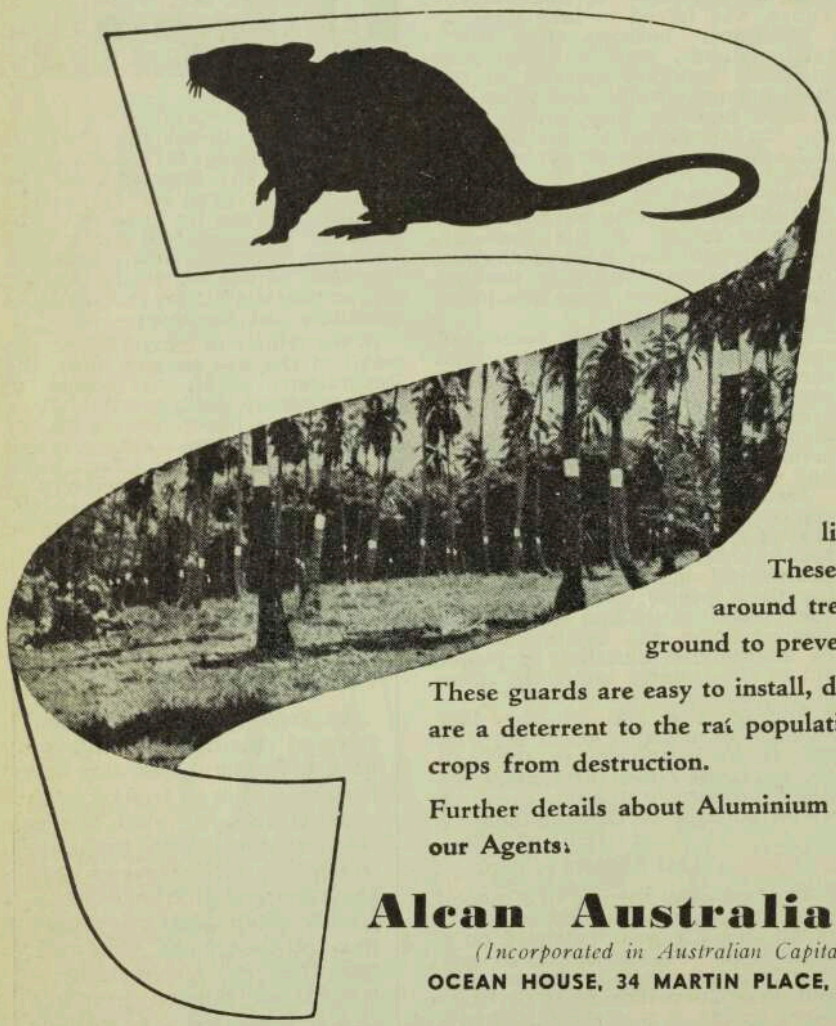
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Lemons for Beauty

To keep your skin clear and fair and your hair brilliant, you need the natural cleansing and bleaching tonic of lemons. Ask your chemist or store for a bottle of lemon delph, the latest lemon-type skin freshener that beautiful women are now using. Lemon delph bleaches yellowness of the hands and neck, beautifies the complexion as it melts out plugged pores and closes them to a beautifully fine texture. Lemon delph is excellent for a quick cleanse or to quell a greasy nose. A little lemon delph brushed on the hair after your shampoo will give it the glamour of sparkling diamonds.

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It was midnight when he was kicked out of his cell for the last time. With a Cockney prisoner who also had run foul of the Communists, he was taken a long way into the mountains, where they met an Indian prisoner. It was, thought Lance, evidently to be a British affair, with their bodies—for international reasons—buried far in the Pyrenees where they were unlikely ever to be found.

Then out of the darkness came a strong, English voice: "I'm Skrine Stevenson," it said, "I'm from the British Embassy, and I've come to take you home."

(SPANISH PIMPERNEL. Published by Heinemann. Australian price, 22/6.)

Monsoon in Somaliland

ONE thing you can be sure of concerning thriller writer Victor Canning is that you are never sure where, in a literary sense, he is going to pop up next.

Last time, we seem to remember, we left him in Majorca; now, in *The Burning Eye*, his characters are disporting themselves in adventures on an isolated spot on the Somaliland coast. And as far as one can see, the background is authentic enough in both cases. This despite the fact that Mr. Canning himself lives in an Elizabethan farmhouse in Kent, and raises hens and carnations when he is not writing thrillers.

The old *Cambria* had been badly battered in Bombay and when she met the full force of the monsoon in the Arabian Sea, she took on a fierce list. The captain had only one solution—to make for a small, sheltered port on the Somaliland coast, put the dozen passengers ashore, and try to restow the cargo.

Everything went according to plan, except that Suguli, the port in question, proved to be even more god-forsaken than anticipated (it was in charge of one Italian officer suffering from malaria), and on the evening following the landing of the passengers and the ship's doctor, *Cambria* quietly turned turtle in the harbour and sank with all hands.

Within a few days the survivors had inadvertently got mixed up with local politics, which with the Somali chiefs were of the direct, simple but final kind. With all these ingredients, Mr. Canning manages to dish up quite a repast of colour, action and interesting background.

(THE BURNING EYE. Published by Hodder and Stoughton, Ltd. Australian price, 18/9.)

Thriller With Cultural Background

MARY STEWART is also one who, in the writing sense, gads. Her latest, *My Brother Michael*, is set in that country which Byron, Shelley (and others) wotted of. To wit—Greece.

This is a story of the land of the Gods in high summer, when the grass on the Parnassus is withered brown, and the heat hangs over the Aegean Sea like an electric blanket. In time it is modern—with sufficient of the ancient thrown in to provide a short university course in Classical Greece.

There is now quite a school of this sort of thriller—fast-moving modern story against a more cultural background, and in this field Mary Stewart is very good, indeed. It isn't everyone's meat, of course. Some people prefer to take their classics straight, and their thrillers in the same way—the sex and the beat-'em-up-and-leave-'hem-for-dead of the tough American school.

Camilla Haven, in Athens on holiday and to forget one love affair soon finds herself involved in another with Simon Lester, who is in Greece to find out what really happened to his brother, Michael, 14 years before.

Michael was a member of a special force that "fed" the Greek guerillas during the German occupation. Although it had been supposed that he had been killed in the course of duty, Simon soon learns that he had, in fact, been murdered.

Michael, too, was something of a classical scholar and the enigmatic message he was able to send before his death is finally unravelled under dramatic circumstances 14 years later on the slopes of Mount Parnassus.

(MY BROTHER MICHAEL. Published by Hodder and Stoughton, Ltd. Australian price, 18/9.)

Pope, in Private

A POTENTIALLY famous writer has to be really quite far-seeing in order to provide successfully for any future volume of "Selected Letters".

Alexander Pope, the satirical poet of the early 18th century, seems to have been just that man—either by providentially keeping copies of his correspondence with friends; or by having the sort of friends who kept his letters—quite rare in these modern days, in our experience.

Pope, in fact, seems to have gone a step further and actually edited the first volume of his own "Letters" and had them published, by a ruse, in his own life time.

And why not? What writer worth his salt has not fathered some literary gem in private that he considers worthy of a bigger audience? Pope just carried things to a logical conclusion.

Oxford University Press has quite recently produced a volume of Pope's letters in the World Classics series. Although uniform with the other pocket-sized volumes in the series, this small book packs in about 400 pages of the poet's prose—sufficient to show not only what kind of man Pope was, but to give interesting excursions into the times in which he wrote.

It was, as is clearly shown by some of his letters to the acknowledged female wits of his day, a somewhat bawdy period and the poet's letters are not confined only to thoughts on a higher plane.

The Oxford University Press has now over 500 books in this particular series, but alas, even the cost of reading the classics has gone up considerably and the smart little volumes can no longer be bought for a couple of bob.

(LETTERS OF ALEXANDER POPE. Published by Oxford University Press. Australian price, 12/9.)

Golden Age of Arab Influence

THE well-produced picture and story book called *The Arabs*, recently published by Harry B. Ellis, Middle East correspondent of the *Christian Science Monitor*, is designed mainly for children, but their parents will find it interesting, too.

Ellis shows how, as long ago as 3 500 BC, the nomadic people of the Arabian Peninsula began to spill out from their fearsomely arid land to populate the more fertile parts of the Middle East, and to become the Babylonians, the ancient Egyptians of the Nile Valley, the Hebrews of Palestine, and others.

But it was not until a child called Mohammed was born in Mecca about the year 571 AD that the necessary spiritual impetus was given to these nomadic people to found an empire.

The Golden Age of the Arab Empire lasted six centuries, at a time when Europe was experiencing a dark age and when local kingdoms were little more than partly-civilised tribes. In its hey-day, Arab influence reached from China to Spain, and Baghdad was the cross-roads of the world.

During this period, when European cultural life was at a standstill, all the great works of Greece and other ancient civilisations were being translated into Arabic, and with other books on history, medicine, philosophy, astronomy and geography, were being funnelled into Europe through Spain.

One hundred years after the death of Mohammed, in 732 AD, the Arabs reached their northern-most point and were defeated at Tours, in France, by the grandfather of Charlemagne.

But the Moors (as the Arabs were called in North Africa) stayed in Spain until the 16th century, although their influence was on the wane 200 years before that.

Today, Moorish culture is grafted permanently onto Southern Spain; the dark skinned people, the ancient Martello towers that mark every headland, and the magnificent Moorish buildings that are now

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preserved as national monuments, are all reminders of Arab influence. Cordova, in its day, was the seat of Arab learning; the point from which the arts and sciences were disseminated to ignorant Europe.

The Arab Empire began its inevitable period of shrinking when the Mongols destroyed Baghdad in 1258; but the Arab Empire was different to other empires that have existed before or since: It had its inspiration in a religion, and although the Empire it created no longer exists, as such, Islam, the religion, goes on. About one person out of six in the world today is a Moslem.

(THE ARABS. Published by Brockampton Press. Australian price, 15/6.)

The Man With No Ethics

IT is well-known, of course, that newspaper men are, by and large, a poor lot. And that when they get into the lone-wolf, foreign correspondent class they'll stop at nothing to get their sensational story. As my old grandmother used to say, they'll skin a louse for its hide.

However, even knowing these things, Paul Townend's sensation-creating and sensation-seeking international correspondent Paddy (Torchbearer of Truth) Chipperfield, needs at least two glasses of vodka before you can get him down with a gulp.

For, of all the nasty purveyors of sensationalism for the uninhibited masses, he's The Lot, and the only thing that really keeps the reader legging away through his dirty goings in *The Man on the End of the Rope* is the virtual certainty that something unpleasant will catch up with him in the end. In this the reader is, in a way, correct; but on the other hand he is wrong, also. In fact, the end is quite a trick.

High on the face of an Austrian Alp swings a man at the end of an alpinist's rope. Weather, circumstances and other factors, some engineered by the Torchbearer himself, combine to keep him there some time.

Who is he? He could be a climber who had failed on the mountain once before; but it could also be a famous European playboy, lately disappointed in love. But whoever he is, handled right, he's news.

Apart from the uncertainty of knowing whether the fellow gets off the rope alive, and whether the Torchbearer gets his just deserts, the story also contains a lot of stuff about newspaper ethics: Whether it's right to feed the masses what they want—that is, tripe. Or whether one should run a "responsible, sober" journal and slowly go bankrupt.

It is a question that newspaper proprietors have been pondering for the last couple of generations, and which most of them have been solving to the quiet content of their bank-managers.

(THE MAN ON THE END OF THE ROPE. Published by Wm. Collins, Ltd. Australian price, 13/3.)

He's Interesting The French In Becke

French journalist and author Freddy Drilhon, who has two books and a number of outstanding illustrated articles on the Pacific in leading European magazines to his credit, recently travelled to his mother's homeland, Scotland.

While there, he met one of Britain's best known authors of the older generation, Sir Compton Mackenzie, who is also editor of "The Gramophone" and president of the Siamese Cat Club.

They eventually got to talking about the Pacific, in French, which the Scotsman speaks like a native. "J'ai des livres d'un auteur du Pacifique que vous ne connaissez probablement pas", Mackenzie said ("I've got some books by a Pacific author with whom you're probably not acquainted").

He was astonished and delighted when Freddy replied: "I guess you mean Louis Becke".

Looking keenly at Freddy, he said, "Wonders never cease! However did you get to know about him?"

As a matter of fact Drilhon has been a constant reader of "PIM" since he was correspondent for Reuters and the French News Agency, and newsman on Radio Noumea after the war. "PIM" aroused his interest in Becke, and when in Australia he made a point of introducing himself to one or two people in Sydney who may fairly claim to know something of the life of our old trader and supercargo.

Freddy is now trying to arouse interest in Paris in this rather neglected Australian writer, who lived for a few of his productive writing years in Normandy.—LEW PRIDAY.

Two For The Schoolroom

TWO recent additions to the growing list of the "Simple English Reader" type of book, are *Stories of Old Samoa* and *Pawidu Gets His Goal*. The latter is designed for school reading in Papua-New Guinea native schools; and we presume that the collection of Samoan folk tales is primarily for youngsters in that Territory. However, both could be used equally well in Australian or New Zealand primary schools.

Fanaafi Ma'ia'i, who wrote *Stories of Old Samoa*, has had a brilliant academic career. In 1957 she became Western Samoa's first university graduate. After gaining her MA with first-class honours at Victoria University College, Wellington, NZ, she went to London on a James MacIntosh scholarship and is currently completing a doctorate of philosophy at London University's Institute of Education. She will then return to NZ, to become lecturer in Education at Victoria College. (Published by Whitcombe & Tombs Ltd., NZ price, 3/6.)

Pawidu is written by David Powys, a school-teacher in New Guinea, and it is published by Dominie (NG) Ltd., whose parent company in Sydney is a supplier of all school requisites.

Small readers for New Guinea native schoolchildren have been published by or for the South Pacific Commission, but this is, we think, the first excursion of private enterprise into the business of publishing school books for NG children. There should be considerable scope for this sort of thing in a Territory of two million natives who are making their first fumbling escape from total illiteracy. (Price of *Pawidu Wins His Goal* is 2/9.)

Troubles Follow A Canadian Vision

ONE warm summer's day, a young girl called Valerie Rivard, reported to her neighbours in a small French-Canadian community on Canada's St. Lawrence River that she had seen a vision on the beach. They believed it to be the Virgin Mary.

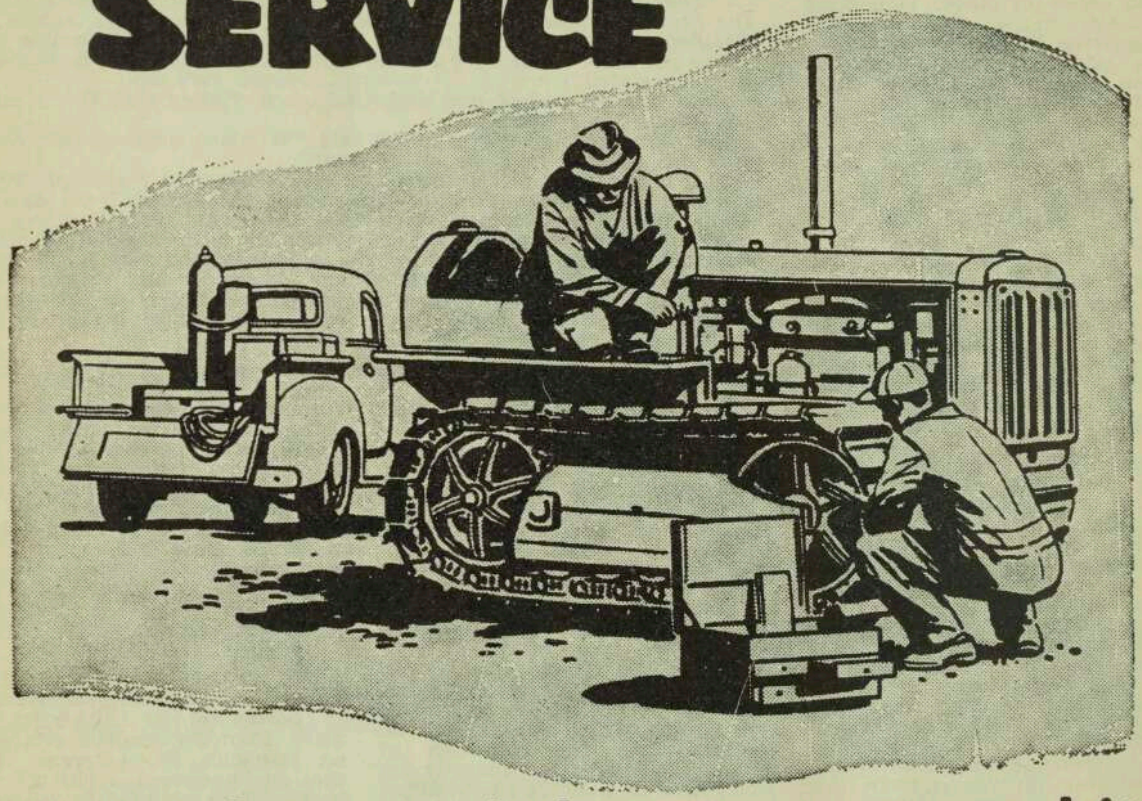
The vision threatened to turn the strong Catholic community up-side-down, as many of the locals saw their village becoming as famous as Lourdes and Fatima. Others saw no good in the business.

In time, however, because of the strange forces at work, the problem was overcome and the villlage settled down to normal life again. Peace lasted 12 years. Then an American journalist, with a contempt for the Catholic Church and its miraculous claims, arrived at the village to expose the child's vision as a fraud.

What happens then is told in *The Empty Shrine*, a novel of a miracle and its aftermath which New York born author William Barrett handles with great feeling. Apart from its religious angles, in which Barrett does a good public relations job for the Catholic Church, the book contains a wonderfully detailed pen picture of village life among the French-Canadians — simple people, hard working, narrow minded, shrewd. The book is of special in-

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erest to Catholics but is recom-nended for anybody looking for a ood novel.

(THE EMPTY SHRINE. Published by einemann, Ltd. Australian price, 22/6.)

Vhat's New In Paper Backs

THE YELLOW SNAKE, by Edgar Wal-ce. There aren't enough modern thriller riters to keep supply near demand. This rticular Wallace is a dip back to the ehistoric times of 1926. A classic of its nd—maybe. But a bit dated, at that. REAT PAN).

KING SOLOMON'S RING, by Konrad Z. renz, was first published by Pan in 1957 hen it was reviewed here). This is the cond printing of what experts claim is e most fascinating animal book ever. REAT PAN).

THE LEAGUE OF GENTLEMEN, by John land. The Rank Organisation has made movie with an array of Britain's best ting talent based on this story of a gang ex-Commando officers who turn their nds to crime—and especially bank rob-ry. (GREAT PAN).

THE ISLAND DOCTOR, by Rona Randall. slight little trifle about love and so forth the glamorous Caribbean. (FONTANA, llow Spine).

MIRACLES, by C. S. Lewis. If you don't ieve in miracles, Dr. Lewis tells you y you should. The biggest miracle of is the Christian belief that God be-ne Man. Once believing this, all other racles are easy. (FONTANA).

DOCTOR AT THE CROSSROADS, by zabeth Seifert. According to modern, ion-for-females, it is a terribly glorious ng to fall in love with a doctor, marry or work with one. It probably proves t all women—especially novelists—fall love with their doctors. But a GP's life be fraught with frightful pitfalls—l Miss Seifert here tells us some of m. (FONTANA).

MARCH THE NINTH, by R. C. Hutchin-. This one is also about doctors, but erent: No glamour. This American tor, in Europe with a relief organisa-, performs an operation on a wanted ti war criminal, and thereafter puts iself on the wrong side of the fence. whole thing is complicated by the fact t the American falls in love with the i's wife. (FONTANA).

Our copies from Wm. Collins (Over-s), Ltd. Australian prices for the above all 3/9.)

Saibai Is Sinking

(Continued from page 79)

ves) extends fifteen feet each e.

A strong guest of wind can be n coming from nor'east 200 yards ay, and to save the boat sinking m the pressure of the wind the w take to the outrigging until as passed. Saibai Island's nearest nt to New Guinea is about one d half miles, where natives can seen walking along the beach. m the nearby New Guinea inland villages the natives come ce a week to trade with the nders. They also come from up rivers, bringing coconuts, bananas, yams, sago, geese and pigs. In exchange they receive rice, flour, soap, calico, bullets, and other commodities. Such goods as rice, flour and sago are kept dry in narrow timber boxes shaped like a long stick, and lined with palm leaves.

This trading is a very agreeable arrangement, for the nearest "shopping centre" for the New Guinea natives is 50 miles away at Daru, headquarters of the West. District of Papua, where the regular cargo boat from Port Moresby terminates its run. Saibai islanders row across to the New Guinea mainland for fresh water or to hunt wild pigs in the bush with their mongrel dogs.

Though good church communicants, one hear references to belief in evil spirits on Saibai.

Recently I heard of a young man who went across from Saibai to New Guinea to get some hair oil from the Puri Puri man there so that a certain girl he sought to woo would be attracted to him by the pungent scent.

I didn't hear how he got on.

One Man's Paradise

(Continued from page 81)

Cakobau, the last "King" of Fiji, to establish himself on the 20-acre island stronghold of Bau.

Soon in Stride

Lambert was hitting his stride even before the formality of the welcoming kava ceremony was done, and just as he once "ballyhooed a Yankee's message" to a hookwormy part of Australia, so now he edged the customary polite exchanges aside in order to get to the reasons for his visit.

I noticed in the discussion on TB that followed, that the views of the Fijian doctor were treated with the utmost respect. This was part of a policy designed to build up the standing of the Central Medical School and those who had graduated from it.

No one who has seen the work of these men in the field doubts the ability of the Islands races to absorb and practise what they learn. But in Fiji the native doctor—or Assistant Medical Officer as the term went—has to contend with obligations that go back a long time. Here everything belonging to the family or clan is more or less common property, and the prescriptive rights of "kere kere" had the same meaning in Serua as in other parts of the Colony.

"What my brother has is mine," they say, and so the tailored shirt or lava lava, a fine new wristwatch or anything else belonging to a visiting relative can be demanded by connections in remote degree.

In most cases, the victim sees to



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it that the score is evened up in some way, but Lambert's sense of fitness was outraged by the thought of his young doctors returning from patrol n little more than their birthday suits, and he was forever plugging he theme that professional standng deserved a better reception.

During his lifetime Dr Lambert ave everything he had to the peoples of the Pacific, and the paradise he knew grew up around im.

Out Of The Sky

(Continued from page 81)

he expression of her face was ouching; in her eyes shone the teadfast light of faith.

She had assembled some of her usband's personal things into a rge kitbag—jealously guarded over y a young native house-boy, whose ame appeared to be Dewdrop.

His First Flight

Obviously, from his nervous antics nd wide-eyed wonderment, he had ever so much as been inside an rcraft. How would he fare on his rst flight, I mused?

Just as we were about to take-f, I saw that Dewdrop's seat-belt as dangling loosely beside him. I ent to fix it. I bore no scapel in y hand, but well might I have one, because from the look of fear hich had mounted into his eyes, seemed likely that Dewdrop was nvinced that *he*, and not his nployer, was to be operated on!

With a struggle to regain self-mmand, his lips now ceased their ivering and his jaws clamped gether with the snap of a rat-ap! He was steeling himself to dure what was about to come!

"Don't be too rough on him, Doc!" id one of the aircrew, an terested spectator.

I gave Dewdrop what I hoped to a reassuring tap on his shoulder, d then, his eyes devouring my ery action, I proceeded to fasten s seat-belt. I can still hear his h of relief when I returned to y seat.

Excitement, Joy

Any doubts I had as to how wdrop would behave on his first ght were soon to be dispelled. He s taking to the air like a duck water. As he bobbed about in his citement and joy, dismissed ogether from his mind now parently was any thought of the n for whom we had dropped out the sky.

Our flight over the open sea med interminable, and I heaved sigh of relief when at last I saw ming up out of the mist, the midable but welcome outlines of se two volcanoes, The Mother d The Daughter, standing ntinel over Rabaul.

There had been no slip-up in communication this time, for an ambulance-truck, ready to transport the stretcher case to Namanula hospital, was waiting at the airfield. With Dewdrop—a somewhat reluctant Dewdrop, I thought—ensconced in a seat beside the driver, soon it was obscured by clouds of dust kicking up behind.

Waited for News

We had not intended to remain at Rabaul any longer than it took to refuel. But when that was completed we found ourselves lingering on. How had the Kavieng man fared at the hospital?

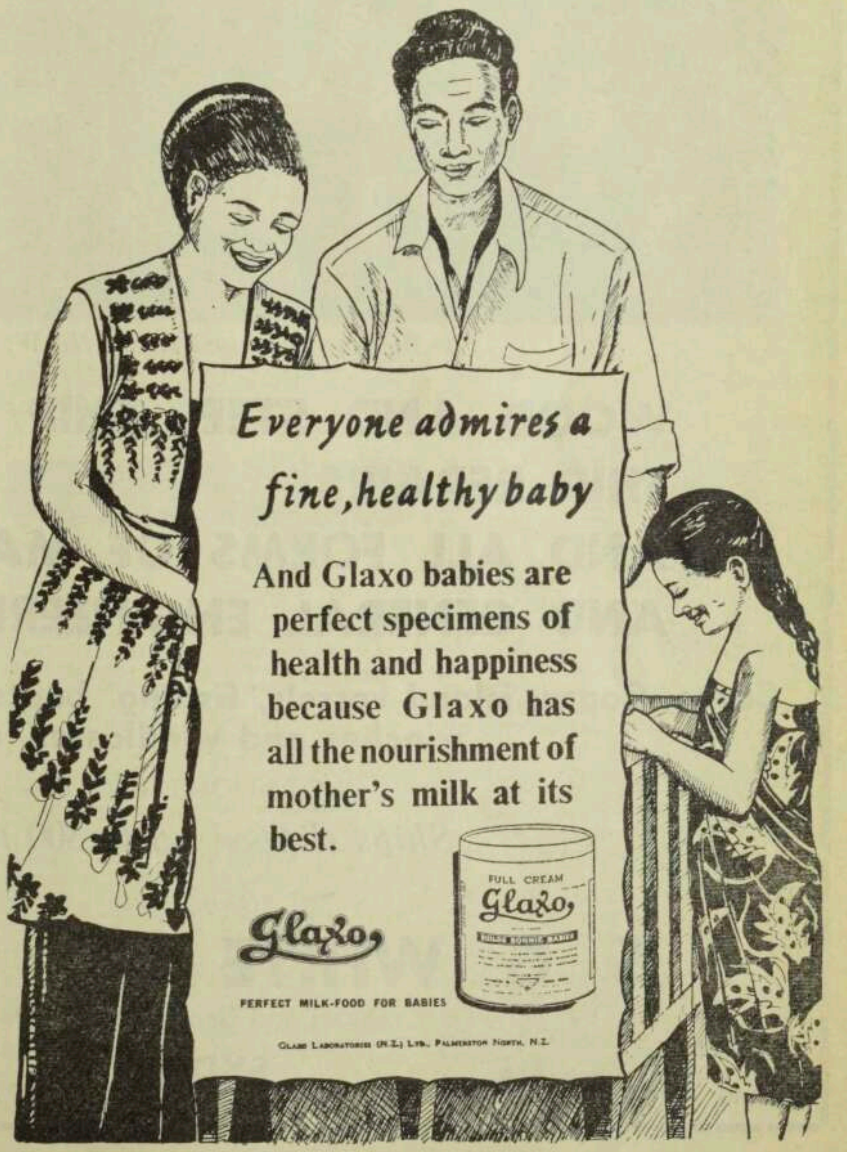
Earlier than we had expected, the news came through. It has been successful! The thoughts of all of us, I sensed, centred upon the patient's wife. It was news she deserved to hear.

We set about to resume our interrupted journey, and it was in Melbourne that there came a sequel. The discovery was made by one of the aircrew that the flap of the starboard wing of the aircraft—the Ambassador's aircraft — had been damaged. We gathered around to inspect it. Clearly, it was decided, the damage could only have been caused at that unscheduled landing we had made on the Kavieng airfield.

Me again! It seemed to me that the best thing I could do now was to exercise a *demarche* as gracefully as possible!

I turned, and then felt a sudden tap on my shoulder. It was the pilot.

"I know how you must feel about it!" he said. "But, I kinda reckon it was worth it!"



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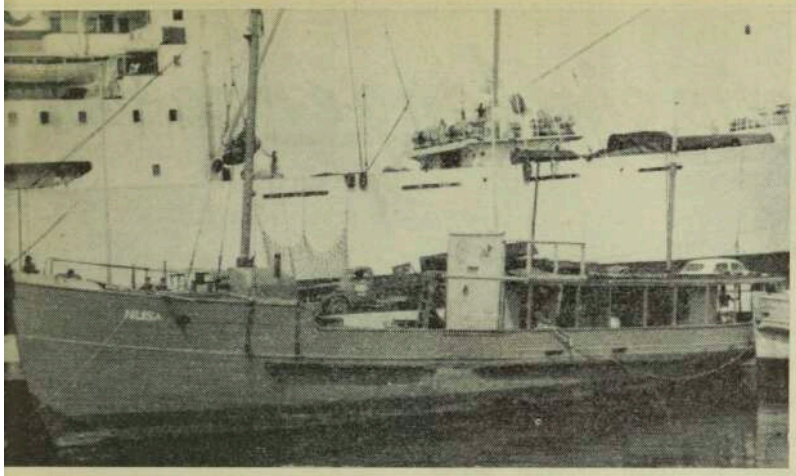
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Grandmother of them all—the "Nusa". (See page 107.) Photo: G. Bladen.

PACIFIC SHIPPING AND CRUISING YACHTS

The full-rigged ships, which once took part in the Australian wheat and Chilean nitrate trades, and were thus part of the Pacific scene, may be seen again.

N recent years those maritime nations which still maintain sail-powered training ships—and the nited Kingdom is about the only ajor Power that does not—have, rough the Sail Training Associa-on, organised a race from the nglish Channel to Lisbon each mmer. One took place this July. The Association is now trying to ganise a Pacific race for 1961. here will be some technical diffi-lties in fitting it in with train-g routine, but such a race would use great interest.

Japan has three vessels—*Shin-ku Maru*, of 2,777 tons gross, and e sister ships *Nippon Maru* and *io Maru*, each of 2,283 tons; Chile s the four-masted steel schooner *meralda*, of 3,040 tons displace-nt; and some of the other South nerican countries have vessels.

The US and European countries ight arrange entries, too. The US astguard has the barque *Eagle*—rmerly *Horst Wessel* seized from rmany as war reparations. Such race would perhaps start from pan.

• OUT SAILING: The Chilean *meralda*, mentioned above, made a uise to French Polynesia recently. aving Valparaiso she called at ster Island, anchored in a bay Moorea to spruce-up, then moved ross to Papeete just after the e-May seismic wave disturbances. om there she sailed for her home rt, via Rapa.

• THEY'LL MAKE HISTORY: The hippy-built Suva-registered 128-n trading ketch-cum-yacht *Macuata*, which had a somewhat eventful passage from Fiji to New Zealand following her recent purchase by Auckland boatbuilder Roy Lidgard, will almost certainly be used as a film-prop later this year.

James Fitzpatrick, of Travelogue fame, is producing a movie on Captain James Cook's life and voyages, and some of the scenes will be shot in New Zealand waters. The vessels *Endeavour* and *Discovery*—or "mock-ups" of them—will appear in the film. *Macuata* is reported now to be undergoing the necessary disguise.

Now building in a shipyard at Lunenburg, Nova Scotia, is a replica of the famous HMS *Bounty* for another film to be entitled *Mutiny of the Bounty*. We know of at least two earlier films on the subject, the first called *In the Wake of the Bounty*, which was shot by the Australian Charles Chauvel at Pitcairn, Tahiti, and elsewhere in the early 1930's; and the better-known *Mutiny on the Bounty*, from the Nordhoff and Hall books.

The vessel now building will be 118 ft o.a. by 100 ft w.l., 30½ ft beam, will carry 10,000 s. ft of canvas and, unlike her name-sake, will have a 300 hp diesel motor. She will be manned by a crew of 25.

• TRAINING CRUISE: The Japanese merchant-marine turbine-powered 2,430-ton training vessel *Taisei Maru*, already known in South Pacific waters, was making her first cruise as far south as Wellington, NZ, in July. Commanded by Captain Ginzo Tanaka, the 12-year-old vessel had a crew of 42, 22 officer instructors, 39 navigation cadets, and 45 engineer cadets aged about 23-24 years. The cadets spend the last year of their training period at sea.

Originally built as the merchant ship *Otara Maru*, this vessel was purchased by the Ministry of Transportation, converted to her present function, and renamed in 1953. She has two steam turbines direct-geared to a single shaft.

Another Japanese merchant-marine training ship, the 3,171-ton motor vessel *Ginga Maru* was also heard operating on shipping radio frequencies in July and was apparently in South Pacific waters.

• FOR OCEANOGRAPHIC CRUISE: The 701-ton refrigerated vessel *Viti*, once a Fiji Government vessel but recently engaged in running quick-frozen green vegetables from Tasmania to the Australian mainland, has been chartered for an oceanographic cruise to French Polynesian waters.

The cruise is believed to be a joint New Zealand-French operation. *Viti* is scheduled to sail for Papeete in September and will be operating in that area for about two months, sea sampling and sounding.

• TOW MAY END IN COURT: Not many cases involving maritime law are heard in New Zealand courts, but it is possible that there may be one of some interest in connection with the unsuccessful towage of two pontoons from Auckland to Tasmania by the Tongan tug *Hifofua* recently.

Captain G. W. Dunsford, of Auckland, contracted to deliver the

In The News This Month

Aid Keva
Aimara
Aranui
Archorite
Arewa
Babboon
Babinda
Carla Manus
Collegiate Rebel
Dobiri
Eagle
Enticer II
Eole
Fsmeralda
Fiesta
Flying Fish
Fortune
Foxton
Galatea
Haunui
Hifofua
Ina
Inaha
Incharran
Iwa
Janis
Kaio Maru
Kehua
Kinga Maru
Koae
Koyo Maru
Macuata
Margaret
Maui Pomare
Moana Roa
Nanyo
Nina
Nippon Maru
Nusa
Otara Maru
Patsy Jean
Pennella
Piri
Rannah
Readwill
Romayne
September Song
Shintoku Maru
Silver Cloud
Southern Maid
Stardust
Tahiti
Tahoe
Taire Maori
Taisei Maru
Te Matai
Tenyo Maru No. 3
Tiburon
Trade Winds
Viti
Wanderer
Wanderer III
Whence
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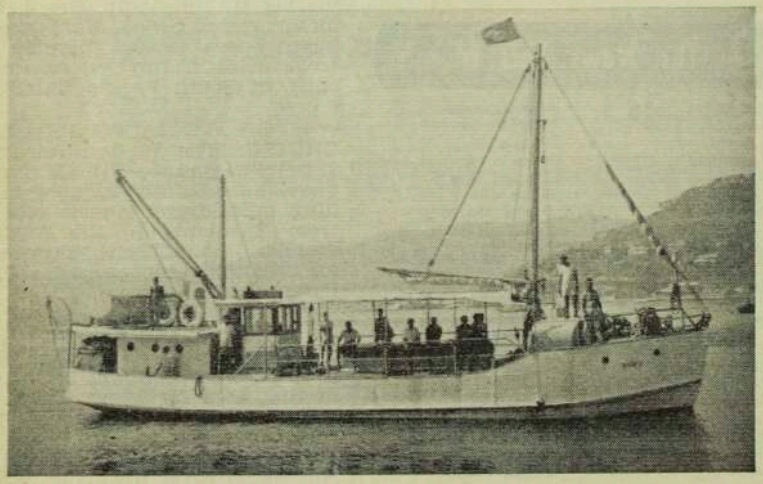


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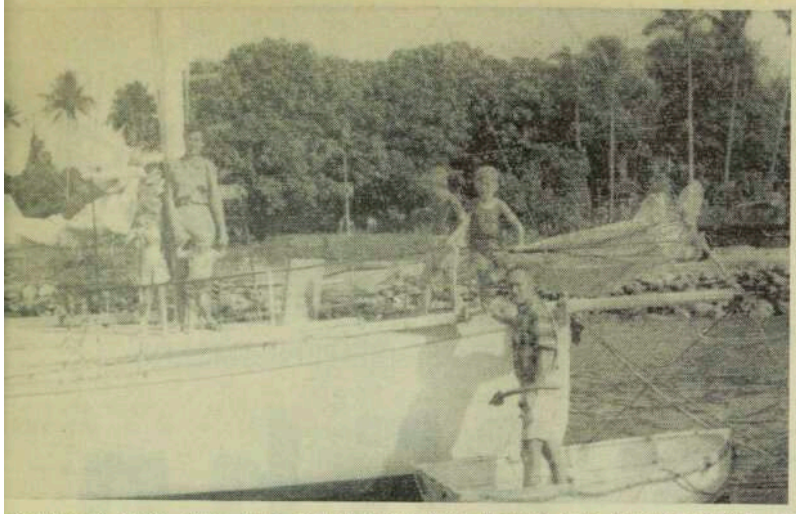
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Buckthought family—Theo, Mary, and their four boys, Norman, Dick, Donald and Alan, preparing to leave Rarotonga on their trip to Tonga. They were accompanied on this return half of their Island cruise by Mr. Keith Saul, of Whangarei, NZ. (See page 111.)

ıtoons for their owners. He en-ɜed the Tongan tug to do the on a towage agreement.

When the pontoons broke adrift the Tasman the tug owners imed that the cause was Act of d and that the contract there-ɔn became void. They then imed salvage to tow the pontoons the nearest convenient port—v Plymouth. Captain Dunsford re-ved the right of holding the tug ners to the original contract.

till reserving this right, a new tract was then made on different ns, and the tug set out to again empt delivery of the pontoons, at a time. But in heavy weather first pontoon developed a leak. k, and almost hauled the tug n with her when the slipgear ed to operate immediately.

he owners of the tug then de-ɛd to withdraw from the job; tug was recalled to Tonga via kland, and the second pontoon lay undelivered at New Plymouth ate July.

nless there is an adjustment, of court, it is likely that Cap-ı Dunsford will seek compensa-ı on the basis of the first con-ɛt which he maintains required tug owners to deliver the toons. It could be an interest-maritime legal case. Weather in Tasman Sea in mid-winter is ideal for easy towage and the ıts which took place were ɔably no cause for surprise.

is possible that the remaining toon may now be taken in tow a New Zealand coaster which been sold to an overseas buyer.

TARGET CLEARED: The sian rocket target area, centred ut 330 miles west of Palmyra, declared safe for navigation in on July 8, immediately after Russians had fired the second of two rockets. The first was fired on July 6.

The original announcement said that the area would be unsafe for navigation from July 5 to July 30. According to American reports, the two rockets landed in the defined area.

• HELP YOURSELF: According to a Government notice published in Rarotonga, the owners of the remains of the wooden, Australian-built, 304-ton vessel *Rannah*, which has been on the reef close eastward of the entrance to Avarua Harbour since 1954, have renounced all claims.

The wreck is considered an eyesore and will be demolished by the Government, but for a period of three months from June 21 any persons who wishes to help themselves to portions of the wreck may do so.

Rannah was originally taken to the Cooks by Mr. D. C. Brown, a Rarotonga trader. Anchored offshore in a blow, her cable parted and she drifted high onto the reef. She was surrendered to the insurance underwriters, and by them sold to a New Zealand syndicate who wanted her engines.

Having stripped these and other equipment, the syndicate re-sold the hull for a small sum to other Rarotonga interests, who hoped to salvage most of her timbers, but the vessel was very solidly fastened and the timber—Australian hardwood—was very tough, so only a part of the hull was dismantled.

Since then the wreck has represented a menace, as it could possibly be thrown into the Avarua Harbour in heavy weather.

• ON THE WAY: When this appears *Moana Roa*, the new New Zealand Government vessel for the NZ-Cook Islands trade, should be on her delivery voyage via Panama to

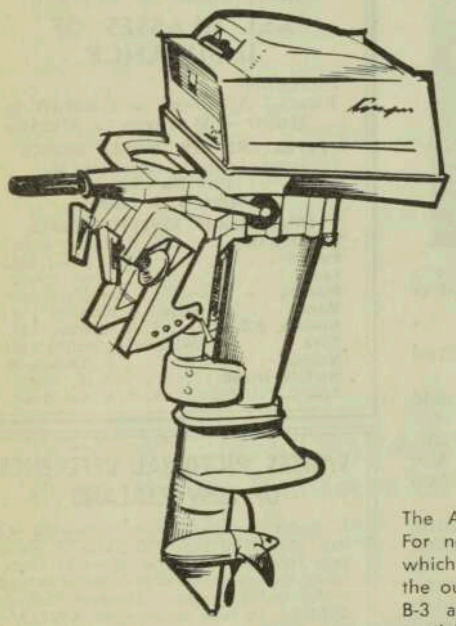
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Rarotonga and Auckland. She completed trials on July 12. Her cargo from the UK will include some new generator sets for the Rarotonga power station, motor vehicles, and other general cargo.

She is probably the first vessel to bring a direct UK cargo to Rarotonga in many years.

It was announced on July 16 that the Government vessel *Maui Pomare*, at present on the Cooks run, will be offered for sale as soon as the new ship arrives.

• PERSONAL: Mr. Len Colton, of *Maui Pomare* is still out of action following an accident in Auckland in mid-May. He had been promoted to Chief Engineer early in the year when the former Chief, Mr. F. J. Evans, was sent to Scotland to supervise the installation of machinery in the new *Moana Roa*.

Mr. R. Sheppard, lately Chief Engineer of Suva-registered *Babinda*, has joined *Maui Pomare* until Mr. Colton is again fit for duty.

• INTO THE BREACH: As a result of South Pacific Trading Company's two-masted schooner *Tiare Maori* breaking a connecting rod and cylinder head in June, the 135-ton motor vessel *Dobiri*, also based in the Cook Islands but owned by Captain Hugh Williams, took over the schooner's petrol run from Papeete to Rarotonga.

Dobiri took some tomatoes to Papeete on the east-bound run. She is to be in Papeete over the period of the July celebrations.

• FOR SURVEY IN JAPAN: The Rabaul-based wooden motor vessel *Piri*, 263 tons, purchased a year ago from ICI after operating for many years in the trans-Tasman explosives trade, left New Britain for Japan in June with a cargo of scrap metal.

After undergoing a refit there she will return with a general cargo. *Piri* is owned by a syndicate headed by Mr. Frank Dyer.

• NEW NG SMALL CRAFT: The 48-ft workboat recently completed for the Papua-New Guinea Administration by Capricorn Charters, ship builders of Maryborough, Q'ld, arrived in Port Moresby after an uneventful delivery voyage in early July.

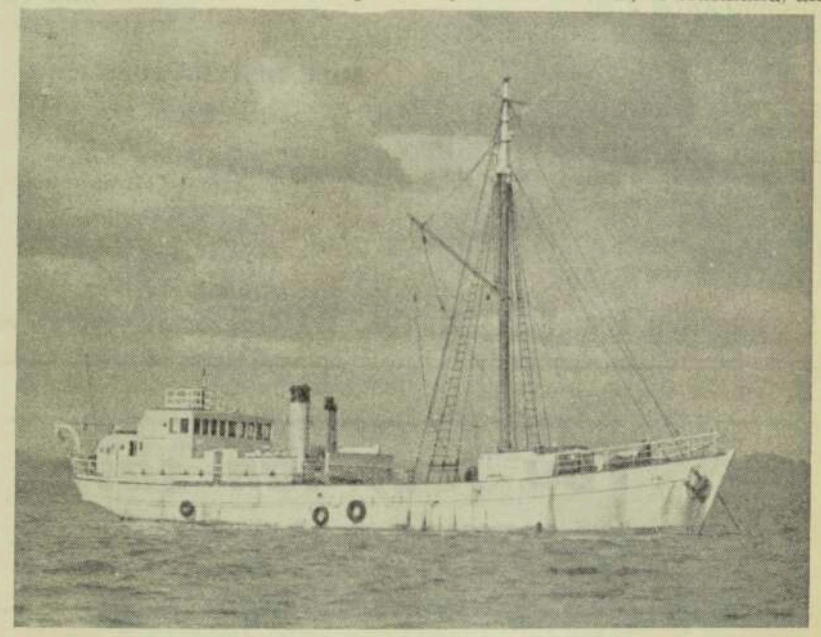
The vessel has been named *Aimara* and will be used in the Port Moresby area.

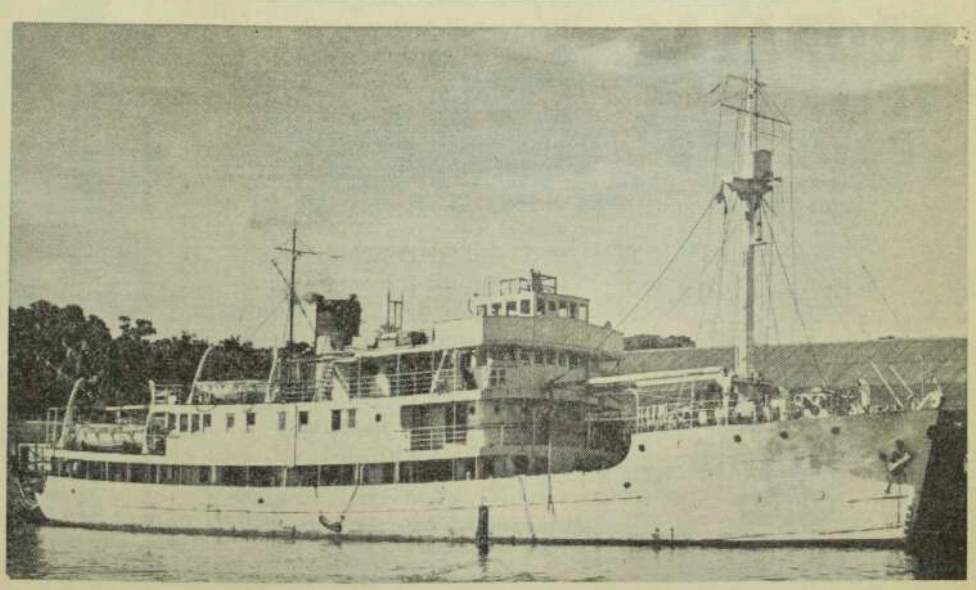
• FOR RABAUL: The 225-ton steel twin-screw motor vessel *Inaha*, built 1923, cleared Auckland on July 3 for Rabaul direct. She was purchased by New Britain Electric Co., of which Mr. A. Avenall is head. No information as to her future trade was available in Auckland in July.

Captain M. Calder was in command, with ex-part-owner Lewis Graham as chief engineer and some Suva men as crew.

• HANDED OVER: Also from Auckland, on July 7, went the 243-ton wooden vessel *Aranui*, for delivery to new owners at Tahiti as recently reported.

Captain Ron Barnett, who delivered the 209-ton *Foxton* to other owners at the same port recently, was in command. *Aranui* was owned by Winstane Ltd., of Auckland, and





ABOVE: "Piri", the Rabaul-owned ex-explosives vessel, is now in Japan for refit. (See this page.)

RIGHT: "Viti", the ship that during the war was Fiji's navy and which was sold after it to a group of ex-servicemen who used her in the trans-Tasman trade, will be in French Polynesian waters in September on a scientific job. (See page 97.)

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had been in the coastal cement rade.

• SHOWING THE FLAG: The Royal Navy's submarine HMS *Anchorite*, 1,385 tons surface displacement, a unit of the Fourth Submarine Squadron whose base is t Sydney, visited Suva, Apia, and Nukualofa in July, causing a great eal of interest in each port.

Commanded by Lieutenant W. L.. Owen, the black-painted, 280-ft raft, with S22 painted on her tall treamlined conning-tower, took nembers of the RNZAF and a few ther people on a short cruise out f Suva while some of *Anchorite's* ersonnel boarded a RNZAF Sunderand flying-boat for a detection xercise.

The submarine had a total complement of 64. Most of the men were illeted with the RNZAF during he stay at Suva.

• NARROW SQUEAK: The hartered Banno Line freighter *charran*, owned by Williamson & o., of Hongkong, touched the reef n the west side of Suva main assage as she left that port for autoka in heavy rain in the early ours of June 29, under a local lot.

The ship returned to the wharf nd a diver made a day-long exnination of the after part of the arboard side. No damage was und and the ship was making no ater so she sailed after a delay about 30 hours..

• IN WESTERN SAMOA: Capin Charles Smith, head of the estern Samoa Marine Departent and Apia's Harbour Master, ld *PIM's* roundsman in July that e port's new pilot boat, being ilt locally at an estimated cost of ,000-£9,000, should be completed mid-1961.

Designed by James Miller & Sons, Fife, Scotland, from sketches bmitted, the 115-hp, single-screw, knot launch will measure 54¼ ft x ft x 4¾ ft draught and will ave a small forehold for lightuse cargoes.

Captain Smith said that five new arine lights have been established local waters since last September d work is in hand on another.

Apia had 102 overseas vessels rough the port last year, totalling 5,000 tons, all of which are subct to pilotage. The Harbour aster's duties also include the sury of about 30 local small craft.

• SHE SERVES THE FLEET: he Japanese tuna-fleet mother-ips which call at Suva between ly and November each year are uipped to meet almost all the needs the vessels which they tend. They rry large quantities of machinery ares, fishing gear such as the big ass buoys, light buoys, and radioacon buoys, cartons of frozen it-fish, and foodstuffs—mainly rice, barley, beancurd, and canned Japanese mandarins.

They also have well-equipped hospitals and a pool of spare key men to provide replacements while the sick are under treatment.

Dr. Hajime Hatoyama, of the mother-ship *Tenyo Maru No. 3*, said in Suva in July that he and his assistant handle about 30 cases per day, mostly men from the fishing vessels rather than the mother-ship's own crew or workers.

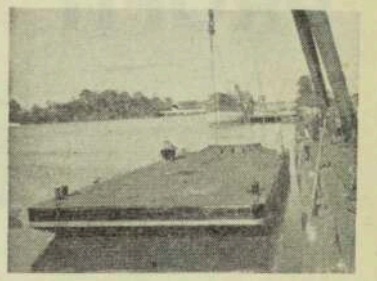
On an average there are only one or two serious accident cases per month. In the event of major operations men from other departments of the ship with war-time medical experience are called in as male-nurses to assist.

One, or perhaps two fishing vessels are serviced by the mother-ship at sea each day. On an average each fishing vessel returns to the mother-ship at about three-weekly intervals, when they have about 50 tons of fish aboard.

The *Tenyo Maru No. 3* fleet will draw about 400 tons of bait and about 4,000 tons of ice from the mother-ship between the end of May and the time that she hands over to her relief, *Koyo Maru*, in September, by when she will have taken aboard—and transhipped—her quota of 5,700 tons of fish other than sharks.

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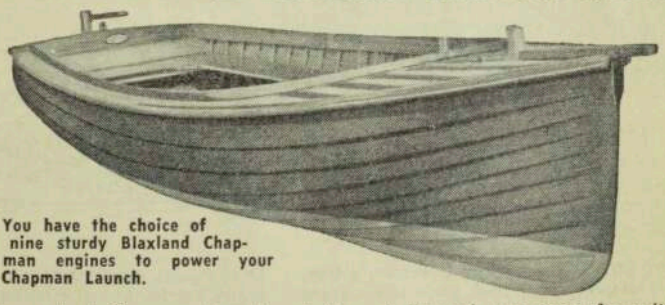
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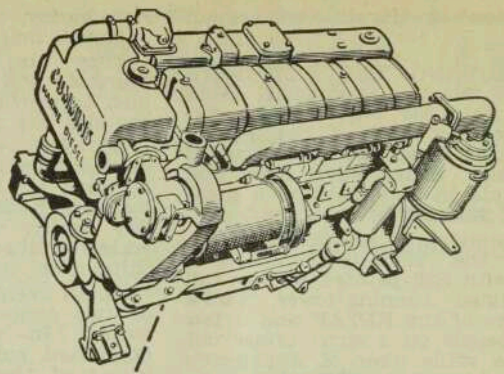
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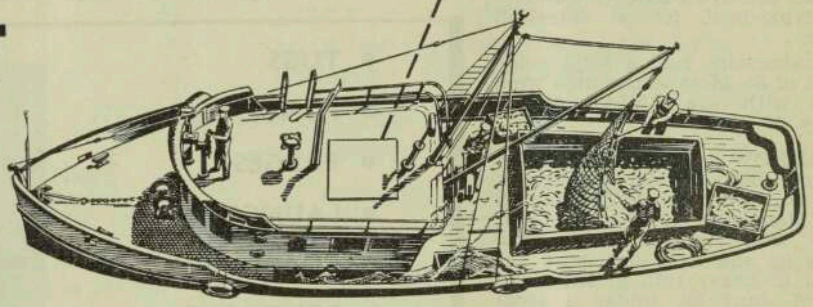
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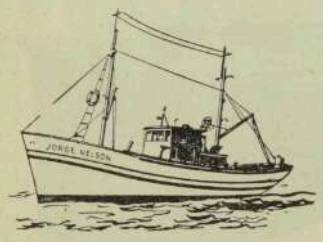
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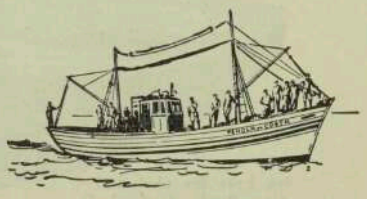
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• THOSE HANDY BUOYS: hose 12-in., net-covered, tuna-ngline glass buoys mentioned ge 103, have more uses than even e Japanese may have figured.

In the Tokelau atolls in July it as noted that probably every cond household had one of them nging up as a fresh water con-iner. The projecting eye, to which e fishing line is normally attached, d been knocked off to leave a con-nient hole.

Many of these buoys, presumably t by the Pago Pago-based tuna et, come ashore on the reef-und coasts of the three atolls—d perhaps a few might even be ved ashore when the lines are d within canoe-reach of the nds.

• BEEP-BUOYS, TOO: Less ful to a Tokelau housewife but hnically more interesting, are the lio-beacon buoys used by the a longliners in poor weather. A n-shaped object enclosing a neat le radio transmitter and with a t whip aerial, these buoys are ached to the commencing end the 50-mile longline.

The transmitter sends an identi-ng signal—usually a letter and a ure—during one minute in every ee. When the entire line is laid , the ship tunes the beacon-buoy on her direction-finding receiver d the ship cruises back to the starting end to commence picking up the line. In bad weather it may not be easy to follow the buoyed line back, and if the line is los , the radio beacon will continue to operate for about 300 hours.

The beacons operate in the band 1605-2850 kc/s and have a daylight range of about 50 miles. The beacon signals, incidentally, are a clue as to whether tuna long-liners are operating in your vicinity. Some of these beacons may be heard almost any night—when the range is naturally much greater—in the Fiji area during the fishing season. The little transmitters are crystal-controlled and have an output power of 3 watts. The buoys weigh about 16 kilograms.

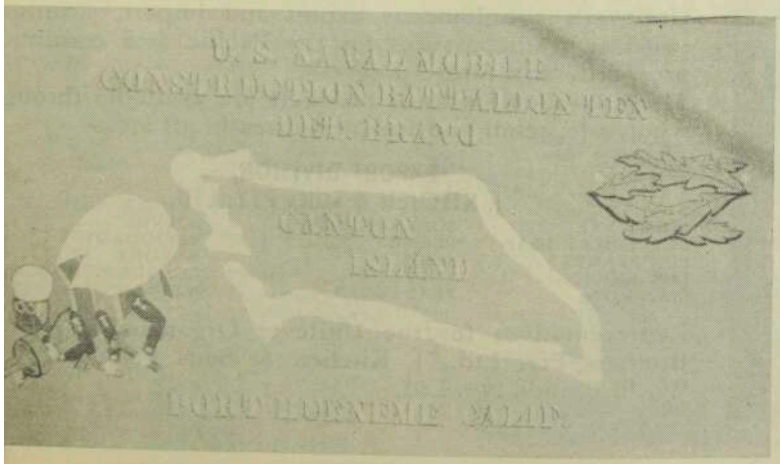
• THE BIG LIFT: A good many people in Fiji would be surprised to know that the 209-gross ton local vessel *Adi Keva* was brought from Holland, where she was built in 1937, to Sydney on the deck of the German freighter *Stassfurt*, and there lifted into the harbour "in one piece" by a floating crane.

To prove that this happened we recently made a search for a photo taken at the time, which appeared in *PIM* of May, 1939, but unfortunately it has long been disposed of and the original block destroyed.

The ship was then named *Le Phoque*—which means The Whale—and was on delivery to Noumea. We do not know what the vessel's displacement tonnage was at the time of the lift, but even 20 years later it would be classed as an interesting heavy lift.

• DOING THE ROUNDS: Captain G. W. Dunsford, of Auckland, shipbroker and representative for Pacific Islands Shipbuilding Company of Hongkong in Island areas other than New Guinea, visited Fiji and New Caledonia in July, and was likely to visit the Solomons and New Hebrides in August on his return from Hongkong, where he went to complete the business of ordering a new 500-tonner for the Northern Steamship Company of Auckland. He was investigating new ship or second-hand ship tonnage requirements in the Islands.





1 80-man detachment of Seabees from Mobile struction Battalion 10 have been on Canton d since May building a telemetry-tracking on. The Seabees will be there till end of year, and will construct four radar towers, buildings to house personnel and gene-rs, put in several miles of underground e and will repair existing roads and con-t some new ones. It all has to do with e Sam's Project Mercury—the "National nautics and Space Administration's manned e vehicle programme".

e US Navy cargo carrier, "Pvt. Frank rca", shown here, was taken out of moth-for the job of carrying building supplies food for the personnel. The other picture the detachment's own signboard.

—US Navy photos.

• THIS MONTH'S BOTTLE: This month's bottle message comes from Mauke, Cook Islands. The bottle was tossed overboard by French lone-handing yachtsman Guy Clabaut, of the yacht *Eole* at a point just south of that island

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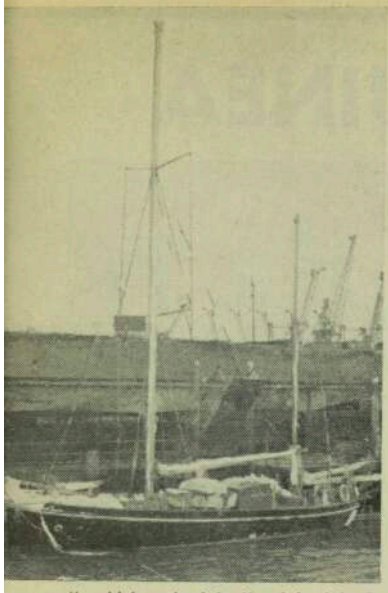
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ymayne", which arrived in Honolulu July 7, should be back in home port at Vancouver.

May 2 last, and was found in last week of May by a gentle- n named Kimiora, who had the d sense to pass it on to the right arter.

This was a short and unexciting ft voyage.

VETERAN'S WATERY GRAVE: e old *Nusa*, which has been part New Guinea's seascape since German days, was expected, in ly July, to be shortly taken out- e Rabaul harbour and scuttled. at remained of her, that is—she l already been pretty thoroughly pped of anything valuable.

er last owners were Messrs. n Pak and Freddie Chan. Accord- to Mr. F. Werner, of Bialla ntation (he and Mr. Janke, of ilo Plantation, Kerevat, are be- ed to be the only old German lers left in the Territory although re are a number of part-German dents), *Nusa* was originally the rol vessel of German District cer, New Ireland.

usa was "captured" when the tralians landed in New Britain 1914 and expropria'ed with the of German-owned property. It been reported that when she a German patrol vessel she had s mounted on her, but Mr. ner says that this was not so, ough the Australians may have nted one gun after her cap- .

e was the oldest vessel afloat nd the Territory—the date of building, and her builder are, e uncertain, although in July her age was put at 54 years. wooden construction, 85 ft long of 112 tons gross, 53 tons net. er latter days she was powered Ruston Hornsby 204-hp diesel.

• CORRECTION, PLEASE: A couple of Suva correspondents have already taken us to task for inaccuracies in the paragraph about the sale of *Moala* to R. G. Symes' interests in BSIP (*PIM*, July, page 109), which we reported had been sold through the agency of Captain W. L. Kennedy, Sydney.

Moala was one of four ketches (*Taveuni*. *Macuata* and *Koro* being the three others) which were built about the same time, but by Charles Whippy, Suva boat builder, and not by Millers Ltd., as stated.

The ketch *Koro*, which sounded like *Cora* in the telephone message we received, appeared in that latter disguise—and there just isn't any such ship, not ex-the Whippy yard, anyhow.

News of Cruising Yachts

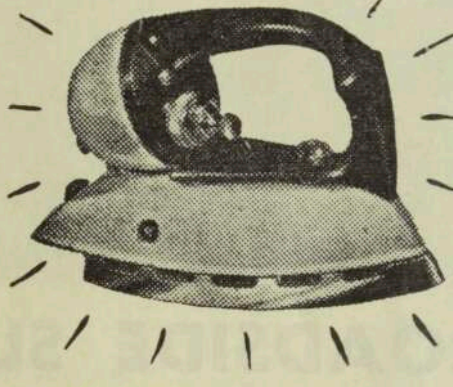
• LOS ANGELES-PAPEETE RACE: A Los Angeles-Papeete Race which had been planned to take place in June-July this year did not eventuate due to lack of interest and to other shorter and long-established Pacific Coast yachting races taking pride of place.

• COLLEGIATE REBEL, a big steel schooner with long overhangs, said to be about 105-ft. o.a., dropped in to Pago Pago with a broken main boom in June, and following repairs, sailed for Ponape.

According to our information this yacht sailed from a Florida port last February and after transitting Panama Canal called at the Galapagos and Papeete, where a number of crew left, and some more left at Pago Pago.

The skipper then was Mr. Ingemar Engdahl, and the yacht was apparently on

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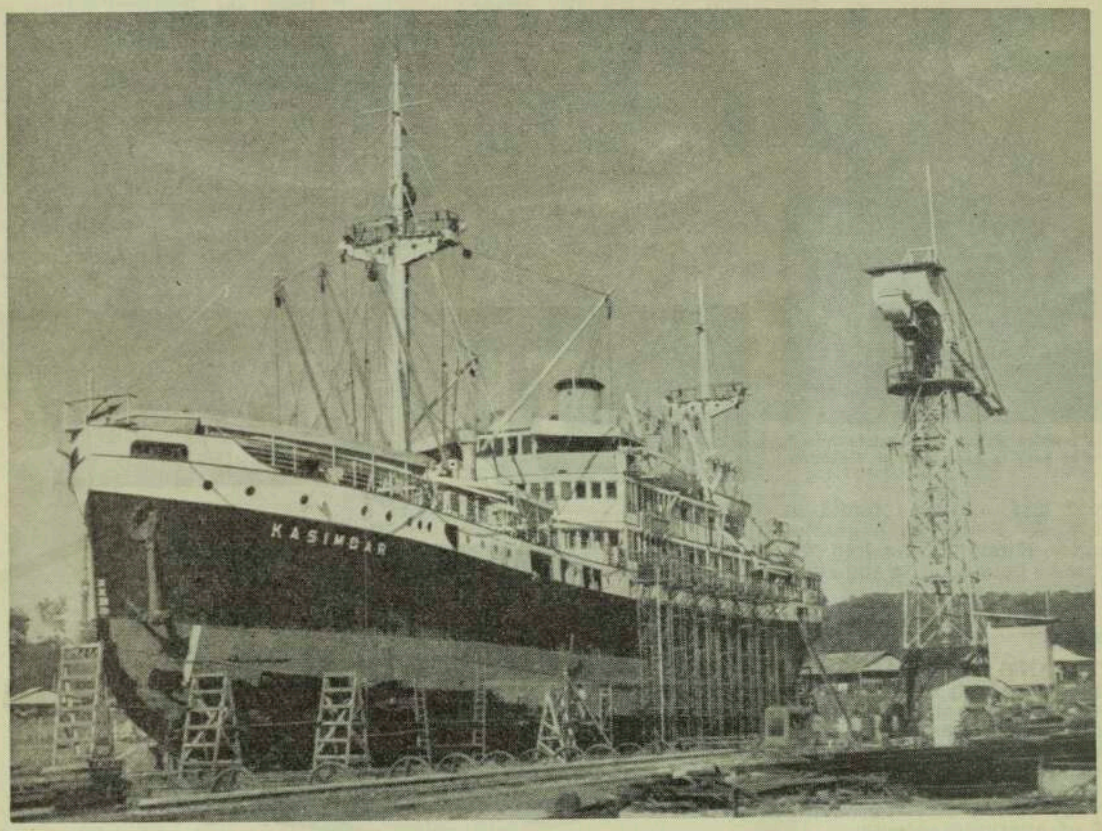
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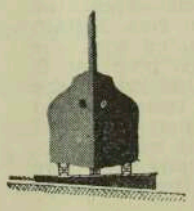


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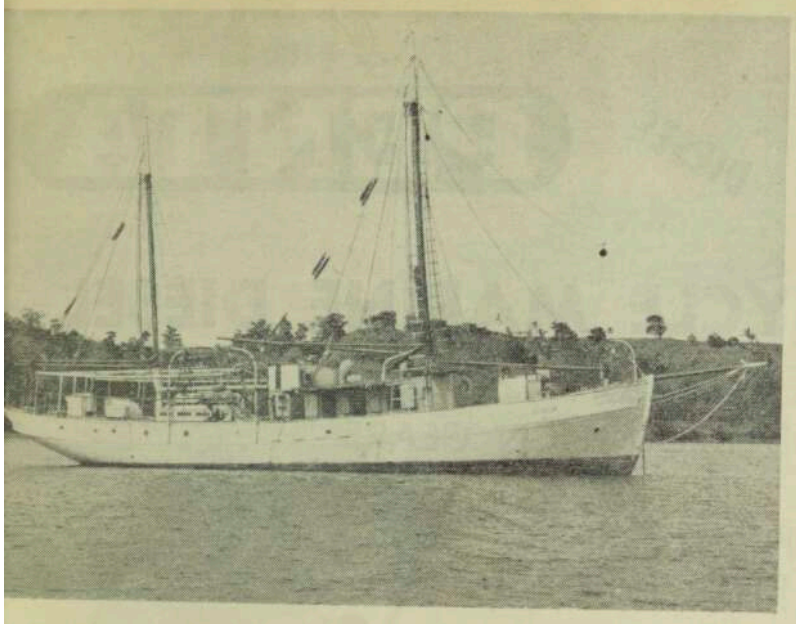
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lifofua", the Tongan tug which had some mid-Tasman Sea adventures recently—see page 97.

e sort of scientific collecting expedition he Carolines, where she had contracted e in July.

WILD GOOSE was in Papeete in July. to be of 300 tons, this motor yacht variously reported as from Seattle Vancouver and owned by a lumber on named Wyman, who was aboard members of his family. Future move- is unknown.

TE MATAI, an American yacht with persons aboard, called at Penrhyn d Papeete on June 30.

TIBURON of the US still lay in Pago in July and owner Ed Vessey was ring from a badly poisoned leg origi- g from a coral scratch. Ed was still ng two crewmen to help continue the ge.

SILVER CLOUD with John Grieve, Miller, Selwyn Daniels and Ray nas aboard, arrived at Suva from on July 18. This 36-ft. Auckland r was to continue westward to Vila, nea, and Brisbane at the end of July. had been made at Moorea, Huahine, tea, Tahaa, Borabora, Maupiti, and Pago between Papeete and Apia. art five-day run was made from Apia va.

JANIS, 28-ft. cutter of Sydney, with n Slovacek lone-handing, reached on July 19 from Apia and was to nue west at the end of the month calls at Noumea and Brisbane.

WANDERER of Auckland, with Tom Nora Buchanan and Pat Ganley d, was to clear Papeete about July or Huahine, Borabora, Rarotonga, u, Suva, and Auckland.

WANDERER III with Eric and Susan ck of England aboard on their second nnavigation, was at Rarotonga early

WHENCE and the Lopez family of the rrived at Suva on July 17. This yacht Apia June 20 but called at the Lau Group en route, claiming stress of weather.

As Apia is a Rhinoceros beetle infested port and Kanacea in the Lau is not a port of entry, the Fiji quarantine authorities were investigating this call in July.

They have announced that strong action will be taken against yachts which contravene the regulations and thereby endanger the coconut plantations through inadvertent importation of the dangerous Rhinoceros beetle pest.

● BABBOON, the US-owned schooner which has been in Suva since late last year, was to clear for California about July 27. Aboard were to be Harry McPherson of Suva as skipper, Gene Laughlin of the US as navigator, and crew-men Maxwell Hoeflich of Suva and Charles Chapman of the UK — the latter ex-MARLYN, which returned to Auckland from Suva early July.

● INA, flying the flag of West Germany and manned by an ex-German Navy man with one leg missing, was in Papeete in July and westbound. This is a cutter of about 38-ft.

● PENNELLA of England, a ketch of about 40-ft., manned by Ed Rankin of Australia and his wife, left Moorea for Apia June 11. Mr. Rankin has been serving with the RAF.

● KOAE and the Taylors of California cleared Moorea for Raiatea and Honolulu June 13.

● GALATEA of Vancouver was in Papeete in July. No details

● FORTUNE, FLYING FISH, and IWA (reported July "PIM" as EWA) of the US were all in Papeete late in June. No details.

● TRADE WINDS, Tonga-registered ketch, left Apia July 14 for Tarawa and Vila, where it is hoped the 120-ton ketch may be sold. With owners Athol Rusden and Maceij Bochinski were five others. Ted Copsey has disposed of his share in the vessel and was in Honolulu with his wife on holiday in July.

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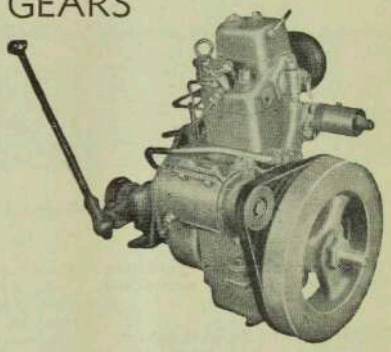
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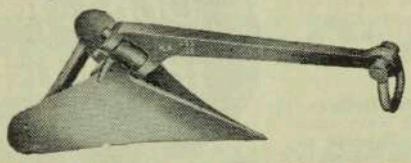
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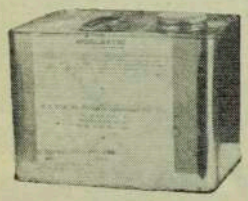


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MARGARET, 26-ft. cutter of New land, was considered to be overdue on assage from Auckland to Papeete in .

SEPTEMBER SONG, a 40-ft. American t manned by a couple named Lees overdue and the subject of a search late June having failed to arrive at ak, New Guinea, from Hollandia, h coast of Netherlands New Guinea. search was called off in early July n Hollandia reported that the NNG orities had information that the yacht headed for Fiji. LATER: Honiara, BSIP, rted her missing early August, between ndia and Suva; BSIP ships asked to lookout for her.

READWILL of Sydney, 29-ft. con- d lifeboat, with A. Svedlund, Jim n, and Roy and Reg Milford aboard, h suffered a broken mast near Bora- and went on the reef while entering ua, Rarotonga, early June, is expected at the latter port undergoing repairs about September.

HAUNUI, a 48-ft. launch which left land for Nukualofa late in May was subject of search inquiries in June. is believed to have put back to an- New Zealand port.

SOUTHERN MAID, the graceful yacht has been the floating home of Miles , his wife and couple of youngsters, rt Moresby for the last two years, here for Cairns on July 5. This is a cruising holiday for the Lewis y and they expect to return to Port by in a few months, where the skip- a pilot with Papuan Air Transport, The holiday route was expected to airns, Townsville, Brisbane, Noumea, y and home—all in three months. them, as far as Townsville, went Seary and Lennie Lawrence. Fellow in the Department of Civil Aviation been wondering why the latter has cultivating a beard in recent months ow the secret is out. (Owner-skipper wears one permanently).

AND THEN THERE WERE SEVEN: rrival of WANDERER III in Raro- from Moorea on the morning of 30 brought the number of cruising there at that moment to seven— bly something of a record. KEHUA, Y JEAN and NINA, which had been since late May, had all left Whan- New Zealand, together at end of They had been in Rarotonga since lay—two of them just in time for the waves (see elsewhere). WANDERER from the UK; and of the other three ere there, READWILL is Australian; TI is American; and TAHOE, 37-ft., schooner with owner-skipper Reg and one crew member, is originally Vancouver, BC.

INA left for Tonga soon after ar- of WANDERER III and from there robably sail westward to Fiji and Brisbane. KEHUA will probably be way to Tahiti by the time this is TAHOE will probably stay in Raro- for some time.

er news of NINA was that she had in Suva, four days out from Nuku- on July 27. The yacht had spent eeks in Tonga, after a nine days e from Rarotonga. As well as owner- r. Theo Buckthought, wife and four sons (see page 99), Keith Saul was rd. They expect to clear Suva for a in mid-August.)

REWA, another NZ yacht bent on nga, had to put back to Whangarei with a leaking fresh water tank; she then set course for Tonga.

● FIESTA of Panama left Honolulu June 16 for Fanning Island and French Polynesia. Aboard were Martin Vitousek, his wife Ann and their three children, Georgina, Clinton and Tere and one crew-girl.

● ENTICER II arrived in Honolulu from Japan aboard a freighter June 20. She is a sister ship of the lovely 45-foot ketch NANYO of Honolulu, also built in Japan. The owner, Carl Gillette, plans on sailing her in the Hawaiian Islands with the possibility of heading south later.

● CARLA MANUS of Sydney and formerly Rabaul, NG, arrived Honolulu July 7, 12 days out of Borabora. Aboard the 66 ft. auxiliary schooner were skipper Bill Mitchell and crew, Bernard Wills, Dick Sargent, Robert Daniels, and Roy Alton. Auckland to Papeete took the CARLA MANUS 13½ days. Destination of the schooner is San Francisco where the boat will remain. She formerly belonged to Mr. Jack Thurston of New Britain, who took her down to Sydney about 18 months ago.

● ROMAYNE arrived Honolulu July 7, 23 days from Moorea. Aboard were Nipper Riddel and crew of five. Will depart for homeport Vancouver, BC, in a few weeks.

● WHITE SQUALL, 33 ft. ketch of Auckland, arrived at Honolulu July 11, 26 days out of Moorea. Aboard were Ross and Doreen Norgrove and crewman Doug Duine.

● STARDUST of Sydney, the big converted Fairmile which left Suva June 19 for Apia via Wallis and Futuna, arrived at Apia July 5 and cleared again for Pago Pago and Tahiti on July 14. Two additional crew members sought in Suva were still being sought in Apia.

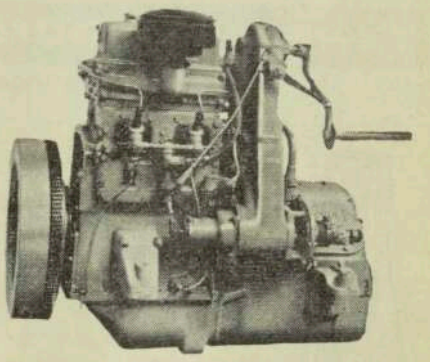
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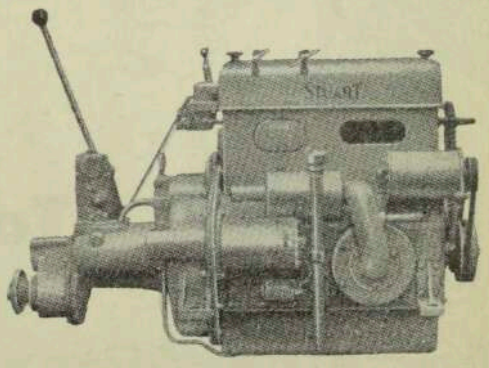
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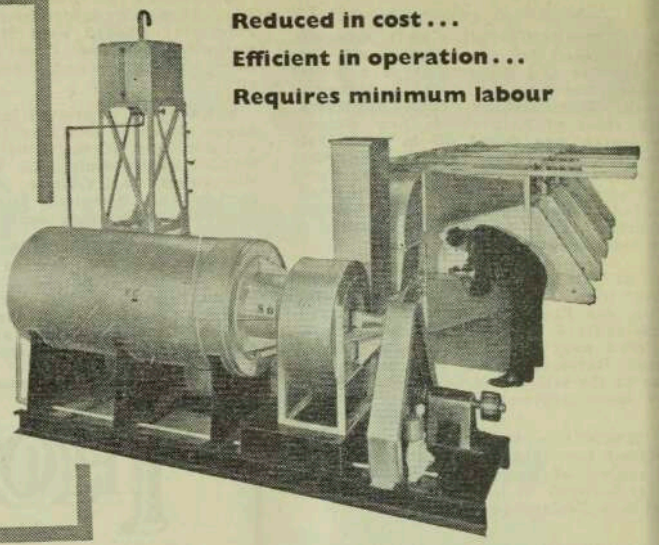
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Madang's Show Was Almost Aquatic

By all the rules of the game, the Madang Show (July 9-10), should have been a wash-out because it started raining late Saturday afternoon and turned on something mighty like a cloudburst on Sunday morning.

But when it comes to Agricultural and Horticultural Shows, Madang doesn't let a few inches of rain spoil the fun. True, the sports programme on Sunday afternoon was held on an oval dotted with small lakes and miniature canals, but that bothered nobody, least of all the competitors.

Madang has its own individual touch about staging shows and though its population is small compared with a number of other Territory centres—somewhere around 800 Australians in the township and around the adjoining district, and 6,000 to 7,000 natives—it can rouse up some mighty fine exhibits and run a Show programme with just the right quality of zip and zest.

Any other centre, for instance, would find it hard to match the First Prize Group European Exhibit put in by Kulili Estates (Mr. W. M. Middleton). It occupied floor space of over 1,000 square feet and had everything from a model copra drier and model cocoa fermentery to poultry, goats and a display of orchids which would have set the head of any city florist spinning with envy. If you want an answer to the query about what New Guinea plantations can produce, drop in on the Kulili exhibit next year.

The Ambenob Native Local Government Council carried off the First Prize for a Native Group Exhibit, fronting its attractive thatch pavilion with an eye-catching 14 ft model canoe which would rate a place in any museum, also demonstrations of sago making and the making of clay pots.

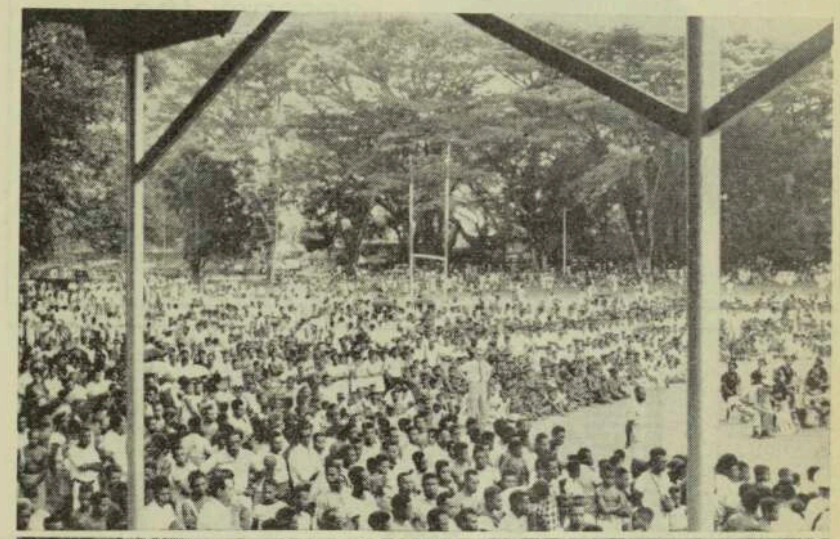
And to show that local skill is not limited to canoes, the exhibit also included a neat model of a coastal trawler.

But the real significance of the Council exhibit was in the wealth of its produce. Everything edible was there, coconuts and cocoa, yams and bananas, rice, pumpkins and pawpaws and all the other fruits and vegetables that grow in the rich soil around Madang.

The Bogia Sub-District and Kar Kar Island, though handicapped by having to ship all their exhibits to Madang by sea, didn't let that cramp their style, either. Kar Kar islanders had the bright idea of exhibiting a scale model of the island, complete with 6,011 ft Mt. Kunugui and a volcanic crater (which the tag described as the "second largest volcanic crater in the world").

The Madang Association of Native Societies Ltd. also had a stand and, with a shrewd eye for business, mounted a trade store on one of its flat-top trucks and had a very nice Saturday afternoon's trading out of the venture.

(Over)





UPPER: Some of the people who attended the 1960 Madang Agricultural Show. LOWER: It was right up their alley—an archery competition for native competitors at Madang Show, on July 9 and 10.
Photos: K. Vellacott-Jones.

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Take a Bow, Madam President

Not a little of the success of this year's Madang Agricultural Show can be attributed to Mrs. Roma Bates (widow of the late District Commissioner C. D. Bates), who was 1960 President —the first woman Agricultural Show president in Papua-New Guinea.

Her fresh and vigorous approach was everywhere apparent, according to a Madang correspondent, and she left nothing to chance—especially not in the Public Relations Department which worked overtime to produce a news-sheet (*Show News*) that was distributed to every household in Madang and kept everyone *au fait* with what went on.

Let's hope it's the thin edge of the wedge; if a woman can run an agricultural show she can run other things, and men have had far too much to say in the Territory, anyway. What about a Women for Legco Movement? Not for the one coming up, which will just go through the same old motions, but for Mr. Hasluck's this-year, next-year, sometime (or never) new-fangled Legislative Council.

But the highlight of the whole Show was the Opening Parade and Choir Competition in which 20 choirs competed, with the Madang Girls' Schools winning the Madang Cup. Led by the Royal Papua and New Guinea Constabulary Band (its first Show-time visit to Madang), 600 school children in colourful school uniforms and each choir carrying its own banner, put on a first-class precision march, singing while they marched.

They were followed by decorated commercial and two native floats, entered by Ambenob Native Local Government Council. One float depicted a Council meeting with the President hard at work convincing his fellow-councillors on some knotty point; and the second had a road-building gang busy shovelling gravel and cement, and wielding picks and shovels with energy.—*From P-NG Public Relations Office.*

Only a Giggle For Conscientious Mr. Calwell

After sitting up all night in a plane—one of the major discomforts of an air-trip to New Guinea —the conscientious Mr. Calwell, Federal Labour Leader, on July 23 went straight from the Lae airport to the Lae native market.

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According to a Reuter report, he splashed through puddles and large areas of mud to shake hands and talk with "the milling native crowd". He interrogated the various groups about how much they earned, how much tax they paid, and whether they liked Australia.

Says Reuter: "He spoke to many native women carrying naked babies, but they only giggled and turned away when he tried to question them."

And again: "An 18-years-old woman school-teacher came forward to shake the Labour leader's hand. She told him in perfect English she earned £3/19/3 per fortnight, and liked her work very much. But she couldn't find any answers when Mr. Calwell asked for her feeling on self-government."

And much more to the same effect. One can imagine the thoughts of the experienced District Commissioners who have to stand around and listen while Australian politicians, with as much knowledge of native psychology as they have of the binomial theorem, treat New Guinea natives as if they were newspaper-reading, trade-union-conscious Australian electors.

However, Mr. Calwell did have the courage to lift his voice and declare



a new kind of art form—a non-competitive entry in the Madang (NG) Agricultural Show, in which, by Mr. G. Katahanas, a teacher at a local school. He said that it was experimental, but was a "variant of early Byzantine jewel mosaic". The group is supposed to represent a native family of mother, father and child. The figures are drawn against a white background and are "filled-in" with pulverised brown glass that is brushed on.

Photo: K. Vellacott-Jones.



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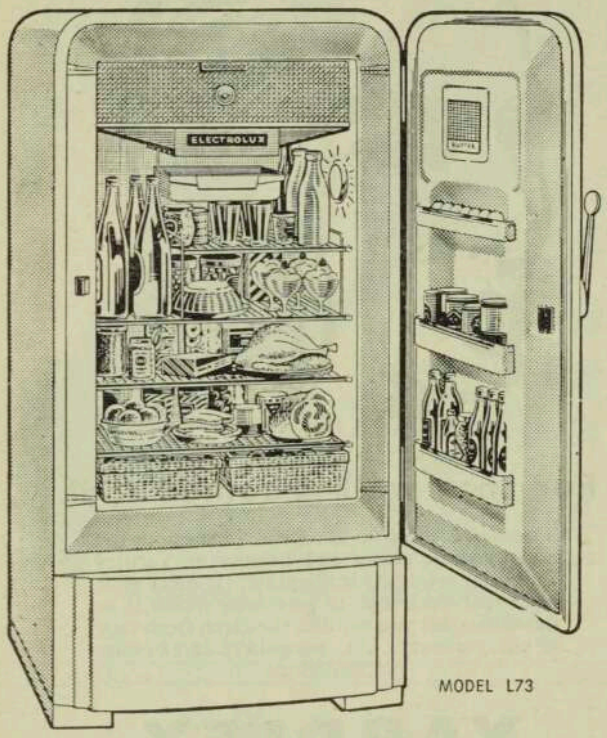
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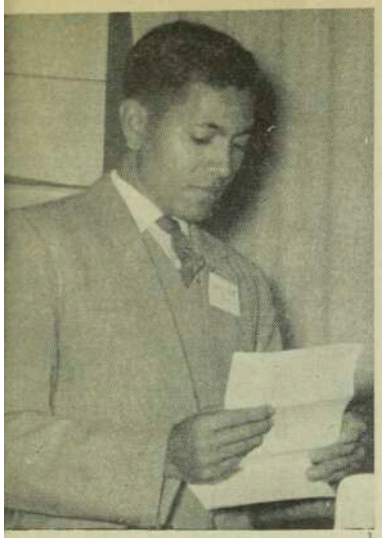
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Tupou (Manu) Taunaolo, the Fiji Visitors Bureau representative who holds the important Nadi Airport post, recently visited New Zealand as a guest of the New Zealand Holiday and Travel Association. He is seen here at a function at a conference at Brents Hotel, Rotorua.

Photo: John Scott Studios, Rotorua.

t New Guinea is incapable of f-government for a long time to ne . . . 30 years, he said in one ce.

e Other Side of med Tahiti's Glamour

ravel folders, irresponsible writers, n "shorts"—all present Tahiti as of the most desirable and exng places in the South Sea nds. There almost always is deted a very comely young lady, h a beckoning eye and a hula pe.

hat is one side of the picture. e is another. We quote from a ort made to the Legislative Asbly of the Cook Islands by its ef Medical Officer, in June. Cook nds, a New Zealand Territory, Tahiti's' nearest neighbour; and, Tahiti, the Cooks are occupied an attractive branch of the ynesian race.

he CMO told the Assembly that re has been a disturbing increase venereal disease in the Cook nds, and it seemed probable that is being spread by cases from iti, with which there is air and communication. The report s:

f there is no improvement, the O will recommend that all sengers and crews of ships com- from Tahiti be medically exned."

ahiti will not like *that!*

he CMO added that probably all leprosy cases remaining under treatment at the special centre on Aitutaki Island, in the Cooks, would be discharged this year. There has been much improvement in the situation; but there were reasons for believing that an infected house, as much as an infected person, could be a source of new cases.

Mr. Nevill To Retire from CI

Mr. G. Nevill announced at the Cook Islands Legislative Assembly in June that he will retire early in 1961 from the post of Resident Commissioner.

Mr. J. M. McEwen (New Zealand Secretary of Island Territories), who attended the session, referred to the progress made during Mr. Nevill's administration.

"It is a long time since one Resident Commissioner has spent nine years in the Cook Islands," Mr. McEwan said. "In that time there have been plenty of worries and anxieties, but no other nine years have shown such progress. The Cook Islands people in time will realise how much they owe this Resident Commissioner. He hasn't been able to do all he wanted—the Department and the Treasury (in Wellington) have often said, 'no'.

"However, he can leave with the satisfaction of a job well done, and the knowledge that there has been greater progress during his term of office than at any other time."

Copra Brings Tonga £1½ Millions P.A.

The Tonga trade report for 1959, just published, shows an increase in copra exports from 13,834 tons worth £1,031,265 in 1958 to 15,901 tons worth £1,558,075 last year.

The tonnage fluctuates with climate, and 1958 and 1959 were not good years. The production level was 27,332 tons in 1957, and 18,796 tons in 1956.

Of last year's exports, 8,300 tons were shipped away from Nukualofa, 4,618 tons through Vavau, and 2,983 tons through Haapai. Total export duty collected amounted to £155,808. on a total f.o.b. export value of £1 558,075.

The Premier, Prince Tungi, watches his little kingdom's copra production very jealously. He refused

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to tie it to any of the big concerns which would like to purchase Tonga's whole output. Instead, he always is seeking new ways in which a larger proportion of Tonga's production can be processed in Tonga, to Tonga's greater profit.

Tonga's total exports in 1959 were worth £1,808,000, so copra dominates the kingdom's economy.

Bananas came next—NZ ate nearly 172,000 cases of them, worth £215,314.

The Tongan farmer will try anything on the NZ consumer—the year's figures show the export, from Tonga to NZ, of fruit-juice (£7,732), fungus (£9,958), water-melons (£6,776), pineapples (£939), peanuts (£81).

New Radio Station For Pitcairn

Pitcairn Island should have greatly improved radio communications facilities with the outside world by the end of the year.

Although the Pitcairn Group—only the one island of which is permanently inhabited, the others being Ducie, Henderson, and Oeno—comes under the direct control of the Governor of Fiji, all radio contact is at present via Rarotonga (Cook Islands) and even then there are often occasions when contact cannot be established over the 1,900 miles separating those two points.

During the war years, the Roya New Zealand Navy established fairly powerful morse transmitte at Pitcairn and staffed it. At th end of the war this station wa available for the use of the islanc But the island had no trained tech nical staff capable of maintainin the station, and the amount of radi traffic did not warrant the expens of hiring overseas staff. So tha station was left idle and a muc smaller and simpler marine-typ transmitter was purchased. It ha a power of only 50 watts.

Since then a young Pitcairne Thomas C. Christian, has traine in radio with the NZ Post an Telegraph Department and serve as a radio officer in Union SS C vessels. He is now to return to th island to install and man a 250-wat modern station, as the Navy statio is now obsolete.

In July, Mr. Christian was in Fi discussing some of the Island peculiar problems with the Fiji Gov ernment, to assist in choosing th sort of equipment best suited fc the job. The new transmitter shoul be able to maintain reliable contac with Suva, 3,000 miles away.

Thomas Christian is one of Pit cairn's two licensed radio "hams' His call-sign is VR6TC. The othe licensed station—VR6AC—is owne by Mr. Floyd McCoy, who latel has been visiting the United State

The new Pitcairn station will b 90 per cent. financed by a Colonia Development and Welfare Fun grant.

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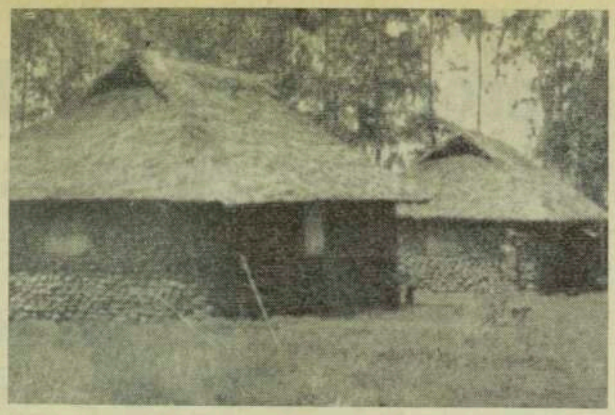
G.P.O. Box 296, Suva — Cables: "LUMBA", Suva



Mr. D. Lopian, merchandising manager for t Gilbert and Ellice Islands Wholesale Societ who paid his first visit to Fiji recently wh the Society's vessel "Tungaru" made a tri purchasing voyage to Suva. Mr. Lopian to over his present post four years ago. T CWS serves as buying agent for about 30 c operative societies throughout the colony.

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New Guinea High-
ds' answer to the
ive housing problem.
se two houses, on
Snow McFarlane's
apeve Coffee Estate,
side of Goroka, are
de of big, river-
hed stones, cemented
ether, and with
tched roofs. The
ses are neater and
more durable than
local bamboo and
ss variety, but one
rateful inmate, when
ed how he liked
m, said that they
e "cold too much"
at night.



More and More Children: An Embarrassment

Within six years, according to the officials, the number of children in the Cook Islands demanding school facilities will have doubled.

In Rarotonga alone there will be a demand for 46 new classrooms and 42 more teachers.

The Administration is biting its finger-nails and insisting that the provision of more public funds for more schools and teachers is very, very difficult.

It is a familiar pat'ern, repeated *ad nauseum* in practically all the South Pacific Territories. (Over)

More Money For ok Is. Broadcasts

Broadcasting hours have been in-
ased from one to two hours per
ek in the Cook Islands recently,
d this may extend to four hours.
t any organised scheme of educa-
nal broadcasts, as recommended
the Stace-Belshaw Report several
rs ago, must be further delayed,
ause "there are other more press-
priorities for government funds".

The Rarotonga station operates
4965 kc/s, in the 60-metre band,
m 6 p.m. to 8 p.m. on Wednes-
rs, local time. This is equal to
0-0630 GMT, Thursdays.

panese Research erest in Tonga

Japanese university professor
d six students arrived in Nukua-
, Tonga, in July, aboard the
ean ship *Pusan*.

The team, from Kyoto University,
headed by Professor Yabuuchi, a
logist, and it will carry out re-
rch into the animals and plants
Tonga. The group left Osaka on
e 10, and will be in Tonga until
tember.

The University sought permission
send the expedition when Prince
gi was in Japan last year; and
request was subsequently
roved by the Tonga Govern-
nt.

port Construction Pago Pago

n American ship was in Pago
o at the end of June discharg-
further construction machinery
be used on the Tafuna Inter-
ional Airport job. The latter is
gressing steadily, if slowly.

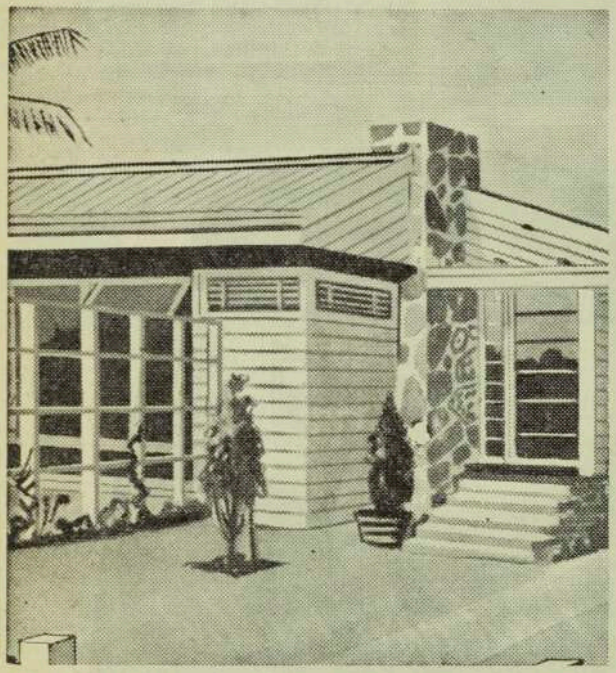
The latest consignment of equip-
nt was said to have come from
ronesia, where it had been used
the American nuclear bomb-test
nds.

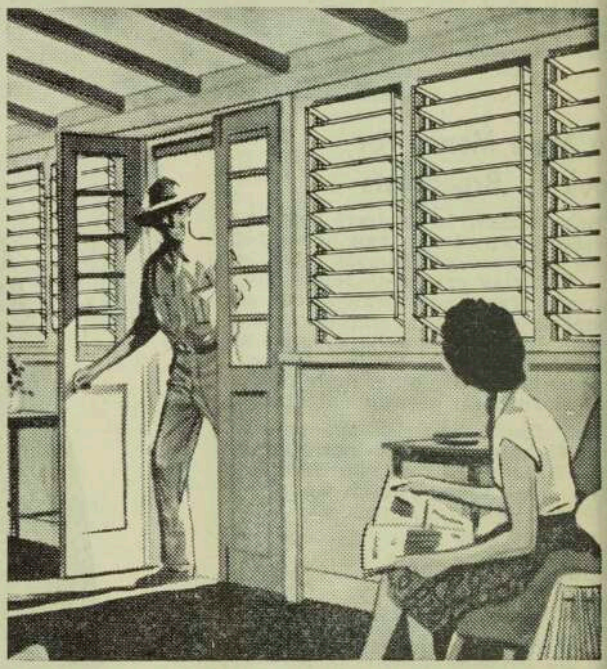


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(All Taubmans paints now in Spectrocolor)





"Weatherometer" test demonstrates the amazing durability of Butex Full-Gloss!

Sample panels of Butex Full-Gloss were put in the most severe "climate" an outside paint ever has to endure. In Taubmans Weatherometer, the temperature was turned up to 100°, the humidity to 95%. The panels were bombarded with ultra-violet rays for the equivalent of **5 years'** ordinary wear! But when the panels were removed, not one showed any sign of flaking or cracking.

Use Butex on any outside surface. Butex is the only paint that gives years more beauty, years more protection against tropical erosion.

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



Butex for outside

"Sun-drench" test demonstrates the extra fade-resistance of Revelite colours!

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

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Revelite for inside

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What a change from 40-50 years
, when practically every official
every Territory told a story of
indling population and native in-
ference to life!

table Co-op. Effort Cook Islands

Forty-five co-operative societies
e been established in the Cook
nds since the first was organ-
l in 1955, and there has been
cancellation.
f the 45 now registered, 27 are
age societies of the thrift and
n type; there is one consumer
iety; two processing and market-
societies, 14 school savings
eties; and a co-operative union
ch is the bank for all the other
eties.
he processing and marketing
eties increased their export
ds to £11,000 last year, as com-
ed with £4,000 in the previous
r. The holdings of the savings
eties rose from £11,000 to £19,000.
ome 230 loans, of a total value of
45, were made to members dur-
the year, mainly for house-
ding.

Planes Are Back Lae, NG

ameras clicked and some eyes
e even wet when Qantas said
l-bye to New Guinea early in
. Captain Ross Christianson took
last DC4 out of Lae to Sydney;
Captain J. G. Morton, who flew
first DC3 from Sydney to Lae
n Qantas began its Bird of
adise service on April 2, 1945,
the last Constellation out of
Moresby
ut it was a case of "the King
dead—Long live the King",
because Lae people were
to see the big planes back.
this they thank Mr. Reg.
ett who said he'd put Lae back
he map—and did—by deciding
n the DC6's through to termin-
there instead of Port Moresby.
When Qantas introduced Super
stellation aircraft to the Bird
aradise Service 18 months ago,
terminated at Port Moresby
use Lae was unsuitable for these
aft. A shuttle service with
nasters operated from Port
esby to Lae].
big crowd gathered at the Lae
inal to welcome TAA's first
t in on July 10—a real test on
den slippery strip—and watched
interest as the big 'plane, after
arging passengers, went through
paces of take-offs and landing.
nsett-ANA was similarly wel-
ed on the following Tuesday,
12.
uring the first week of July, TAA
some of the local residents
first taste of inter-Territory
surised travel when they were

July was change-over month in Papua - New Guinea aviation (see story this page). These two photographs were taken during the time Qantas was bowing out, and Ansett-ANA and TAA were bowing in.

AT RIGHT: Air-hostesses meet their first native baby. BELOW: A New Guinea Highlander meets his first Knight—Sir Giles Chippindall.

Photos: Pat Robertson.



invited to accompany Sir Giles Chippindall (Australian Director-General of Posts and Telegraphs and a member of Australian National Airlines Commission) and his party on an "evaluation and goodwill flight" from Lae to Madang and Goroka, in a Fokker Friendship aircraft.

TAA had intended flying the Friendships from Port Moresby to Lae, as Qantas has flown Skymasters, but when Ansett decided to terminate the DC6 service at Lae, TAA followed suit.

It is now for TAA to decide whether or not to put the Friendships on the internal services—and Territorians who feel that they have had their share of DC3 freighter travel, hope that they do.

The evaluation flight continued on to Rabaul and back to Port Moresby where Sir Giles said that the trip had been of great value.

The flight from Lae followed the Markham Valley and across the range to Madang. At Goroka a huge crowd welcomed and inspected the 'plane. And, as the photograph shows, some of the spectators inspected the TAA party, too.



Cook Islands Can Show Fiji How

Political and material progress in the Cook Islands in recent years was described by the Resident Commissioner, Mr. G. Nevill (who is to retire early next year) at the third annual session of the Cook Islands Legislative Assembly, in June.

Mr. Nevill said that there is now an unofficial majority of 22, compared with only four official members in the Assembly.

"This places the Cook Islands in a unique position among dependent Islands territories," he said. "Although Fiji raises the bulk of the money required by government from local taxation, Fiji is still governed by an official majority."

The average annual value of CI exports over the last ten years has been £400,000, whereas in the immediately preceding ten years the average was £118,000. Export values for 1959 rose by £94,000 over the previous year.

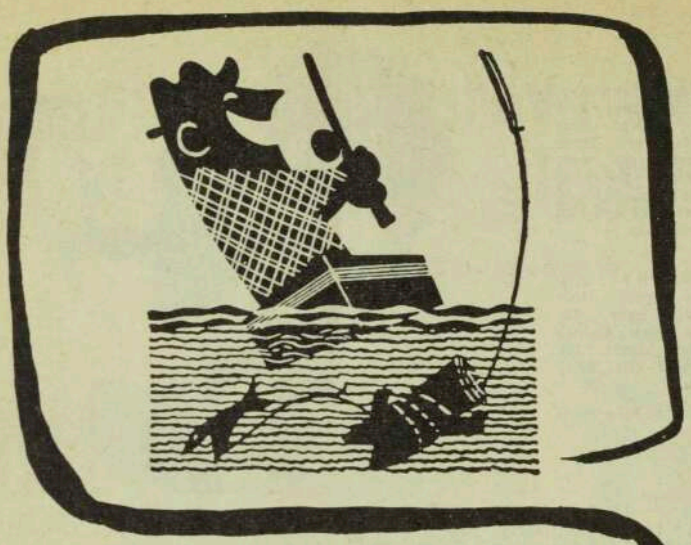
"New Zealand is doing far more for the Cook Islands on a population basis than any country, including Great Britain," said Mr. Nevill.

"Even progressive Western Samoa spent a total of only £459,174 last year on health and education, or approximately £4/10/- per head of population, compared with New Zealand's £288,570, representing £16 per head of population."

N. Caledonia's Viet-Namese Choose The Reds

Viet-Namese in New Caledonia had only until July 22 to decide whether they wished to return to South or North Viet-Nam, or re-

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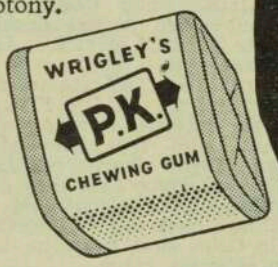


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"Tusco", Auckland.

main in New Caledonia; and it
believed that the majority chose
return to North Viet-Nam (Com
munist). They have been heavi
buying portable goods, sheet
blankets, footwear, etc.

It would seem that in leaving th
announcement of the recen
"accord", signed at Hanoi betwee
France and North Viet-Nam, to th
New Caledonian government, Fran
wishes to dissociate herself fro
the affair. In this way, any objectio
which South Viet-Nam might mak
could be handled.

More Internal Air Services For N. Caledonia

New Caledonia's internal air-lin
Transpac, has doubled its capit
(now at 16 million francs,
£80,000) and is to buy another plan
—a De Havilland Heron.

The company already runs
Heron, which is its chief work-hors
Two De Havilland Dragons are al
in the service of Transpac.

It is hoped that in the near futu
the company will extend its acti
ities in New Caledonia. At preser
most of its efforts are confin
to services to the Loyalty Islan
and the Ile of Pines, with one se
vice to the west coast of Ne
Caledonia.

Main hold-up has been lack
suitable air-strips in New Caledon
country districts. Existing strips a
suitable only for very light plane
However, the civil aviation depar
ment in New Caledonia has a
nounced plans to expedite constru
tion of strips long enough to tak
Transpac's planes.

Extension of Transpac services
the picturesque east coast of Ne
Caledonia would be of benefit to th
tourist industry.

A 650-Page Samoan Dictionary

*Pratt's Grammar and Dictiona
of the Samoan Language*—first pu
lished in 1862 and long out of pri
—has just been reprinted by th
Malua Printing Press in Weste
Samoa.

It is of interest to students
the Samoan language in that
contains many old Samoan wor
now not much used.

The book contains over 650 pag
is well bound and costs £S.3.

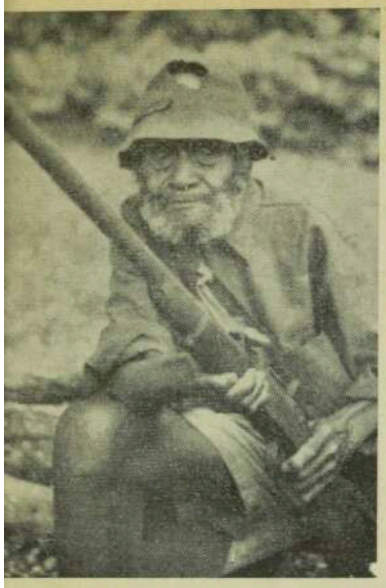
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publishers with sufficient added f
overseas postage.

Norfolk Island is Still Shaking

In late July, Norfolk Island w
still feeling occasional earth treme
following a quake that was felt
the island on May 20.

The May movement was dee
seated and located about 130 mi

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n the mid-thirties, Australian iter and zoologist, A. J. Marshall, ote an excellent book about the w Hebrides which he called "Black sketeers".
This photograph, taken over 20 rs later, shows that they still st. On the other hand, and while rest of the brown and black rld is clamouring for self-govern- nt and independence; or more eign aid; or more health, educa- n and social services; nothing re is heard from the New brideans now than when Marshall ote his book.
The odd thing, perhaps, is that st residents of the Hebrides, nch, native, British and others uld probably think twice before y disturbed the status quo.
This old musketeer, shown here, culates he is about 90, though his mory is now admittedly poor. He t to Queensland to work in the ar industry about 1890. He bought musket, a Snider, at McDonald's e at Havannah Harbour and says t with it he shot at the first sionary who landed there.

Photo: Reece Discombe.

th-east of the island. It caused ut five tremors immediately on folk, bringing down some water ks, cracking windows, and doing ticular damage in the Adminis- ion building at Kingston, which onvict built.
wo chimneys on the main build- had to be completely demolished a safety precaution.
orfolk's Acting Government retary, Mr. John Powell, esti- ed that about £1,000 worth of nage had been done to Norfolk perty all told.
orfolk is well out of the earth- ke fault line and tremors are are occurrence.

Mystery Flare Sighted By "Tulagi"

A mystery flare burning on the sea puzzled the officers of Burns Philp's *Tulagi* on July 19.

The flare, of the type that automatically lights on contact with the sea, was sighted from several miles off about 7 p.m., when the vessel was about 60 miles out from Sydney en route for Norfolk Island.

Tulagi circled the area on the lookout for any small ship in distress, but found nothing. It reported the presence of the flare to other shipping, but there was no explanation forthcoming. One possibility may have been that it washed overboard from a passing foreign ship.

Flares of the type can burn for four or five hours.

Educational Facilities Improving in Fiji

Since the end of the Second World War, substantial progress has been made in providing facilities for basic education in Fiji.

The Education Department's report for 1959 shows that whereas only 14.1 per cent. of the total population was attending school in 1946, the figure had risen to 20.6 per cent. by 1959.

The total school roll increased by

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Santa Gertrudis Improve Fiji Cattle Industry

As the result of the importation of four valuable Santa Gertrudis bulls from Australia in 955, and 10 heifers of the same breed from the United States in 1958, the Fiji Department of griculture is making important progress in improving the strain of beef cattle in the colony. ie production of more beef cattle for local consumption is one of the leading recommendations the Burns Report published this year.

The Santa Gertrudis are now being crossed with Zebu and other strains and the improvement the resulting progeny under Fiji's tropical conditions has been very marked. The Colonial igar Refining Company has been working closely with the government in the project.

Santa Gertrudis bulls are currently worth up to £4,000 in Australia, where the King Ranch Texas introduced them some years ago. —Dept. of Agriculture photo.

)9.8 per cent. over the period, as gainst a population increase of 44.2 er cent.

In 1959, 2,351 teachers were em-oyed, of which 1,799 were in gov-nment service and the remainder non-government schools.

The situation is, however, still far om satisfactory. The report shows iat there was an estimated short-e of 121 teachers in Indian schools, in Fijian schools.

Government expenditure on educa-on rose from £123,000 in 1946 to ,015,000 in 1959.

Of the 568 schools in the Colony 1959, only 37 were government-vned, but 487 others were financi-ly aided by the government. These ere owned by 17 private or Mission ganisations.

lore Samoan ananas For N. Zealand

There has been improvement in amoan banana exports to New ealand, due mostly to greatly in-eased production on the island of avai'i, whose share in the total anana shipments overseas in-eased from 27 per cent. to 55 per nt.

Up to July 9, a total of 269 769 ses of Samoan bananas had been ipped this calendar year, and it believed that the total for 1960 uld reach 600,000, compared with e record 800,000 cases shipped in 59.

From September on, three eamers per month will lift the uit, as against the two monthly arriers at present.

More Drunks and Hooligans In Fiji Now

Even allowing for the steady increase in population, the crime rate in Fiji is increasing even faster according to the Police Report for 1959, recently published.

Insufficient police is given as one reason for this. (The situation has improved somewhat since the report was written).

Though murders and attempted murders dropped from 32 in 1958 to 24 in 1959, even this figure was considered to be alarming in a country with a population of less than 400,000.

Most of these crimes took place in country districts, especially in north-western Viti Levu, "where a general atmosphere of fear prevails in some areas of Indian settlement."

There is intimidation and lack of confidence in the police in such areas, with the result that crimes are often not reported, and when reported are more difficult to detect.

In Suva, there was a marked increase in the incidence of hooliganism (the report covered the period of strike violence) not directly resulting from liquor; and in the last four months of the year there was also a marked increase in drunk and disorderly cases.

The removal of restrictions on the sale of beer in 1958 had not shown any immediate increase in such crimes.

The police are still seeking a substantial increase in manpower.

(Over)

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A Dream of the South Seas

Pacific Islands newspapers and administrations receive requests for information and for pen friends from all over the world. A quaint and rather touching sample reached the Fiji Public Relations Office from across the Iron Curtain recently and read as follows:

Dear Sir Governor,
Excuse me, I make bold to disturb you. I am sorry I interrupt your work. I'm sorry I write this letter to you. I am the Polish boy and love the geography very much. For that reason I am thirsty to have the pen friend from exotic country. I want to correspond with the girl or the boy staying on Fiji Islands. I have not the address and send the letter to you because you know the people in your country. Only you can help me. Perhaps I am the tactless boy but forgive me, Sir. I am sorry for this letter but really didn't meant to hurt you."

As the PRO noted in replying to the letter and sending with it some literature on Fiji, not many 18-year-old boys in the Pacific could write as good a letter in Polish.

aps Versus Koreans Pago Pago Dispute

Travellers from American Samoa early July reported that the panese fishing vessels supplying na to the Van Camp cannery at ago Pago had ceased operations, e to a dispute.

The dispute was said to be associed with the engagement of South orean fishing vessels, also to supply e cannery.

To protect its own extremely valule tuna export trade to the United ates, the Japanese Government nits the annual tuna catch by a ota system.

On last advice the quota of fish nich Japanese vessels could supply the American-owned Pago Pago nnery was 12,000 tons per annum. n Camps wanted more fish, so nce 1958 they have engaged some ditional South Korean vessels to pply the extra amount. It now pears that the Japanese are tryg to prevent this extra delivery fish.

It is unlikely that South Korea uld supply anything like enough ssels to deliver all the fish reired by the cannery, so the Japse are in a strong negotiating sition. They are the only people with the know-how and equipment to do the job.

The Japanese fleet at Pago Pago is supplied under contract by a Tokyo organisation; but the boats actually have many different owners. Each boat-owner is paid for the fish actually delivered to the cannery, the price varying with variety, on a non-cure no-pay basis.

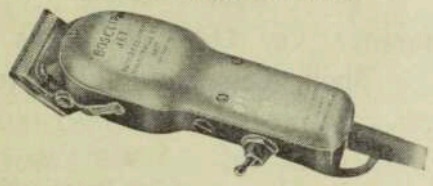
The Pago Pago cannery-owners have also tried to encourage fishing by local interests. One rather unsatisfactory local trading craft was fitted out but, partly due to lack of finance and perhaps more due to lack of know-how, has not been very successful. This boat appeared to be laid up in July.

War on Fiji's Rhinoceros Beetle

The campaign initiated against the rhinoceros beetle on the island of Moturiki by the Fiji Coconut Pests Board, as soon as the presence of the beetle was discovered, has been proceeding vigorously.

Everything on the island (which contains four square miles, and lies between Viti Levu and Ovalau) likely to provide the beetle with a breeding-place has been systematically destroyed, and employees of the Board, assisted by the Moturiki islanders, have climbed thousands of

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alms and sprayed the crowns with secticide.

Little more can be done, short of troducing a predator; and a de-ndable predator against the rhino etle has yet to be found, although ientists still are searching the opical world for one.

Every known method of attack id eradication has been employed the Fiji Government since the etle was discovered at Lami, just st of Suva, in 1952; but the pest s spread slowly through the coco-t palms in the southeast of Viti vu. There is much casual traffic tween the east coast and the arby islands of Ovalau and Motu-i; and the appearance of the pest Moturiki, while deplorable, was t surprising.

The record of Viti Levu since 1952 ows that the pest can be in some gree controlled by constant watch-lness and attack, but cannot be adicated.

ore Work For ie Fire Brigade

A native who used a hurricane np to see if the tank of a jeep re full when filling it from a drum; d accidents to two war-time ics in Lae, NG, in July, provided rk for the local fire brigade, der Chief Fire Officer Ed. Siggs. Flames from the top of the hurri-ne lamp which the native used ited the petrol fumes and a fierce e blazed in the tank of the jeep. blanket was placed over the uth of the tank by the fire officer, d this smothered the fire.

At Voco Point an old barge be-ging to New Guinea Industries s being cut up for scrap when torches ignited a large quantity petrol which had been left in the fuel tank. Large columns of smoke and fire shot into the air and threatened many small ships anchored close by. This fire was brought under control by smothering it with foam.

At Goudie's warehouse in Milford Haven Road, Lae, several native workers almost choked when the cap of an old war-time cylinder was removed to see what it contained.

It contained a yellowish-green coloured gas, believed to be the poisonous chlorine type, which wafted through the premises, affecting the five natives working there.

Fire Officer Siggs, when called, used a gas mask before entering the building, but Sub-Inspector Paton, who followed him was almost overcome by the fumes. He was taken to hospital and treated with oxygen.

The fumes removed plating from coins and brass on the uniforms of the police, and was smelt hundreds of yards away from the warehouse. The cylinder was later buried safely and two other cylinders from the warehouse were similarly treated.

rogress — Or Something

The number of persons in the Papua-New Guinea Public Service at June 30 totalled 3,957. Five years ago, total number of public servants in the Territory was 1,918. That is, there has been an increase of over 2,000, or 100 per cent., which is close to incredible. It is a good or bad thing, which ever way you happen to look at it; and how you look at it, of course, depends on whether you are in it, or out of it.

During the year, 473 new officers joined, 230 resigned, including 55 women who left to be married. There are now 334 natives in the PS, all in the "Auxiliary Division". During the year ending June 30, 68 persons formerly members of the Commonwealth Public Service were absorbed by the P-NG Public Service.



A photograph of five generations of a Papuan family of Yule Island appeared on page 8, June "PIM". This photograph, sent in by David T. Toutaiolepo, shows five generations of a Tongan family of Pangai, Ha'apai Group.

From left to right: Mrs. Malia Ma'ukavakimu'a with her daughter, Mrs. Sapate Afeaki; her grandson, Mr. S. Pousima Afeaki (son of Mrs. Afeaki); her great-granddaughter, Mrs. Vika Folau (daughter of Mr. S. Pousima Afeaki); and great-great-granddaughter, Siosiana Folau (three months old infant, daughter of Mrs. Folau).

Old records of the Catholic Mission in Tonga show the old lady was born on October 24, 1867, at Lapaha, Tongatapu. Her parents moved from Tongatapu to Ha'apai, while Malia was a child, to take charge of the Catholic Mission there. Malia grew up and married a Ha'apai man, and has remained there all her life.

The daughter, Mrs. Afeaki, is 73 years old; S. Pousima Afeaki is 46 years old and is a well-known lawyer in the Kingdom, and a representative member for Ha'apai in Tonga's Parliament.

Paris Conference Studies French Pacific Development

Late in July, there was proceeding, in Paris, an economic conference to consider the future welfare and development of the French Possessions in the Pacific—notably, New Caledonia, French Polynesia and the New Hebrides.

Those attending included Messrs. Pechoux (French High Commissioner in the Pacific), Kauma (vice-president of the Government Council in New Caledonia), Ohlen (President of the NC Territorial Assembly) Lenormand (Deputy for New Caledonia) and Senator Lafleur (New Caledonia).

It was reported that the conference was examining a Five Year Plan to provide better sea and air communications, development of the tourist industry, exploitation of the iron, nickel and chrome deposits in New Caledonia, encouragement of agriculture and deep sea fishing, intensive prospecting in New Hebrides to ascertain the mineral resources of the group with special attention to manganese.

Sydney NG Club Begins 20th Year

The New Guinea Women's Club of Sydney, originally intended as a wartime focal point for Territorians who had been evacuated to Sydney, has now completed its 19th year of existence. And after the annual general meeting in July, Mrs. M. L. Foxcroft was re-elected for the 14th year in succession as President.

All other office-bearers of last year were also returned unopposed—a cosy sort of arrangement which makes for the smooth running of any organisation.

The President's report for 1959-60 showed that the Club had had its usual successful and useful year, and through good housekeeping, had finished it in a sound financial position.

Weekly meetings and special

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unctions continued to be held at he Feminist Club Rooms, 77 King treet, Sydney, although early in he period a threatened substantial se in rentals made the situation nsecure.

The continuing rise in costs of all rvices, rents, etc., is a source of ncertainty to many small organ-ations, such as the Women's Club, hose revenue is derived from mem-rs' subscriptions and from dona-ons.

Officers-bearers, 1960-61, will be: resident, Mrs. M. L. Foxcroft; ice-President, Mrs. J. Edwards; reasurer, Mrs. H. Carr; Secretary, iss V. Thwaite; Committee, esdames J. Whiteman, N. Laws, A. reen, C. Bennie and L. Clark.

Mrs. H. H. Page has again agreed be Patroness of the Club.

rowth of Disorder, rime in W. Samoa

Crime in Western Samoa has in-eased alarmingly during the past w years. This is shown by Police e Court records.

The records show much dis-onesty, like thefts, burglaries, rgeries, etc., and also crimes of olence, and offences caused by the cessive consumption of home-ade liquor, and home-brewed beer he potent "Fa'amafu").

High Court Judge Marsack has st imposed ten years' imprison-ent upon a young Samoan for anslaughter—he had been charged th murder. He and companions, wling drunk, were passing through e village of Falefa; and the village ief and his son protested strongly ainst the noise. There was a fight, d the hoodlums killed the chief d injured his son.

A war between factions in the lage of Vaipuna ended in a battle, hich lasted for hours. The Court ntenced a faction leader to six onths' gaol for disorderliness, and villagers to six weeks.

The *Samoa Bulletin* of July 22, mmenting on the growing law-sness, said:

"European and Samoan planters e suffering very appreciable losses om thefts of their products and some cases have to patrol their ntations day and night to protect eir properties.

"Only recently cases have become own where, over long periods, ousands of pounds worth of goods d produce were systematically len by organised gangs of em-yees and workers; where cheques re forged by office employees; d where traders in outside dis-cts have absconded with large nounts of their employer's cash."

The Police Department seems un-le to cope with this ever-increas-g crime-wave—there is not suf-ient personnel available to con-ol the people and prevent offences, particularly in the districts outside Apia.

One contributing factor may be that prisoners at Tafaigata prison, near Apia, are pampered—they are extremely well fed and do very little hard work, so that a prison sentence really is no deterrent.

The various churches in the Territory seem unable to influence their adherents against crime and the *matai* system offers no solution.

This is a depressing commentary upon the preparations being made to give national independence to Western Samoa.

Crocodile Horrors In Papuan Swamps

Two rogue crocodiles believed to be responsible for eight native deaths in the Marshall Lagoon area of Papua, near Port Moresby, in the last two years, are still evading capture, reports Reuter.

One crocodile is reported by natives to be more than 16 feet long.

An administration Fisheries Division officer, Mr. Andy Quinlan, said the 16-footer had killed five people. In the most recent attacks, it sank a canoe and carried off a young girl, and attempted to snatch a woman from a native lakatoi.

This month (August) Mr. Quinlan is attempting to net or shoot the crocodiles.

200 Lopevi Natives Won't Be Going Back

In late July it looked certain that the native population on Lopevi, the New Hebrides' latest active volcano would not be allowed to return, but will be settled permanently elsewhere.

Lopevi, a 4,700-ft volcanic cone, almost Fuji-like in its classical proportions, blew the whole of one side out of itself in June and sent a stream of lava and swirling ash down into the sea, to produce clouds of steam.

The flow luckily passed between two of the three widely separated villages on the island, and there were no casualties. The entire population of more than 200 was taken off to nearby Paama Island.

It seems now that land will be obtained on the larger Epi Island,

(Advertisement)

Beauty Article

You may have recently read the beauty article which told of the amazing complexion rejuvenation referred to as entration treatment. This is an extract from that article:

"The improvement in her appearance following this entration treatment was really amazing. Within minutes her skin was milky clear and youthfully beautiful. A complexion lovelier then Helen had ever known before was revealed."

This entration milk as it is known is now able to be purchased at stores and chemists in the Pacific area.



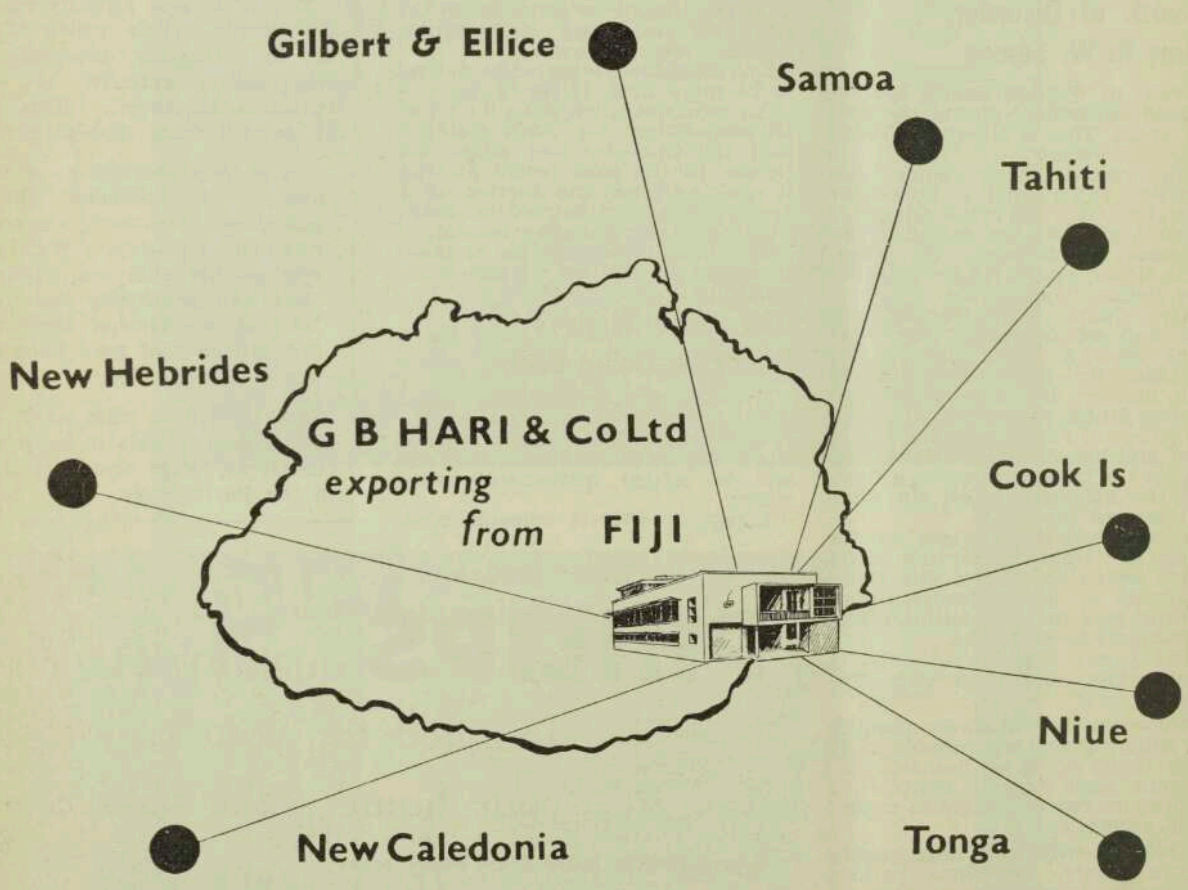
See also advertisement on page 32.

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Commandant J. Gitton (civvies) of the French navy ship "La Capricieuse", in an informal moment at a Sydney Polynesian Assn. party for president Len Doran's birthday (see elsewhere). With the Commandant are three sailors from Tahiti — Richard Vii, Fritz Farerio and Jacques Bambridge.

Photo by Leicagraph

the south, to re-settle the villagers permanently.

New Hebrides Senior Geologist, Mr. C. Williams, inspected Lopevi in late July. A *PIM* correspondent, Peece Discombe of Vila, who went with the party, reported that there were nine active vents in operation and huge clouds still coming from the main crater. At night, a glow could be seen from as far as 50 miles off.

Discombe said the party found shrivelled and blackened trees, many of them cut off at ground-level, and the bodies of crabs, birds and native hens that had been baked in the terrifying heat.

Lopevi is in the same area as Ambrym, which has been notorious for its volcanic activity over the years. A severe eruption there in 1913 caused many deaths and laid waste most of the island.

Name of Portuguese Origin

One of the common words in the Pacific is *Beche-de-Mer*, the name of the sea-slug, or trepang, found in many places, and dried and sold to China, where it is held in high esteem as a foodstuff.

Most people think the name is French, and pronounce it accordingly. It is not. In French, it would mean sea-spade, which is meaningless.

Actually, according to a new book (Professor W. P. Morrell's *Britain and the Pacific Islands*) it is a corruption of the name *Bicho-de-Mar*, which was applied to the sea-slug hundreds of years ago by the Portuguese.

Official Battle Honours for Fiji Regiment

The Fiji Infantry Regiment has been granted Battle Honours in respect of campaigns in the South Pacific 1942-44, the Solomons, and Bougainville.

Claims for such honours, which may be emblazoned on the Regimental Colour of the 1st Battalion, Fiji Infantry Regiment, were lodged with the Secretary of State some time ago.

Such honours are not lightly granted and are subject to full investigation.

Routine Survey of P-NG Judicial System

The system under which justice is administered in Papua and New Guinea is to be examined by Professor David Derham, Professor of Jurisprudence in the University of Melbourne, and his report and recommendations will go directly to the Australian Minister for Territories.

The Minister reports that this is a routine survey, and it was arranged after discussions with the Territory's Chief Judge, Mr. Justice Mann, late in 1959.

There has been no real check-up on the judicial system in recent years, although the administrative system has been changed in many respects, following the military occupation and the administrative union.

The judicial system is completely independent of the administrative authority—the judges are responsible directly to the Governor-General of Australia.

West New Guinea's Self-Government Plan

Provided that no major changes are made in the present plans, the Western New Guinea Council will materialise in 1961, according to an official statement by the Netherlands New Guinea broadcasting system.

The Council will be accommodated in 1962 in a new building at Hollandia. Provisional accommodation will have to be found in 1961 to seat not only the complete Council, but also the large audiences expected.

Pacific School For Boatbuilders

The South Pacific Commission will this month open a school for boat-builders at Auki, Malaita, in the British Solomons.

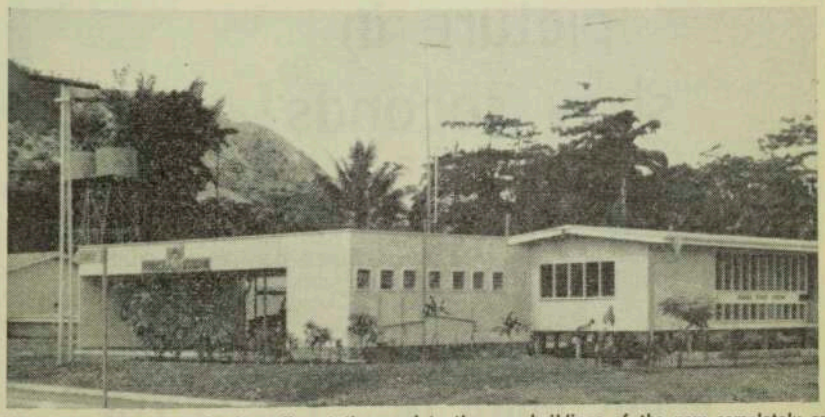
It is expected that 24 native Islanders, from six Pacific Territories, including Papua-New Guinea, will be enrolled as the school's first students.

Committee Reviews Fiji's Liquor Laws

The Governor of Fiji has set up a committee to look into possible revisions to the Colony's liquor laws, as recommended by the Legislative Council in May.

The committee comprises Mr. C. S. de C. Reay, CBE (Chairman); the Rev. S. G. C. Cowled, CBE; Dr. G. Hemming, MBE; Adi Laisa Ganilau; Mr. Justin Lewis; Mr. A. D. Leys, CBE; Mr. Chanand Mishra; Mr. Raoji D. Patel; Sister Ramsamuj; Mr. J. B. Takala; Ratu Julian Toganivalu; and Mr. Alfred Wendt. Mr. E. Twentyman, Clerk of the Legislative and Executive Councils will be Secretary.

(Over)



This is an addition to Rabaul's police station, and to the new buildings of the now completely rebuilt town. The town was, of course, completely wiped out during the war, and for eight years after it no permanent building was done because no one could decide whether Rabaul—because of its volcanoes—should be where it had been, or some place else in New Britain.

Photo: Gordon Bladen.

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The terms of reference are: To make a general review of the working of the liquor laws and punishment of offenders, and any other relevant laws including the law relating to methylated spirits, and among other matters to consider licensing hours, including the possibility of differing hours in different parts of the colony; the need for other forms of licences, such as restaurant licences and off-licences; the inter-relation of publicans' licences and the provision of accommodation; the increase or relaxation of restrictions on consumption of liquor by persons of different ages, sexes, and classes; the consumption of liquor in public places; access of women to bars; and to make recommendations.

N. Caledonia Is Short of Meat

New Caledonia's meat strike in August is entering its seventh week. An early settlement seemed unlikely, as the French High Commissioner and the heads of the local government were then in Paris attending "an economic conference of French Pacific possessions".

The trades unions notified the local government that they are not in favour of any increase in the meat prices, but in July some of the smaller graziers appeared to be weakening, as increasing supplies of meat were reaching Noumea.

A certain amount of Australian sausages and other smallgoods were appearing on the Noumea market and selling at 2/6 lb, as against 10/- lb, local product.

There were no big imports of meat from the New Hebrides, as had been expected.

Only Japan Buying NC Nickel Ore

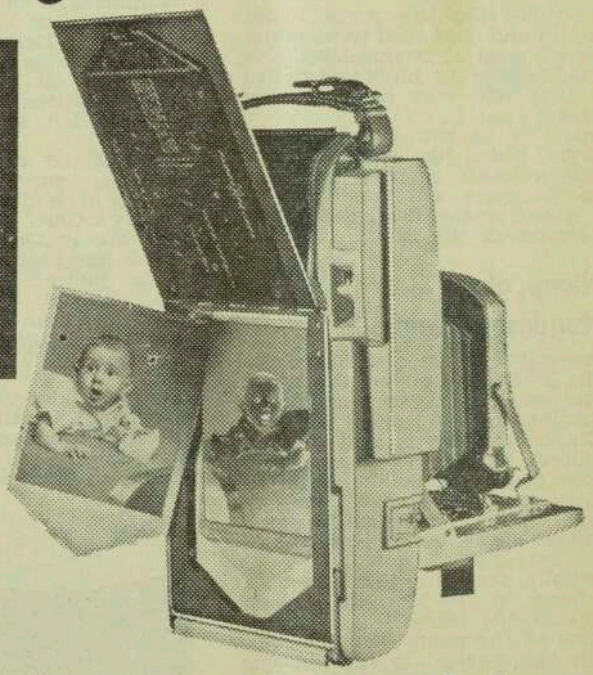
A rather sober note was struck in an article published in July in one of Noumea's leading newspapers, and taken from an industrial newspaper in Japan.

The five smelting companies in Japan which import New Caledonian nickel ore have fixed 161,000 tons of ore as their need for the

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Out Of The Mouths Of Babes, Etc.

Even the Australian kids are having a go now over "the New Guinea question". In a Parliament of Youth session in Melbourne in July, in which representatives of 50 secondary schools participated, the proposition was: "Is New Guinea ready for self-government?"

Chong Guan Chock, a Malayan student attending Coburg High School, said it was ". . . like Malaya, Indonesia, India, Ghana and the Belgian Congo". (Yes, he did say Congo; poor bloke obviously hasn't been catching up on his home work lately.)

A Trinity Grammar lad said no—and that all the pressure today for NG self-government was external. The natives themselves didn't want it.

Backing him up, a 16-year-old said: "We should not be bullied out of our responsibilities by other Asian powers who want to move in themselves."

Opinion on the subject was divided, but by and large, the youngsters weighed in with more sensible arguments than most of their elders who have been spouting out of the top of their hats on the same subject.

ree months, July to September, 60. For the period October, 1960, March, 1961, the total quantity be imported will not be more an 310,000 tons.

Japanese importers have again ggested a revision of the price of ckel ore. A request from New aledonian mining interests that e percentage of ore being exrted should be reduced from 3 r cent. to 2.8 per cent. was not cepted by the smelting interests Japan.

It is pointed out in the article at Japan imports a considerable antity of concentrated nickel om Canada, and any increase in e production costs of producing ckel from New Caledonian ore in pan would make the Canadian ports a dangerous rival. Japan the only country importing New aledonian nickel ore.

lore Value In -N. Guinea's Exports

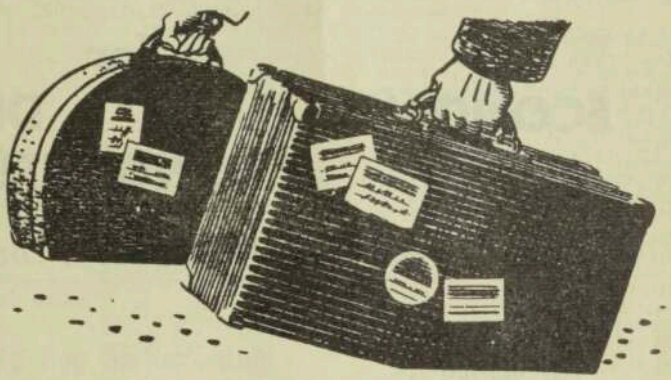
In a Press hand-out from Port oresby, at the end of July, it was nnounced that Papua and New uinea's exports in the nine months ded March 31 were £12,963,247, as compared with £11,539,024 in the previous year. Most of the gain had been eaten up by the increased value of imports, now at £14,981,850.

The figures are of doubtful significance. Under inflation, values shift around erratically. The real test of whether a country is increasing the overseas sales of its products is to quote quantities, not values.

Here, for what they are worth, are the figures of the nine months showing values only of the main exports:

	9 months 1959-60 £	*9 months 1958-59* £
Copra, etc. ..	6,570,775	6,049,358
Cocoa	1,234,092	1,083,712
Plywood, etc.	1,243,221	931,726
Rubber	1,032,799	837,799
Gold	479,947	533,660
Coffee	512,503	302,373

(Over)



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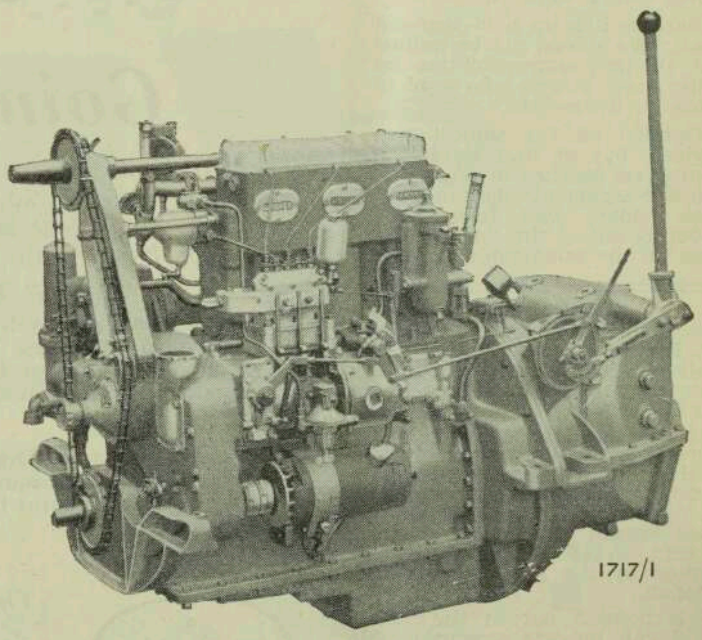
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lans Soon For A lew 'Southern Cross'

Plans for a new Melanesian ission vessel *Southern Cross,* to eplace the 71-ft vessel which ran ground on March 31, will be dis- issed by Bishop A. T. Hill, Bishop Melanesia, when he visits Sydney August.

Bishop Hill will have talks with r. H. W. Bullen, general secretary the Melanesian Mission, who will avel from Auckland to meet him.

Southern Cross VIII, which ran round at Maravovo, Guadalcanal, as built by S. G. White Pty. Ltd., Ballina, NSW, at a cost of 0,000, and was launched in 1958. ie was declared a total loss follow- g the grounding. She was fully in- red.

The Mission hopes it can get a new ssel within 18 months, and mean- ile it is making use of its other o vessels MV *Baddeley* and MV *uabu Twomey.*

While Bishop Hill is in Sydney he ll also undergo an operation, and ll remain in Australia until tober to attend the Anglican uth Pacific Conference in Sydney. legates will come from the oceses of Polynesia, Melanesia, w Guinea and Carpentaria. One elanesian clergyman, Canon lmund Kiva, is accompanying shop Hill to the conference as a legate, and later he will do putation work in Australia for ree or four months.

During Bishop Hill's absence om Honiara, Archdeacon, H. V. C. ynolds will be acting Vicar Gen- al of the diocese.

Troubles of a Multi Racial Society

A section of the Suva City Council is demanding that at least some of the new Suva streets which are now being officially named should have Indian names. Hitherto, the names adopted have been either Fijian or European.

Councillor Ram Lakhan pointed out that the Indians now comprise the largest single community in Fiji. He moved that some Indian names be used.

Councillor B. D. G. Lawlor reminded them that they were in Fiji, and not England or India or Australia, and he was in favour of all names being Fijian.

The Council voted by seven (five Europeans, one Fijian and one Chinese) to six (five Indians and one European) against the motion. But the indications were that, if other than Fijian names are used in future, the Indians will have a share of same.

How to Pay Skilled Men In Small Colonies

According to a British Colonial Office announcement at the end of July, the British Government—subject to the approval of Parliament and after consultations with Colonial governments — may establish a scheme whereby the difference between local salary rates, and the rates necessary to induce overseas skilled staff to serve in the Colonies —may be shouldered by the British taxpayer.

Many territories cannot afford to pay the rates demanded by skilled staff, and yet the services of the latter are essential for the development of the territories concerned.

This proposal may be of special interest to Fiji.

P-NG Tax Clearances Off—Almost

The clearest thing about Papua-New Guinea Press Statement No. 45 is the heading which says: "Territory Taxation Clearances Discontinued".

The statement then goes on to say, in paragraph one, that the Minister for Territories has approved the abolition of Territory Taxation Clearances—"which would be welcomed everywhere".

In paragraph two, the Administrator of P-NG says that Tax clearances are a means of protecting public revenue and although local conditions permit a general relaxation, amending legislation to be placed before the Legislative Council will permit the Chief Collector of Taxes to require a clearance before departure from the Territory "where such action appeared necessary".

Any relaxation of the present stupid blanket requirement on tax clearances will be welcomed. As matters have stood, a traveller from Australia to P-NG had to get a tax clearance before leaving, and one in the Territory before he returns. A Territorian travelling to Australia has had to get clearances both ends.

Australia invented the "tax clearance" in the early 1930's when an absconding financier hopped the country via New Zealand without paying his tax. Since then NZ, Fiji and—latterly—New Guinea have followed suit, and are the only countries we know which drive the visitor of more than a few hours to go through the same hoops. The rule in Australia for transit visitors going off somewhere else is that if they don't take the first available transport to that place, they must get a tax clearance.

'Money-Tree of Kinjibi' Not Fruiting Well

The announcement in Australian newspapers that Kinjibi Holdings Ltd., a company formed to produce coffee in New Guinea, has apparently lost half its subscribed share capital of £283,000, brings a wry smile to the ageing face of the *PIM.*

A very few years ago, a company promoter in Sydney started selling "share units" in a New Guinea Highlands coffee enterprise. After one look at some of the promotional literature, *PIM* suggested that the set-up should be investigated. The promoter retaliated instantly with a writ claiming damages of £100,000.

Editors call this a "stop writ". It means that, while the plaint is still unheard by a Court, any comment on the issue involved is *sub judice,*



Vila, New Hebrides, some of the old Tonkinese stores in the Zone Maritime have been con- ined and are being demolished. On the site shown in this picture, a new building for the Edouard Pentecost interests of New Caledonia, will be erected.

Photo: Reece Discombe.

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and punishable. It is a familiar device.

PIM was silenced. A group of companies using the generic name of "Arabica Coffee" proceeded with share-selling. They seemed to prosper. In due course, the writ was withdrawn.

Various people in New Guinea, including the Assistant Administrator, issued warnings. No one took any notice.

Next, the company promoter referred to appeared in New Guinea, and bought "Kinjibi", the Minj coffee plantation of Messrs. Matthews and Ferguson, for a sum that greatly comforted those deserving pioneers —said to be between £70,000 and £100,000.

The ensuing share or unit selling publicity campaign in Australia simply lifted the roof-tops. "The money-tree of Kinjibi, its profits earn for you and me", carolled the propagandists, in hour-long TV and radio advertisements. The promoters promised 20 per cent. p.a.

The *PIM* commented sourly and the finance editors of some leading Australian newspapers issued urgent warnings. But to no effect—those ones who are "born every minute" rushed to buy Kinjibi shares.

Kinjibi paid one dividend of 15 per cent.—and then the little group who had done the promoting seemed to disappear. So also, it appears, has £141,000.

The shareholders who now have taken over the plantation have had the assets revalued. They get a total of £161,550, against which they set debts of just under £20,000. That leaves £141,000, which is almost exactly half of the subscribed capital of £283,000. They say they are carefully examining an "Establishment Account" of about £91,000.

Lami Home-Builders Fight A Cement Factory

A small but devoted band of residents of Lami, an attractive suburb on the western side of Suva, is warring against the new cement factory.

A company representing some of the largest Australian corporations in Fiji was formed several months ago to produce cement in the Colony and, because of transport and raw material considerations, a site for the factory was selected on the western side of Lami.

People who have established attractive homes there do not like the project. Despite the owners' assurances to the contrary, they expect to be beset with cement dust. With Mr. Ken Witherington in the van, they are campaigning against the project, and trying to induce the Governor, even at this late hour, to cancel the permit to build the factory there.

On July 26, in the House of Commons, the Colonies Minister was asked what he was going to do about a petition against the cement factory at Lami. He protested that he had seen no petition, but he understood two petitions had reached the Governor.

Cheaper Fuel For Madang

The north coast of the New Guinea mainland is now getting cheaper aviation spirit, motor spirit, diesel oil and lighting kerosene. A bulk petroleum installation built at Madang by the Shell Company at a cost of £167,000, was formally opened by the Administrator, Brigadier Cleland, on July 27.

The new installation can carry two million gallons, and supplies will be brought directly to Madang from Singapore. Madang harbour soon will be capable of handling tankers up to 18,000 tons.

Winter Plagues in NG

This is the open season for visiting VIP's—mostly politicians—to Papua-New Guinea. The visit of Mr A. A. Calwell and party is dealt with on page 19, this issue.

One 24-hours' hop behind Mr Calwell was his Deputy in Parliament, Mr. E. G. Whitlam, MP. He also had an itinerary which embraced all the P-NG centres, and an eagerness to discuss native grievances and ambitions.

The silently cursing officials want to know why the Labour Opposition's Leader and Deputy Leader cannot travel together, instead of demanding two separate travel organisations to take care of them. But no one has the answer.

Three days before Mr. Calwell there arrived, on July 19, another Parliamentary VIP—Mr. W. C. Wentworth, and his wife. They are enjoying a three-weeks' tour, visiting most of the centres and crossing into Dutch New Guinea. He is not VIP enough to warrant the Calwell treatment; but he still has to be taken care of by harassed officials in relation to transport, accommo

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ation, receptions, official visits to
nstitutions, and so on.
Only the previous week, Port
Moresby had said farewell to Terri-
ories Minister Hasluck, who had
pent five strenuous days flying all
ver the Territory, seeking Euro-
ean and native opinions on his
lans for the re-constitution of the
egislative Council, and keeping
fficialdom really busy. He person-
ly interviewed many natives, some
ith opinions and some very much
ithout.
He has made it clear that he
as completed a plan for re-con-
itution of the Legislative Council,
herein the official majority will be
tained, but wherein there will be
rger representation of both Euro-
ean and native communities,
robably through some elective
stem. He said that nothing more
uld be done however until they
ad received the decision of the Full
ench of the High Court. (See
18).

G Native Wages Up

Finally just to keep the Territory
its toes the result of investiga-
ons by the Native Employment
oard, extending over ten months,
as made known on July 22.
Unskilled native workers in Port
oresby, Rabaul and Lae are to
ceive a weekly wage of £3 per week,
stead of the basic wage of 25/-
r month, plus food, housing and
nsportation.
The chairman of the Board, Mr.
Caterson, had been conferring in
cent weeks with Mr. W. A. Lalor,
ho represents the Papua and New
uinea Workers' Association, and
r. J. P. Coneybeer, a Brisbane ad-
cate, who represents seven groups
Territories employers; and finally
ey agreed on the £3 per week.
The Board is now trying to fix a
sic wage outside the three main
ntres.
The £3 per week rate represents a
e in the cost of native labour;
t it is not as much as at first
pears, because under the old
rangement the cost of housing,
od and transport could have been
se to £2 per week per labourer.

Won't Like It Anyway

A piece of brief comment by Sydney "Bulletin" in a July issue:

Calwell and Whitlam are off to
New Guinea. Why they are brav-
ng the discomforts of the
journey is hard to say. They
already know that whatever the
Menzies Government thinks or
says is wrong. Perhaps they
want to keep an eye on each
other—their most recent utter-
nces on New Guinea are very
ard to reconcile.

Reef Claimed 'Mindini'

(Continued from page 27)

using tarpaulins, oars, boat hooks, etc., and we prepared to spend that night, at least, on the reef.
The atoll was devoid of any useful vegetation or fresh water, there being only a scattering of tufty, rank sea grass.
In stormy weather Mellish Reef would be completely swept by the sea so it was fortunate that Providence spared the *Mindini* survivors such an experience since most likely none would have survived to tell the tale.
The weather situation was made more alarming since the month of March in those latitudes is considered to be the cyclonic period of the year.
An interesting feature of this atoll is that it is nothing but a vast nest for armies of sea fowl of many descriptions who lay their eggs in profusion, hatching them amongst the grass tufts previously mentioned.
The screeching of these birds all night long, which seemed like a concerted protest against the invasion of their sanctuary, made

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29-oz. Apricots.
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eep impossible. The birds circled st over our heads in thousands. Meanwhile the *Mindini* was pound- g heavily on the reef and all hope her recovery was abandoned. She, th her cargo, eventually became total loss.

In 1923 wireless telegraphy was t so very old and all survivors eculated as what would have been eir fate had the wreck occurred ew years earlier. Immediately the *indini* "hit", the wireless officer d sent out his SOS signal, re- ving prompt response from eral sea and land stations.

The news was flashed to Towns- le (Queensland) that morning and at evening the Australian news- pers published an account of the eck. The steamer which eventu- y came to the rescue of the sur- ors was the British Phosphate mmission's *Nauru Chief*.

The survivors were only about 36 urs on Mellish Reef, then all hands re safely delivered aboard the cue ship bound for Samarai, where angements had been made by the ners to connect with another ssel of the BP fleet, the SS *rinda*.

Transhipment was made without y hitch and *Morinda*, with the ditional passengers on board, pro- ded on her journey from Samarai Cairns.

At Cairns we joined what was then arded as the luxury steamer nother of the BP fleet) *Marella* the last stage of the journey to iney via Brisbane.

On arrival at the three Australian ns we were beseiged by reporters particulars, and some rather bled reports were spread.

Sydney was reached at long last— trip from Tulagi having taken t about double the time it should e taken under normal conditions.

Calwell Party In NG

(Continued from page 19)

Unfortunately, Mr. Calwell took Cameron with him.

That executive probably knows re about that section of New inea than any other body of men. includes three former District nmissioners, Jim Taylor, George eathead and Ian Downs.

Mr. Downs said that the planters ngly resented the persistent sug- tion that they were exploiters. the contrary, they wished to k in close harmony with the ives, and assist in building up a lti-racial society; but it would ery difficult to build the economy the country in an atmosphere of ecurity.

Mr. Calwell said families should encouraged to stay in New nea; people should be encouraged invest—he deprecated all the about people being kicked out their property confiscated.

Mr. Cameron then directed a series of apparently hostile questions at Mr. Downs—all designed to show that the planters were against better living standards for natives.

Mr Downs said he had no views about the formation of labour unions among the natives — but obviously there could come a point when the employment of manual labour was uneconomical. "Then," he said, "one would use machinery and reduce employment."

Race Confused With Economics

"Do you think there should be a lower rate of compensation for a native killed than for a white man killed?" demanded Mr. Cameron.

By now, tension was mounting. The planters sensed the ignorance and prejudice behind the question.

Mr. Downs replied that compensation was fixed by law, and the Association accepted the law, whatever it was.

"That doesn't answer my question," insisted the MP. "I want your own views."

Mr. Downs patiently explained the difference in standards of living and in earning powers, as between whites and natives.

"You are still avoiding an answer to my question," said Mr. Cameron.

The audience began to buzz angrily.

"I think you are over-preoccupied

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with the racial aspect," said Mr. Downs. "This is an economic, not a racial matter. If the men are doing the same work, and getting the same wage, they should get the same compensation."

"I am not trying to relate it to cost in industry, but to find out what is just and morally right," demanded Mr. Cameron.

Mr. Downs said there was no argument about morals—the question was purely economic.

By this time the listeners' indignation broke bounds.

"What do you mean by 'just and moral' "? someone shouted.

"All men are born equal," replied Mr. Cameron, "and, irrespective of colour and race, should be treated as equal."

There was a chorus of angry interruptions, each planter striving to show the Southern politician in a phrase the differences in economic standards. One voice rose above the others: "Who is not treating natives as equals?"

Mr. Cameron: "The Government fixes £100 for the death of a native, and an Australian gets approximately £3,000. That's not equal, is it?" he cried triumphantly.

There was a mixed din of angry clamour and derisive laughter.

Mr. Calwell's Embarrassment

Mr. Calwell turned angrily to Mr. Cameron. "We must stop this," he said. "We are not here for this. You set up these questions, and start a debate. It must stop."

"I'm just trying to get him t answer my questions," said Mr Cameron, defensively.

He turned back to Mr. Downs and fired questions about indentured labour, Legislative Council, issues o rations, which showed the sam kind of thinking as the questio about compensation.

Interjections became more fre quent, and louder.

Above the din, Mr. James Leahy the executive vice-president, shouted "He doesn't know what he's talk ing about." Mr. Calwell tried t bring the meeting to order.

Mr. Leahy: "Do you think we ar keeping the country back and treat ing the natives as coolies, just t exploit them?"

"Of course not," replied Mr Calwell, soothingly.

But the meeting was out of hand The planters at last were face t face with the type which so fre quently accuses them in Souther newspapers and discussions, and t whom they never get a chance t reply.

"You have only been scratchin the surface of conditions in th country for the last week," said Mr Neil Lattier to Mr. Cameron. "Yo know nothing about the economy o the Territory." Mr. Cameron's repl was drowned in the noise.

Mr. Leahy: "You have come her with the wool over your eyes, an you won't have it pulled off."

Outside, after the meeting brok up, Mr. Leahy announced that, the opportunity occurred, he woul take pleasure in punching Mr Cameron right on the nose.

Mr. Hurrell Speaks Out

There was a somewhat simila scene on Monday, August 1, at Wau where Mr. Calwell followed the sam procedure of discussing problem with local settlers, but again un wisely allowed the provocative Mr Cameron to have too large a shar in the talk.

One of Wau's most respected dis trict planters, a former ADO and candidate at the forthcoming Legis lative Council elections, Mr. Lloyd Hurrell, met the trio, and dis cussion warmed up when Mr. Hurre asked what security the Australia "thinkers" proposed to give to th planters who had invested their a in New Guinea.

For example, said Mr. Hurrell, Mr Cameron, in Rabaul, had aske natives a series of questions, whic suggested to the natives that in cer tain circumstances they should re possess the land they had sold t the planters. Did that indicate ho the Labaur Party would act, if came into power?

Mr. Cameron: "Don't you thin the settlers should be compelled t return unused land to the natives?

"Probably, but not at the sam price," replied Mr. Hurrell. "Sure a man is entitled to his profit."

"Haven't you got land on a 99 years lease?" asked Mr. Cameron



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Mr. Hurrell: "That is so."
Mr. Cameron: "Well, what are you mplaining about?"
"Rats!" replied Mr. Hurrell. Could t Mr. Cameron see that if he essed the land policy of the Labour rty in New Guinea, there was no curity for settlers, lease or no se."
The new wage rate was discussed. r. Hurrell said this was the thin d of the wedge, directed to forc- private enterprise out of the intry.
Senator Dittmer asked why, then, l the employers agree to it.
Mr. Hurrell: "We were advised to vage what we could!"
Angry discussion took place be- een Mr. Hurrell and Mr. Cameron.
Mr. Calwell: "You came to put oint of view, but all you are do- is arguing with us. We have ier people to see."
Mr. Hurrell rose and walked vards the door. "Right—you see m," he retorted.
Mr. Calwell and the Senator tried placate Mr. Hurrell.
A bloke like that comes and tells that we are obliged to provide much higher wages," he said, nting at Mr. Cameron. "What s he do, besides politics, for a ng?"
The Senator: "There is no need be insulting."
Mr. Hurrell: "Yes there is. These tters are vital to our future. We ve got to fight back, or lose all." mid the uproar, the Senator tested: "We have received you h courtesy."
Mr. Hurrell: "You and Mr. Calwell, . But not this bloke. He's red-hot inst any man earning his own ng, and standing on his own two t."
I am red-hot against exploita- n of these natives," shouted Mr. neron.
Exploitation, rubbish — take a k at the overdraft in my bank k," retorted Mr. Hurrell—and rched out.

Wau Old-Timers' Plan

party of five was waiting to et the trio. Mr Calwell begged Cameron to be quiet and not any more questions.
here entered Messrs. M. J. Leahy years in the Territory), Austin land (29 years), Joe Bourke (35 rs), S. J. Barker (34 years), and Nitcherlein (30 years).
hey submitted, to the Labour , an interesting plan. It was t the properties of all Europeans he Territory be gradually nation- ed (taken over by the Govern- nt) in the next 60 years, and dually handed over to the natives. ler conditions which would give m tuition in running such in- tries, and in self-government. that way, many problems that v were troubling Administration, -native thinkers, and Europeans ose future and estates were threatened, could be solved.
Mr. Cameron heartily endorsed the plan.
Mr. Calwell was more cautious. He said the Constitution did not provide for nationalisation. He said that he would argue that a Parliamentary Committee be set up to make an examination of the whole administrative and self-government policy in New Guinea, as it would be developed over the next few decades.

NI's Economic Theory

(Continued from page 21)

ham and myself." (The two topped the poll).
Mr. Newbald said an income of £12,800 to run the commitments the Council was expected to take, wasn't enough. You wouldn't look at a business under the terms the Council was given.
"We would only find ourselves in debt, so there is no point in taking over Local Government on those terms. We'll dig our toes in, right at the beginning."
What will happen if the Minister rejects the Council's recommendations? Will the groupers resign?
"We will take the matter to the people and ask them what they want us to do."

It's A Norfolk Is. Theory

Mr. Newbald estimates that Norfolk provides the Australian Government with at least £40,000 a year through purchases the islanders make in Australia. (Nearly all Norfolk's imports come from Australia.) He says the Australian companies supplying the goods pay all kinds of taxes to Australia as a result of their sales. And islanders paid income tax on their Australian holdings.
All this was islanders' money, so the annual grant was merely a way of giving it back to them on the pretence that Australia was being generous.
Thanking the courteous Cr. Newbald, I got into one of Norfolk's three taxis to set out in search of Cr. Needham, and found myself talking to the courteous Cr. Leo Nola, who happened to be driving it. He's the only other mainlander of the eight councillors, but since he is married to an islander some people forget it.
Said Mr. Nola: "The Council can make a go with a revenue of £12,800. I would try it. There is no use simply sitting down. The Council has to come up with something constructive. They're just up in the clouds. The things the Administration has kept from us, such as education, are the things that would run us into debt, anyhow."
Mr. Nola said a lot of people, including him, didn't understand Mr. Newbald's theory about hidden charges being owing to Norfolk from the Australian Government. Norfolk bought some things from Hongkong, too, but Norfolk would have a hard time trying to convince the Hongkong Government that it should hand over the taxes in them to Norfolk.
Mr. Nola located Council President F. J. Needham for me just as he was setting off from the Cascade Bay jetty at the wheel of a battered truck. Mr. Needham, who came from New Zealand 14 years ago, obligingly stepped down for a few words. There doesn't appear to be any personal animosities—just a difference of opinion.
It was a crisis year in Norfolk, Mr. Needham said. It was now or never, politically. Remote control had been given a fair trial. The islanders knew something was wrong but didn't know what to do about it, and couldn't offer anything better than what the Council was doing.
"We gave them our platform and they voted for it."

Minister's Interest in Antiquities

Mr. Needham said Mr. Hasluck's only interest in Norfolk was the early convict-built buildings at Kingston He spent money on them, but not on things that counted.
The Council was being offered a third of the island's revenue, but all the headaches. It was just a trap. It couldn't make the thing work on the money offered.
He added that the Council was prepared to fight on the issue, and if necessary send another petition to the Queen.
I found Mr. A. S. Bathie at the other end of the island leaning on the counter of the Government's liquor bond store, which looks like a well-stocked bottle department of a Sydney hotel.
Mr. Bathie is a mainlander, too, an Australian, but he isn't a Councillor. However, he was a member of the old Advisory Council (not one of whom was re-elected), and in Norfolk he has the reputation of being the real leader of the opposition, even if he hasn't a seat for himself.
He likes to write colourful letters on the subject of the Council to *Norfolk News*, which is a roneoed Administration news-sheet on Norfolk affairs.
He pointed out that on the voting at the election the Council "didn't represent the majority", as the group's total was less than the combined total of the opponents, whose votes had been split.
Said the energetic Mr. Bathie, as I lined him up against a wall for a photograph, "There isn't an Island Council. It's all just Newbald. They're going to take on the whole Australian Government, but they won't beat 'em!"
And a lot of people on this island are saying that if there could be another election the islanders may take a different view of things.
But they could be wrong, too!

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DEATHS OF ISLANDS PEOPLE

MR. GEORGE SIDNEY HILL

When Mr. George Hill died in the rench Hospital at Vila on July , there passed on one of the best nown and well-liked identities of ie New Hebrides. His death oc- urred a week before his 66th rthday.

During his 40 years in the Pacific, knew well some of the other rritories. He was on Nauru for ve years, to 1925, then at Vila th Burns Philp (SS) Co. Ltd. ransferred to NG, he was BP anager at Salamaua in the 1926 ld-rush days, but resigned and ent gold-seeking himself, staking e first leases for Kaindi Syndi- te. After two years without get- ng into the "big money", he left e mainland and went across to avieng to work on Ted Bishton's antation, Ulol Nono.

In 1929 he returned to the New ebrides with his wife (Mildred cCoy, of Vila, before their mar- age in 1926) and began business a trader. Then, with the virtual llapse of the copra market, he ined the Condominium Service 1931. He became Treasurer in 35 and shepherded Condominium iances until he retired in mid- 54, to live at his property at ack Sands, along the coast om Vila.

Mr. Hill left a widow and an opted son, Minto.

MRS. JEAN DUTTON

Much sympathy was expressed in rt Moresby with Mr. James Dut- n, a constabulary officer who has en a resident of the Territory r 12 years. His wife, Mrs. Jean utton, died on July 14, after giv- g birth to their fourth child. She s held in much esteem in the lands capital.

MR. PAUL BOUTONNET

Mr. Paul Boutonnet, Director of e Societe Le Nickel, in New Cale- nia, died there on July 13, aged years. He had suffered a series heart attacks. Mr. Boutonnet s well known in the international elting industry but he had only en in New Caledonia one year. fore that, he had served in many portant positions, especially in e steel works of Lorraine rance).

MR. PERCY S. ALLEN

Mr. Percy S. Allen, well-known years ago as a writer on Paci- Islands affairs, died in his sleep July 13, aged 85. He was on e *Sydney Morning Herald* staff r 30 years, and retired in 1941. had many old friends among cific Islanders and in the news- per world.

Mr. Allen was the compiler and itor of *Stewart's Handbook of e Pacific Islands*, which was pub- lished fairly regularly between 1908 and 1922. He also, with the late Mr. W. Farmer Whyte, pro- duced about 1908 the *Cyclopaedia of Fiji, Samoa, Tonga, etc.* Both books now are greatly sought after by collectors.

MR. W. W. CAMERON

An old identity of the NG gold- fields, Mr. W. W. ("Bill") Cameron died at North Balwyn, Melbourne, on July 9, aged 60.

Going to Salamaua in 1928, he was employed by Salamaua Trad- ing Co. and at the hotel. Then he worked Boomerang gold lease, Edie Creek, in partnership with Mr. Ernie Bowden, until the war when he served with ANGAU, as a warrant officer.

Afterwards, he returned to mining, then farming at Wau. Fol- lowing a period with Common- wealth Dept. of Works, he joined the Administration as native labour officer at Lae.

Last year, in ill-health, Mr. Cameron was sent to Greenslopes Hospital (Qld.), then transferred to Heidelberg Hospital (Vic.), and had been in and out of hospital ever since. He is survived by his widow, Mrs. Dorothy Cameron, daughter Anne and son Sandy.

(See tribute, page 59).

(Over)

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CENTENARIAN DIES

An Indian who died in Nadroga, Fiji, at the end of July, was over 100 years of age. He was Ram Badan Maharaj and had gone to the Colony as an indentured labourer in 1900.

When he had completed his indenture, he became a farmer and later a shopkeeper. He is survived by one daughter and five sons, one of whom is in the Indian Air Force.

(Continued from page 145)

NIHLU, OF WEWAK, NG

A New Guinea paramount chieftain who was decorated for outstanding service to the Allies during World War II died in Wewak in July.

He was Nihlu, one of the most influential native leaders in New Guinea's Sepik district. He held the Loyal Service Medal.

MR. FRANCIS JOSEPH

Working with a logging company at Invercargill, NZ, Mr. Francis Joseph, of Lautoka, Fiji, was killed in July by a falling tree.

Before he retired from the ring in 1953, he was a popular boxer both in Fiji and NZ. Going into the butchery business, he was at Tavua for a time, then became manager of Lautoka Meat Co. Last year, he returned to NZ as manager of young David Joseph, featherweight champion of Fiji, and when the boxing contract ended he stayed on in the Dominion.

Only 32, Mr. Francis left a widow, son and daughter.

MR. J. P. MAHARAJ

One of the biggest funerals at Suva for some years was attended by all sections of the community when 80-years-old Mr. J. P. Maharaj died on July 24.

Arriving in Fiji in 1904—from Northern India, he joined A. J. C. Patel Bros., merchants, as partner. Later he commenced business on his own as a general merchant.

For some years he was president of the Ayra Samaj and managed the affairs of that organisation's schools in the Southern District.

He is survived by his widow, four daughters and two sons.

MR. M. K. SWAMY

For many years secretary-treasurer of the Fiji Indian Association and a prominent, active member of the Indian community, Mr. M. K. Swamy died in hospital in Suva on July 30. He was 50 years old.

Born in South Africa, he went to Fiji as a youth and later became a teacher. He was subsequently partner in Pacific Trading Co., and then formed his own firm, Fiji Agencies.

Mr. Swamy is survived by his widow, a son (a university law student in South Australia) and two daughters.

Sports Review

Golf Tournament By Correspondence

IN June, 250 associate members of 14 golf clubs in Papua, New Guinea, Fiji and Samoa took part in a novel tournament, with none of the members of one club seeing the members of the other.

The idea was sponsored by the industrial division of J. Kitchen and Sons Pty. Ltd., and was called the Lux Toilet Soap Pacific Islands Trophy—ultimate winner of which was Mrs. Norma Thomas, from Vatukoula Club, Fiji, with an excellent score of 44 Stableford points. Mrs. P. Webb, of Madang, NG, was runner-up with 43 points.

The Competition had to be played Stableford over 18 holes, in one day, before June 26; six players from each club had to participate to be eligible. Winners' cards were then forwardred to the Sydney head office of the company for final judging.

Reports from the various clubs indicated that some clubs struck bad weather on the day they had set aside for the tournament, while others had exceptionally good conditions.

Islands Sport Goes International

DURING July, a Papua-New Guinea team was taking part in the polo-crosse championships, played this year at Mundooram, in the Central West of NSW; and, two soccer teams from Hollandia, Netherlands New Guinea were visiting Port Moresby, P-NG.

The P-NG polo-crosse team didn't win the championship, but their captain-manager, Mr. Col Sefton, from the Koitaki Club, said that the games had provided valuable experience for the players.

The four other members of the team were Tom Stewartson and Ray Catford, of Port Moresby; and Joe and Mike Collins, of Goroka.

The two soccer teams from Hollandia — where this brand of football is taken very seriously indeed—flew into Moresby on July 16 for a four-day visit. One was a native team, the other mixed Europeans and natives. They played Port Moresby teams in various combinations of native and non-native during their visit.

The visitors took with them to PM, a public relations officer, a cine photographer, a native information officer and a team manager.

Fiji's Olympians

IN Fiji, late July, it was certain that Sitiveni Moceidreka would represent Fiji in the sprint event at the Olympics. It was hoped that sufficient money would be forthcoming to send discus-thrower Mesulame Raukuro as well. Early August, with the Government weighing in with £F250 towards sending the two athletes and a manager, and the Fiji Amateur Athletic Association still receiving donations from well wishers for the same purpose, it seemed that Sitiveni would not have to go alone.

AUGUST 8: Sitiveni arrived in Sydney by Qantas today and will run in Australian pre-Olympic track trials here before going on to Rome. With him was his manager-coach Eric Harrington, who is paying his own fare to Rome and who raised £790 for Sitiveni in his home town of Nadi. Discus-thrower Mesulame Raukuro is also going to Rome, but will travel through Honolulu and America.

A Cricketer Who Likes Uniforms

From Norman Baxter, in Suva

FIJI'S guitarist-cricketer, Peter Kubunavanua (Kubu for short) loves a uniform. For the last 14 or 15 years he has worn four—all official.

Petero, a more than competent wicketkeeper with tours of NZ and NSW under his belt, is a likeable fellow.

His first uniform was that of a constable in the Fiji Police Force. Then he went off, in 1948, to NZ with a Fiji cricket team, and on his return went over to the Army on secondment.

In his long service he was in Malaya fighting Communists for a few years. Early in 1958 Petero decided he had had enough of uniforms, so he picked up his gratuity and left the Army with some idea of becoming a magistrate in the Fijian administration.

But the call of a uniform was too great. In a few weeks he was wearing the outfit of a Customs officer and was on duty at the gates leading into Suva wharf. Apparently there were not enough smugglers to satisfy Petero's craving for excitement, so he joined the Special Constabulary as well.

Because of his previous experience he soon rose in the ranks, and in the December riots served with distinction. When calm returned Petero packed his bags and went to NSW with the Fiji cricket team

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men's singles champion of Lae (NG) Bowling b—Mrs. Kitty Serafini—is a popular Lae ntity, widely known for her good works, ic interest and public spirit. As president of Lae Red Cross Society she is a real working ce, not just a figurehead. She is an active mber of the Lae Advisory Council. In sport, . Serafini is a foundation member of the vling club and has several times been president.

rning something of a reputation th his guitar off the field as he d with his cricket on it.

Not long back in Fiji Petero de- led the Customs uniform was too ain—white with only a shoulder dge—so he went back where he arted. Now he is again a police- an (full-time) and a sergeant in- uctor at the Police Training hool.

Occasionally he is called out for her duties and if he serves a luey" he is so pleasant about it at the recipient feels he has been ne a favour.

hey're Now Taking o Tennis

IOR many years cricket officials in Fiji have claimed, with some truth, that theirs was the only ort in which all races in the lony took part, but now tennis is nerging as a rival.

A newly-formed Suva Lawn Tennis sociation has gone about things a practical way to ensure that e different races all came together.

Only two or three weeks ago they arted a fully-organised competi- n on a non-racial basis, with dians and Europeans predominat- g at present.

There are a few Chinese, and a rinkling of Fijians. The latter th their well known flair for ball mes are expected to take the me up in increasing numbers.

Who knows but that one day a jian may be the dominating figure the centre court at Wimbledon.

BSIP's New Legco

(Continued from page 21)

wants to keep away from elections until the natives are in a better position to understand them, and have had experience of them in their local councils.

It thinks elections could follow when experience is gained, and that it might be a good idea, as one of the first steps, to try to elect natives to the Honiara Town Council (which is a local government body, with some native members, but all are selected).

The Government sees the proposed composition of the Legislative Council as anything but perfect but at least a start, and something on which to build quickly.

It thinks the Executive Council would in fact be the beginnings of a Cabinet, for the time when Cabinet Government would operate.

In its decision to add unofficial members to the Executive Council, it certainly is in advance of Papua-New Guinea, where unofficial members have been fighting for years for a place in the Executive Council, without result.

Sir John Gutch's Idea

In my view, the whole decision to push ahead in the BSIP with a Legislative Council at this stage—no matter how unsatisfactory it might be—is a lesson to some other territories.

It is due to the policy of Sir John Gutch, the High Commissioner, who believes that it is better to be too early than too late. And he has held this view a lot longer than Prime Minister Robert Menzies, who expressed it only a few months ago in relation to New Guinea policy.

Sir John first mooted the possibility of a Legco in an address he made to the Advisory Council in November, 1958, at a time when there was no real demand for a Legco, and the subject has been kicked around a lot since then.

In February, 1959, the Government sent out a long document to all interested bodies, outlining the Government's thoughts on constitutional developments and inviting the public's views.

This document gave a very clear account of what the Government had in mind for a Legco and in fact it seems the final composition will almost exactly follow the views so openly expressed in that document.

This frank method of handling the problem before a clamour had been allowed to grow, has no doubt kept opposition down, and the changeover is likely to be pretty smooth.

It is possible that the Advisory Council has already had its last meeting, or certainly the last but one, and that one won't be of any great significance.

Admittedly there can be many a slip, etc., but the next few months should prove whether or not Sir John's policy is as good as it certainly looks at this moment.

Sugar-Cane Battle

(Continued from page 17)

to make confusion more confounded.

By the end of July, the deadlock was in four dimensions.

- The Government and the business community were expressing growing uneasiness at the prospect of grave economic trouble.
- The CSR Company was grimly waiting. (It announced on August 2 that the July 24 agreement represented the final limit to which it could go—the further proposals of the Patel-Lakshman group had been rejected.)
- The moderate section of cane-growers, led by Messrs. Vijay Singh, J. P. Bayly and Adhodhya Prasad, were anxious to get on with cane-cutting, and publicly blamed Mr. Patel for the continued deadlock.
- The small group led by Messrs. Patel and Koya were as uncertain and elusive as ever—their attitude so strange as to arouse throughout the Colony considerable speculation about their real motives, associations and purpose.

One thing now was clear. Even if the mills commenced crushing in August, the effect of the revenues lost in June and July, plus the general economic difficulty of over-population and insufficient production (as described in the Burns Report) would be felt severely within the next 12 months.

American Sugar Markets

Asked on July 26 whether any approach has been made by USA to purchase the surplus of sugar in Fiji, the Secretary for Colonies said that full information was recently provided to USA on behalf of all Commonwealth countries as to sugar available if required. This included information about Fijian sugar.

STOP PRESS

FIJI CANE-CUTTING TO START

SUVA, Aug. 10—Labasa growers today are preparing to cut cane and the CSR mill there is getting ready to begin crushing.

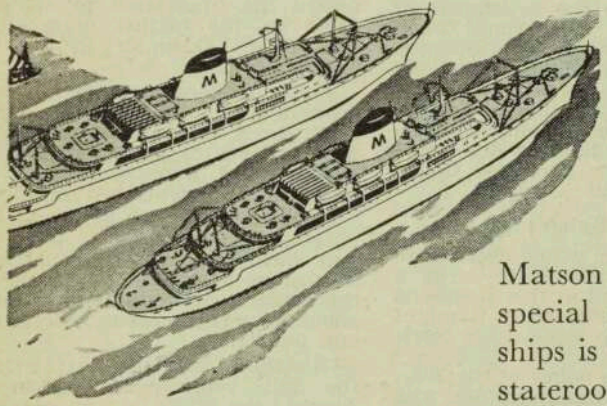
Government has warned that interference with cane-cutting will not be permitted. Police have been drafted to Labasa. Army Reservists have been called up for duty if required.

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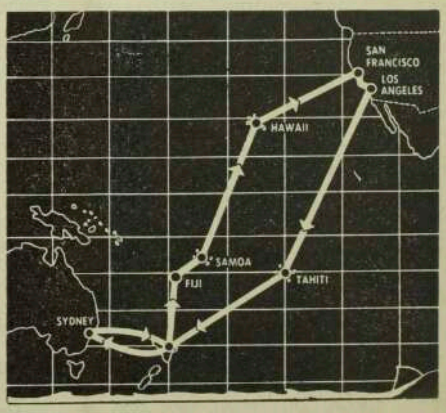
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Sailing Dates Northbound

	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA	Oct. 26	Oct. 29	Nov. 1	Nov. 2
MONTEREY	Nov. 18	Nov. 22	Nov. 25	Nov. 26
MARIPOSA	Dec. 9	Dec. 13	Dec. 16	Dec. 17
MONTEREY	Jan. 7	Jan. 10	Jan. 13	Jan. 14
MARIPOSA	Jan. 25	Jan. 28	Jan. 31	Feb. 1

and sailings approx. every 3 weeks thereafter.



See your Travel Agent or

Matson Lines

Sydney: 82 Elizabeth Street • Fiji: Morris Hedstrom Ltd., Suva
Auckland: 73 Queen Street • Samoa: B. F. Kneubuhl, Pago Pago
Tahiti: Etablissements Baldwin, Papeete

Y151

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SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

ll sailings are approximate and may vary by as much as two weeks.

V Montoro sails from Melbourne for ney, Brisbane, Port Moresby, Samarai, aul, Kavieng, Wewak, Madang, Lae, t Moresby. Next Sydney sailing: Aug. (after docking in Melbourne), Oct. 17 prox.).

V Malekula sails from Sydney for bane, Port Moresby, Samarai, Rabaul ieng, Wewak, Alexishafen, Madang, Sydney. Next Sydney sailings: Aug. Oct. 11 (approx.).

V Malaita sails from Sydney for Bris- e, Port Moresby, Samarai, Rabaul, brum, Lorengau, Madang, Lae, Samarai, bane, Sydney. Last Sydney sailing: 15. Next Sydney sailing: Sept. 28 prox.).

V Bulolo sails about every six weeks: ney, Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Last ney sailing: Aug. 8. Next Sydney sail- : Sept. 19, Oct. 31 (approx.).

tails from Burns, Philp and Co., Ltd., idge Street, Sydney.

Pakhoi: Leaves Sydney for Bris- e, Port Moresby, Samarai, Lae, Port esby, Sydney. Next Sydney sailing: 26 (then withdraws from this service).

V Soochow: Leaves Melbourne for ney, Brisbane, Pt. Moresby, Samarai, aul, Kavieng, Madang, Lae, Port esby, Sydney. Last Sydney sailing: 12. Next Sydney sailings: Sept. 23, 22 (approx.).

V Shansi: Leaves Melbourne for Sydney, bane, Port Moresby, Samarai, Lae, ang, Wewak, Rabaul, Sydney. Last ney sailing: Aug. 6. Next Sydney sail- : Sept. 28, Nov. 25 (approx.).

V Sinkiang: Leaves Sydney for Bris- e, Honiara (BSIP), Rabaul, Kavieng, aul, Lae, Sydney. Next Sydney sailing: 28 (after returning from British Phos- e Commission charter trip to Central fic).

tails from New Guinea Australia Line re and Yuill Pty., Ltd., agents), 6 ge St., Sydney.

V Elizabeth Boye: Leaves Sydney thly for Port Moresby, Lae, Rabaul. Sydney sailings: Aug. 24, Sept. 24 rox.).

tails from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Sydney.

V's Malacca and Matupi maintain a lar service between Australian ports, ia-New Guinea, and Borneo.

lacca: Dep. Sydney Aug. 16, Brisbane 18-20, Port Moresby Aug. 25, Rabaul 29, Lae Sept. 2, Madang Sept. 4, lakan Sept. 15, Jesselton Sept. 17, Tan- Mani Sept. 26, Miri Sept. 28, Labuan 30; return to Sydney via Wallace Bay, ns, and Brisbane.

atupi: Dep. Tanjong Mani Aug. 26, via Labuan, Wallace Bay and Queens- ports, Sydney Sept. 24-28, Adelaide 7, Melbourne Oct. 9-14, Sydney Oct. , Pt. Moresby Oct. 27, Rabaul Nov. 1, Nov. 5, Madang Nov. 7, Sandakan 18, Jesselton Nov. 20, Tanjong Mani 23.

Details from Blue Star Line (Aust.) Pty., Ltd. (agents), 17-19 Bridge St., Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sigli Aug. 19, Sinabang Sept. 9, Silindoeng Oct. 8, Sibigo Nov. 4.

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 vessel:

Middlesex: Port Moresby, arr. Oct. 7.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

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PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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Europe - BSI - Papua-N.G. - Netherlands NG

A new direct service from the Continent and London, via Panama Canal to BSI, Papua-New Guinea and Netherlands New Guinea was inaugurated in June jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd. There will be an approximate four to five weeks schedule.

MV Mataram: From Continent via Panama, due Honiara Sept. 29, Pt. Moresby Sept. 30, Rabaul Oct. 4, Lae Oct. 7, Madang Oct. 10, Hollandia Oct. 12, Biak Oct. 16, Manokwari Oct. 21, Sorong Oct. 24; return to Europe via Singapore.

MV Bintang: Dep. London Sept. 17, due Honiara Oct. 31, Port Moresby Nov 3, Rabaul Nov. 5, Lae Nov. 7, Madang Nov. 8, Hollandia Nov. 9, Biak Nov. 13, Manokwari Nov. 19; thence Europe, via Singapore.

MV Schelde Lloyd: From Continent, dep. London Oct. 15, due Honiara Nov. 22, Moresby Nov. 25, Rabaul Nov. 29, Dec. 2, Madang Dec. 4, Hollandia Dec. Biak Dec. 11, Manokwari Dec. 16, Sorc Dec. 19; thence Europe via Singapore.

Details from Royal Interocean Lin 255 George St., Sydney.

Australia-NZ-Fiji-Canada-USA

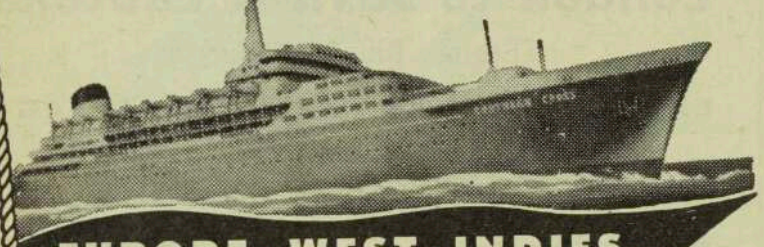
Sailings of P. & O. and Orient Line Passenger Ships

		HIMALAYA	IBERIA	ORSOVA	IBERIA
SYDNEY	depart	From	From	From	Oct. 8
AUCKLAND	arr/dep	Japan and	Panama	Japan and	Oct. 11
SUVA	arr/dep	Far East	and	Far East	Oct. 14
HONOLULU	arr/dep	Aug. 26	U.S.A.	Sept. 27	Oct. 19
VANCOUVER	arr/dep	Aug. 31-Sept. 1	Sept. 15-16	Oct. 2-3	Oct. 24-25
SAN FRANCISCO	arr/dep	Sept. 3-4	—	Oct. 5-6	Oct. 27-28
LOS ANGELES	arr/dep	Sept. 5	—	Oct. 7	Oct. 29
HONOLULU	arr/dep	Sept. 10	Sept. 21	Oct. 12	Nov. 3
SUVA	arr/dep	Sept. 17	Sept. 28	Oct. 19	thence Japa
AUCKLAND	arr/dep	Sept. 20	Oct. 1	Oct. 22	and Far Ea
SYDNEY	arrive	Sept. 23	Oct. 4	Oct. 25	Nov. 30

Details from agents: P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney.

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FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

Far East-Sth. West. & Centr Pacific

The China Navigation Co., Ltd., vess Chefoo, Chekiang and Chengtu maintain 5 to 6 weeks' service from Japan to Hor kong thence southwards through P-I ports, BSI, New Hebrides, Fiji and N Caledonia; usually return to Japan dire

Chekiang: From Japan via Hongkong c Wewak Aug. 20, Madang Aug. 24, Lae A 28, Kavieng Aug. 31, Rabaul Sept. 2, Moresby Sept. 11, Honiara Sept. 14, Sar Sept. 18, Suva/Lautoka Sept. 21, Noun Sept. 31, thence direct to Japan, arr. C 20 (approx.).

Chengtu: Dep. Japan Sept. 3, via Hor kong, Rabaul Sept. 20, Madang Sept. Lae Sept. 26, Pt. Moresby Oct. 3, Sar Oct. 10, Suva/Lautoka Oct. 13, Noun Oct. 21, thence direct to Japan, arr. N 8.

Chefoo: Dep. Japan Sept. 30, via Hor kong, Kavieng Oct. 17, Rabaul Oct. Madang Oct. 22, Lae Oct. 25, Pt. More Nov. 1, Honiara Nov. 4, Santo Nov. Suva/Lautoka Nov. 11, Noumea Nov. thence direct to Japan, arr. Dec. 15.

Details from China Navigation Co., L (Swire and Yuill Pty., Ltd., agents), Bridge St., Sydney.

The Australia-West Pacific Line mo vessels Aros, Citos, Delos and Milos ma tain regular services between Austral ports and Japan. Northbound vessels c at Manila, Hongkong and Japan; sou bound vessels call at any or all of following: Hongkong, Manila, Sandak Madang, Lae, Rabaul, Brisbane, Sydn Melbourne and Adelaide, with quarte calls at Gizo (opt.), Honiara and Va koro, in BSIP; and at Santo and V New Hebrides.

Delos: From Japan, via Hongkong, N Borneo ports, Rabaul Sept. 5, Lae Sept. Brisbane Sept. 14, Sydney Sept. 18. D Sydney Oct. 12, via Manila and Hongko for Japan, arr. Oct. 29 (approx.).

Aros: Dep. Japan Sept. 4 via Hongko Nth. Borneo ports, Lae Sept. 24, Brisb Sept. 30, Sydney Oct. 3. Dep. Sydr Oct. 25 for Manila and Hongkong.

Milos: Dep. Japan Sept. 20, via Hor kong, Nth. Borneo, Madang Oct. 6, Rab

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, 7, Honiara Oct. 10, Vanikoro Oct. 13, ito Oct. 16, Vila Oct. 18, Brisbane Oct. Sydney Oct. 24. Dep. Sydney Nov. 9 Japan, arr. Nov. 23.

itos: Dep. Japan Sept. 28, via Hong- g, Nth. Borneo ports, Rabaul Oct. 20, Oct. 23, Brisbane Oct. 29, Sydney Nov. Dep. Sydney Nov. 23 for Japan, via ila and Hongkong.

etails from Wilh. Wilhelmsen Agency . Ltd., 30 Pitt St., Sydney, or Islands nts (Buntings, Lae; Town Transport, aul; Strachan and Strachan, Madang; P Trading Corp., Honiara; D. J. bay and Co., Santo; Wm. Breckwoldt Co., Vila).

Sydney-New Hebrides-BSI-Bougainville, Etc.

V Tulagi makes a round trip Norfolk Vila, Santo, Honiara and BSI ports, gainville ports, leaving Sydney about every six weeks. Next Sydney sailings: . 8 (tentative), Oct. 21 (approx.).

etails from Burns, Philp and Co., 7 ige Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

essels of Messageries Maritimes Line, ing from Marseilles, via West Indies Panama, call about every six weeks Papeete, Vila (New Hebrides), Noumea Sydney, and return by same route. present on this run are the motor- s, Tahitien and Caledonien and a tered vessel, Melanesien. Next Sydney ngs: Melanesien Sept. 28, Caledonien 7, Tahitien Dec. 15.

V Polynesie (Messageries Maritimes) ntains about monthly passenger sail- between Sydney and Noumea and New Hebrides (Vila and Santo). Last ney sailing: Aug. 12. Next Sydney ngs: Sept. 2, Sept. 23, Oct. 21.

etails from Sydney agents: Messageries ritimes, 36 Grosvenor Street, Sydney.

. Zealand-Fiji-Tonga-Samoa

V Tofua maintains a service from kland to Suva, Nukualofa, Vavau, . Pago Pago, Apia, Suva and return uckland. Last Auckland sailing: Aug. Next Auckland sailings: Sept. 6, Oct. 4.

V Matua maintains a service from kland to Lautoka, Suva, Nukualofa, , Suva, Lyttelton, Wellington and re- to Auckland. Next Auckland sailings: 25, Sept. 22.

etails from all offices of Union Steam Co. of NZ.

Sydney-Pacific Ports-Panama-UK

aw Savill's one-class all-passenger Southern Cross makes four round- world voyages per year, two west- d. then two east-bound calling at and Tahiti every trip. Next voyage: Southampton Sept. 8, via Capetown, ey Oct. 14-16, Wellington Oct. 19-21, Oct. 25, Papeete Oct. 29-30, thence Panama Canal to Southampton, arr. 23. Following voyage: Dep. Southamp- Dec. 6 (Papeete Dec. 30, Suva Jan. 5).

N. Zealand-Cook Is.

e passenger vessel Maui Pomare ntains a monthly (approx.) service be- n Auckland, NZ, and Cook Group ds.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorsisle: From USA, Papeete Aug. 23-25, Pago Pago Aug. 29-31, Apia Aug. 31-Sept. 2, Suva Sept. 5-6, Noumea Sept. 8-9, Brisbane Sept. 12-14, Rabaul Sept. 19-20, Santo Sept. 24-25, Apia (open), Pago Pago Sept. 29-30, Los Angeles Oct. 14-15, San Francisco Oct. 16-17.

Thor I: Dep. San Francisco Sept. 19, Los Angeles Sept. 20-22, Papeete Oct. 2-4, Pago Pago Oct. 8-10, Apia Oct. 10-12, Suva Oct. 15-17, Lautoka Oct. 18-19, Noumea Oct. 21-22, Vila Oct. 23-24, Townsville, Rabaul, Lae, Apia (all open), Pago Pago Oct. 28-31, Los Angeles Nov. 10-12, San Francisco Nov. 13.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Ventura, Sierra, Sonoma and Alameda, Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane and other Australian ports depending on cargoes.

Next Sydney sailings for USA: Sierra Aug. 29, Sonoma Sept. 17.

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: Early Dec.

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). Next Sydney sailings: Aug. 19, Sept. 15.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailing: Waitomo Sept. 9.

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: Aug. 25, Sept. 22, Oct. 20, Nov. 17, and Dec. 15.

North America-Tahiti-N.Z.-Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Mariposa: From San Francisco and Los Angeles, at Papeete Aug. 23-25, Auckland Aug. 31-Sept. 1, Sydney Sept. 4-7, Auckland Sept. 10, Suva Sept. 13, Pago Pago Sept. 14, Honolulu Sept. 19-20, Vancouver Sept. 26, San Francisco Sept. 28.

Monterey: Dep. San Francisco Sept. 2, Los Angeles Sept. 3-4, Honolulu Sept. 9, Papeete Sept. 15-17, Auckland Sept. 23, Sydney Sept. 26-30, Auckland Oct. 3-4, Suva Oct. 7, Pago Pago Oct. 8, Honolulu Oct. 13-14, San Francisco Oct. 19.

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 Fiji, NZ, and Australia, 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, Lautoka Aug. 30, Suva Sept. 1; Van Cloon, Lautoka Oct. 8, Suva Oct. 10; Van Nort Lautoka Nov. 11, Suva Nov. 13.

Sydney-Tahiti-Europe

The Nederland Line Royal Dutch Mail's MV Johan van Oldenbarnevelt (quarterly) and MV Oranje (irregularly) sail from Sydney for Europe, via NZ, Tahiti and Panama Canal, giving Sydney-Papeete connection in eastbound direction only. Last Sydney sailing: Johan van Oldenbarnevelt Aug. 12 (at Papeete Aug. 22-23). Next Sydney sailing: Oranje Oct. 11 (Papeete Oct. 18-19).

Details from Royal Interocean Lines, 255 George St., Sydney.

The Italian Sitmar Line (Panama flag) MV's Fairsea and Castel Felice sail from Sydney for Europe, via NZ, Papeete and Panama at irregular intervals, with eastbound calls at Tahiti. Next Sydney sailing: Fairsea Jan. 12, 1961.

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

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service between Nukualofa and Suva wi
MV Aoniu, 500 tons gross. Turn-round
Suva is usually two days, and the Agen
there are W. R. Carpenter and Co. (Fij
Ltd.

Next scheduled departure dates fr
Nukualofa are: Sept. 17 (after survey
Auckland, NZ), Oct. 8, Nov. 5, Dec.
(leaving Suva about four days later
each case).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

**(First and Tourist Class available betwe
Australia and North America; First a
Economy between San Francisco and UK**

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)

NORTHWARDS

Tues.: Sydney (dep. 5 p.m.), Nadi, F
(arr. 10.50 p.m., dep. 11.40 p.m.), Hon
lulu (Hawaii), San Francisco.
Wed. and Sat.: Sydney (dep. 5 p.m.), Na
(arr. 10.50 p.m., dep. 11.40 p.m.), Hon
lulu, San Francisco, New York, Londo
Fri.: Sydney (dep. 5 p.m.), Nadi (a
10.50 p.m., dep. 11.40 p.m.), Honolu
San Francisco, extending to Vancouv
Sun.: Dep. Sydney (5 p.m.), Nadi (a
10.50 p.m., dep. 11.40 p.m.), Honolu
San Francisco.

SOUTHWARDS

Mon. and Fri.: London, New York, S
Francisco, Honolulu, Nadi (arr. 5 a.
dep. 5.40 a.m.), Sydney (arr. 8.30 a.m
Tues.: San Francisco, Honolulu, Na
(arr. 5 a.m., dep. 5.40 a.m.), Sydn
(arr. 8.30 a.m.).
Sat.: Vancouver, San Francisco, Honolu
Nadi (arr. 5 a.m., dep 5.40 a.m
Sydney (arr. 8.30 a.m.).
Sun.: San Francisco, Honolulu, Nadi (a
5 a.m., dep. 5.40 a.m.), Sydney (a
8.30 a.m.).

(Note: International Dateline crossed b
tween Nadi and Honolulu.)

Qantas Super-Constellation aircra
under charter to TEAL, from Melbour
and Auckland connect at Nadi on Wedne
days with Qantas northbound flights, a
on Thursdays with southbound fligh
(see table 17).

TEAL Jet-Prop. Lockheed Electra a
craft from Auckland, NZ, connect wi
Qantas northbound flights at Nadi
Tuesday, Friday and Saturday (fr
Christchurch) and at Nadi on Wednesd
(to Auckland) and Sunday (to Chri
church) for southbound flights.

Qantas Fri. service ex-Sydney conne
with BOAC London service at San Fra
cisco (dep. Sat.).

BOAC service ex-London Mon. conne
at San Francisco Tues. with southbou
Qantas service; ex-London Sat. conne
QEA southbound ex-San Francisco Sun.

BY PAN AMERICAN AIRWAYS
(With Intercontinental Jet Clippers*)

Mon. and Thurs.: Dep. Sydney 5 p.m. f
Nadi (arr. 10.40 p.m., dep. 11.55 p.m
Honolulu and Los Angeles (arr. Mo
and Thurs. 5.25 p.m.). Connections
Honolulu for San Francisco, Portla
and Seattle.
Tues. and Sat.: Dep. Los Angeles 9.30 p.
for Honolulu, Nadi (arr. 5.10 a.

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Thurs. and Mon., dep. 6.30 a.m. Thurs. and Mon.) and Sydney (arr. 8.50 a.m. Thurs. and Mon.).
International Dateline is crossed between Nadi and Honolulu.)
Pan American B-377 (Stratocruiser) used on connecting services Auckland, Tafuna (American Samoa), and Honolulu (see table 20).

BY CANADIAN PACIFIC AIRLINES (With Super DC-6B Aircraft)

Fri.: Sydney (dep. 1 p.m.), Auckland, Nadi (arr. Sat. 3 a.m., dep. 4 a.m.), Honolulu, Vancouver, (thence by Britannia aircraft on to Amsterdam, arr. Mon 11.35 a.m.).
Sat.: Dep. Amsterdam (by Britannia) 11 p.m. for Vancouver (dep. by DC-B 1.30 p.m. Sun.), Honolulu, Nadi arr. Wed. 6 a.m., dep. 7 a.m.), Auckland and Sydney (arr. Wed. 5 p.m.).
Note: Crosses International Dateline en e.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

ans Australia Airlines and Ansett-ANA ate from Sydney to Lae and return DC6B's. TAA runs the service Satur-. Tuesdays; Ansett-ANA Mondays, sdays. Each operates the Friday ce alternately.

NORTHBOUND

First and Tourist Classes
Sat. (TAA)

Dep.	Arr.
ey, 9.45 p.m.	Brisbane, 11.45 p.m.
Sun.	Sun.
Dep.	Arr.
ane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes
Mon. (A/ANA)

Dep.	Arr.
ey, 9.45 p.m.	Brisbane, 11.45 p.m.
Tues.	Tues.
Dep.	Arr.
ane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes
Tues. (TAA)

Dep.	Arr.
ey, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed.	Wed.
Dep.	Arr.
ane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes
Thurs. (A/ANA)

Dep.	Arr.
ey, 8.20 p.m.	Brisbane, 10.20 p.m.
Thurs.	Fri.
Dep.	Arr.
ane, 11.20 p.m.	Townsville, 2.15 a.m.
Fri.	
Dep.	Arr.
sville, 3.15 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr
Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes
Fri*

Dep.	Arr.
ey, 9.45 p.m.	Brisbane, 11.45 p.m.
Sat.	Sat.
Dep.	Arr.
ane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Moresby, 6.45 a.m.	Lae, 7.45 a.m.

AA: Aug. 19, Sept. 2, 16, 30, Oct. 14, c.; A/ANA: Aug. 26, Sept. 9, 23, Oct. etc.

SOUTHBOUND

First and Tourist Classes
Sun. (TAA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes
Tues. (A/ANA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes
Wed. (TAA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes
Fri. (A/ANA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Townsville, 2.15 p.m.
Dep.	Arr.
Townsville, 2.55 p.m.	Brisbane, 5.40 p.m.
Dep.	Arr.
Brisbane, 6.25 p.m.	Sydney, 8.30 p.m.

First and Tourist Classes
Sat.*

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

* TAA: Aug. 20, Sept. 3, 17, Oct. 1, 15, 29, etc.; A/ANA: Aug. 27, Sept. 10, 24, Oct. 8, 22, etc.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-CAIRNS
TAA, with Fokker Friendship (First Class Only)

Alt. Mon.: Dep. Cairns 3.10 a.m., arr. Pt. Moresby 5.30 p.m. (Aug. 22, Sept. 5, 19, Oct. 3, 17, 31, etc.).
Alt. Tues.: Dep. Pt. Moresby 7.35 a.m., arr. Cairns 10.05 a.m. (Aug. 23, Sept. 6, 20, Oct. 4, 18, Nov. 1, etc.).

TOWNSVILLE-PT. MORESBY-TOWNSVILLE
A/ANA, with DC4 Airfreighter (Air Cargo Only)

Alt. Mon.: Dep. Townsville 12.15 p.m., arr. Cairns 1.15 p.m., dep. Cairns 2.15 p.m., arr. Pt. Moresby 4.45 p.m. (Aug. 29, Sept. 12, 26, Oct. 10, 24, etc.).
Alt. Tues.: Dep. Pt. Moresby 7.35 p.m., arr. Cairns 10.05 p.m., dep. Cairns 11.05 p.m., arr. Townsville 12.05 p.m. (Aug. 30, Sept. 13, 27, Oct. 11, 25, etc.).

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. (Aug. 23, Sept. 6, 20, Oct. 4, 18, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Aug. 30, Sept. 13, 27, Oct. 11, 25, etc.).
Via Ihu, Baimuru, Kikori: Alternate Thurs. (Aug. 25, Sept. 8, 22, Oct. 6, 20, etc.), ret. via Baimuru, Kerema the same day.

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (Aug. 25, Sept. 8, 22, Oct. 6, 20, etc.).
Via Kerema, Baimuru: Alt. Wed. (Aug. 31, Sept. 14, 28, Oct. 12, 26, etc.), returning alt. Fri. (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, 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 (Aug. 24, Sept. 7, 21, Oct. 5, 19, etc.).
Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Aug. 20, Sept. 3, 17, Oct. 1, 15, 29, etc.).
Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Aug. 27, Sept. 10, 24, Oct. 8, 22, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Kainantu,

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Wapenamunda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS
(DH Otter)

Tues.: Lae (7.30 a.m.) to Goroka, calling at any of Gusap, Aiyura, Kaiapit, Rintebe, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU
(DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.
Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.
Wed., Sat.: Dep. Wau 9.25 a.m., via Bulolo, arr. Lae 10.25 a.m.
Wed., Sat.: Dep. Lae 8.30 a.m., arr. Wau 9.10 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.
Wed.: Dep. Pt. Moresby 8.20 a.m., arr. Bulolo 9.30 a.m.
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.
Wed.: Dep. Bulolo 9.50 a.m., arr. Wau 10.05 a.m., dep. Wau 10.35 a.m., arr. Pt. Moresby 11.40 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)

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.
Wed.*: Dep. Lae 11.30 a.m. Finschhafen 12.30 p.m., arr. Rabaul 2.45 p.m.
Wed.: Dep. Rabaul 6.45 a.m. direct to Lae, arr. 9.15 a.m.
Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.
Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.
* Calls Hoskins and Jacquinot Bay before Rabaul, on request, on Wed.

RABAUL-BUIN-RABAUL (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakenai, Buka, arr. Rabaul 3 p.m.

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Mon.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Aug. 29, Sept. 12, 26, Oct. 10, 24, etc.).

SERVICES BY MANDATED AIRLINES
(Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight
Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Lae.
Tues.: Depart Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.
Dep. Madang 7 a.m. for Minj, Banz, Mt. Hagen, Madang.
Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae
Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.
Fri.: Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.
Dep. Madang 7 a.m. for Minj, Banz, Mt. Hagen, Madang.
Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea)
Qantas, with DC3 aircraft

Dep. Lae 11 a.m. alt. Wed. (Aug. 31, Sept. 14, 26, Oct. 12, 26, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.
Dep. Hollandia 10 a.m. alt. Thurs. (Sept. 1, 15, 29, Oct. 13, 27, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE
Netherlands New Guinea Airlines, with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.

Dep. Biak, alt. Thurs. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, 12.30 p.m., arr. Lae 4.30 p.m.
Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1 p.m., dep. Hollandia 2 p.m., arr. Biak 4.10 p.m.
(Dep. Biak Aug. 25, Sept. 8, 22, Oct. 6, 20, etc.; dep. Lae Aug. 26, Sept. 9, 23, Oct. 7, 21, etc.)

NNG INTERNAL SERVICES
Netherlands New Guinea Airlines

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar and Ransiki; Twin Pioneer to Seroei, Genjem and Wamena; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, Wasior, Inawatan, Nabire, Arso, and Kokas.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines
(Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Holland with calls at Biak, NNG (arr. Sat. 1.05 a.m., dep 2.15 a.m.), Manila (Philippines) and Amsterdam (arr. Sun. 3.20 p.m.). Dep. Amsterdam Sat. 6.35 p.m., via Manila and Biak (arr. Tues. 12.05 a.m.) for Sydney (arr. Tues. 12.20 p.m.).

DC7C aircraft dep. Biak Tues. and Sat. at 2.45 a.m. for Japan, Alaska and Amsterdam (arr. Wed., Sun., 1 p.m.). Dep. Amsterdam Wed. and Sat. 10.50 p.m. for Alaska, Japan and Biak (arr. Sat., Tues. 12.25 a.m.).

5. N. Guinea-Solomons

Qantas, with DC3 aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara (BSI), arr. 5 p.m. same day.
Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3 p.m. same day.

6. Sydney-Noumea

Qantas, with Electra International

Fortnightly service, every alt. Fri., with tourist and first (sleeper-chairs) classes.
Dep. Sydney alt. Fri. (Aug. 19, Sept. 2, 30, Oct. 14, 28, etc.) 10 a.m., arr. Noumea 2.30 p.m., same day.
Dep. Noumea same day (alt. Fri.) 4 p.m., arr. Sydney Fri. 7 p.m.

7. Paris-Sydney-Noumea-Fiji-Fr. Polynesia-USA

TAI, with DC6B and DC7C aircraft

Dep. Paris by DC6B every Sun. Athens, Teheran, Karachi, Bangkok, Saigon, Djakarta, Darwin, Sydney (arr. Wed. 8.10 a.m., dep. 9.10 a.m.) Noumea (arr. 3 p.m.).
Dep. Noumea by DC7C every Wed. p.m. for Nadi, Bora Bora (a Wed. 7.55 a.m., dep. Thurs 7.45 pm connects with Papeete by RAI flying boat, see Table 24), Honolulu, Angeles.
Dep. Los Angeles by DC7C on ret flight, Sat. for Honolulu, Bora B (arr Sun. 8.55 a.m., dep. 10 p.m connects with Papeete by RAI flying boat—see Table 24), Nadi, Noum (arr. Tues. 6.30 a.m.).
Dep. Noumea by DC6B every Tues. 10 a.m. for Sydney (arr. 3.05 p.m., d 4.15 p.m.) for Darwin Djakar Saigon, Bangkok, Karachi, Teher Athens and Paris (arr. Thurs. 7 p.m.).

(Note: Crosses International Dateline tween Nadi, Fiji, and Bora Bora, Fre Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd with Sandringham Flyingboats

Regular return flight from Rose Bay b each Tuesday and Saturday (with ex flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster

Alt. Sat. (Aug. 27, Sept. 10, 24, Oct. 8, etc.); dep. Sydney 8 a.m., arr. NI 2 p.m.; dep. NI next day, alt. Sun. (A 28, Sept. 11, 25, Oct. 9, 23), 2.45 p for Sydney, arr. 6.45 p.m. (Flight tends NI-Auckland-NI. See table below.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. C at 7 a.m., arr. Vila 8.55 a.m., Vila 9.30 a.m., arr. Santo 10.45 a dep. 12.15 p.m., arr. Vila 1.30 p.m., Vila 2.05 p.m., arr. Tontouta 4 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC4 aircraft

Monthly, from Noumea on Sept. 11, 9, Nov. 13, etc.
Dep. Noumea, Sun., 6.30 a.m., arr. N 11.35 a.m., dep. 12.55 p.m., arr. W Is. 3.45 p.m. Dep. Wallis 7 a.m. M arr. Nadi 9.50 a.m., dep. 11.10 p arr. Noumea 2.15 p.m. same day.

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12. Norfolk Is.-Auckland

EAL, by Qantas Skymaster (Charter)

Sat. (Aug. 27, Sept. 10, 24, Oct. 8, 22, etc.). Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. (Aug. 28, Sept. 11, 25, Oct. 9, 23, etc.). Dep. Auckland 10.30 a.m., arr. Norfolk .30 p.m.

13. Auckland-Sydney

AL, with Jet-Prop. Lockheed Electras

y (except Sun.): Dep. Auckland 9.30 .m., arr. Sydney 11.55 a.m.
y (except Sun.): Dep. Sydney 1.30 .m., arr. Auckland 7.25 p.m.

13A. Auckland-Brisbane

AL, with Jet-Prop. Lockheed Electra

: Dep. Auckland 8.30 a.m., arr. Brisane 11 a.m.
: Dep. Brisbane 12 noon, arr. Auckand 6.30 p.m.

13B. Auckland-Melbourne

AL, with Jet-Prop. Lockheed Electra

: Dep. Auckland 8.30 a.m., arr. Melourne 12 noon.
: Dep. Melbourne 1.15 p.m., arr. uckland 8 p.m.

14. Sydney-Christchurch

AL, with Jet-Prop. Lockheed Electras

, Sun.: Dep. Sydney 9 a.m., arr. hristchurch 3 p.m.
s., Sun.: Dep. Christchurch 4 p.m., rr. Sydney 6.25 p.m.

5. Christchurch-Melbourne

AL, with Jet-Prop. Lockheed Electra

: Dep. Christchurch 4 p.m., arr. Melourne 7 p.m.
s.: Dep. Melbourne 8.30 a.m., arr. hristchurch 3 p.m.

16. Sydney-Wellington

AL, with Jet-Prop. Lockheed Electra

, Fri., Sat.: Dep. Sydney 9 a.m., arr. ellington 3.10 p.m.
, Fri., Sat.: Dep. Wellington 4.30 m., arr. Sydney 7.10 p.m.

17. Melbourne-NZ-Fiji

., with Super Constellation chartered from Qantas

: Dep. Melbourne 7 a.m., arr. Auckand 3 p.m., dep. Auckland 4.15 p.m., r. Nadi 9.30 p.m. Return, same route, llowing day.
nnects at Nadi with Qantas Boeing et service from Sydney to USA.)

18. Auckland-Fiji

L, with Jet-Prop. Lockheed Electras and Qantas Super Constellations

: Dep. Auckland 6.30 p.m., arr. adi 10.25 p.m.
*: Dep. Auckland 4.15 p.m., arr. Nadi 0 p.m.
Dep. Auckland 11 a.m., arr. Nadi 55 p.m.
: Dep. Nadi 11 a.m., arr. Auckland p.m.
.*: Dep. Nadi 11 a.m., arr. Auckd 4.15 p.m.
Dep. Nadi 4 p.m., arr. Auckland p.m.

* Wednesday flight ex - Auckland, and Thursday flight ex-Nadi are operated by Qantas under charter to TEAL.

18A. Christchurch-Fiji

TEAL, with Jet-Prop. Lockheed Electra

Sat.: Dep. Christchurch 3.45 p.m., arr. Auckland 5.30 p.m., dep. Auckland 6.30 p.m., arr. Nadi 10.25 p.m.

Sun.: Dep. Nadi 11 a.m., arr. Auckland 3 p.m., dep Auckland 4 p.m., arr. Christchurch 5.45 p.m.

19. Fiji-Western Samoa

TEAL, with Solent Flyingboats

Dep. Suva alt. Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) Wed. 1.55 p.m.

Dep. Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.

(Dep. Suva Aug. 18, Sept. 1, 15, 29; dep. Apia Aug. 22, Sept. 5, 19, Oct. 3.)

20. NZ-Fiji-Am. Samoa-Hawaii

Pan American Airways, with B377 (Stratocruiser) aircraft

Dep. Auckland 4.45 p.m., Mon. and Thurs., arr. Nadi 10.10 p.m.; dep. Nadi Tues. only 11.30 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 3.50 p.m. Mon.; dep. Tafuna 5 p.m., arr. Honolulu 6.20 a.m. Tues.

Dep. Honolulu 10 p.m. Mon., arr. Tafuna 9.05 a.m. Tues.; dep. Tafuna 10 a.m., crosses International Dateline, arr. Nadi Wed. 12.45 p.m.; dep. Nadi 6 a.m., Thurs. and Mon., arr. Auckland 11.40 a.m.

21. Fiji-Tahiti

TEAL, with Solent Flyingboats

Dep. Suva 9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 2.30 a.m. Thurs., arr. Aitutaki (Cook Is.) 8 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.

(Dep. Suva Aug. 18, Sept. 1, 15, 29.)

Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues.

(Dep. Papeete Aug. 21, Sept. 4, 18, Oct. 2.)

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily—morning and afternoon.
Suva-Labasa-Suva: One flight daily.
Suva-Labasa-Suva (via Matei, Taveuni): One flight—Mon.
Suva-Labasa-Suva (via Savusavu): One flight—Thurs., Sat., Sun.
Suva-Savusavu-Suva: One flight—Mon.
Suva-Ura (Taveuni)-Suva: One flight — Wed., Sun.
Suva-Matei-Suva: One flight—Sat.
Suva - Savusavu - Labasa - Savusavu - Matei - Suva: One flight—Tues.
Suva - Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.
Suva-Levuka-Suva: Return flights Tues. and Thurs.
Suva-Kadavu-Suva: Return flights alternate Mon. mornings (Aug. 22, Sept. 5, 19, Oct. 3, 17, 31, etc.) and alternate Fri. afternoons (Aug. 19, Sept. 2, 16, 30, Oct. 14, 28, etc.).

Details from Fiji Airways, Ltd., Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

On a non-scheduled basis, with flights generally departing Nausori (near Suva) on the morning of each fourth Thursday (Sept. 8, Oct. 6, Nov. 3, etc.) and departing Fua'amotu, Tongatapu, on return flight on the following Saturday morning (Sept. 10, Oct. 8, Nov. 5, etc.). Flying time is about three hours each way. Tourist Class only, with 44 lb baggage allowance. The airline leases the only accommodation house in Nukualofa, Tongatapu, and arranges reservations.

Details from Fiji Airways, Ltd., Suva.

23. N. Caledonia-Loyalty Is. Internal Service

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues. (dep. Noumea 2 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., arr. Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Kounie (Isle of Pines): Mon., Wed., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). **Note:** On this flight a call will be made at Plaine des Gaiacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flyingboats

Service to the Leeward Group (Isles Sous le Vent).

Sun.: One morning (dep. 7 a.m.) flight Papeete-Raiatea-Bora Bora (arr. 8.45 a.m.); and one morning (dep. 10 a.m.) return flight Bora Bora-Papeete-Bora Bora (arr. 4.15 p.m.).
Mon.: One morning (dep. 8 a.m.) flight Bora Bora-Raiatea-Papeete (arr. 10 a.m.).
Wed.: One morning (dep. 6.30 a.m.) return flight Papeete - Raiatea - Bora Bora - Papeete (arr. 10.45 a.m.).
Thurs.: One afternoon (dep. 3 p.m.) flight, Papeete-Bora Bora (arr. 4.15 p.m.).
Fri : One morning (dep. 7.30 a.m.) flight Papeete-Raiatea-Bora Bora (arr. 8.45 a.m.) and one afternoon flight (dep. 12.15 p.m.) Bora Bora-Raiatea-Papeete (arr. 2 p.m.).

Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

25. Hawaii-Tahiti

South Pacific Air Lines, of Honolulu, with Super-G Constellation aircraft

Pending completion of Papeete Airport, SPAL aircraft lands at Bora Bora and the final 140 miles of the route is by Bermuda flyingboat of the local RAI service. (See table 24.)

Mon.: Dep. Honolulu 10 p.m., arr. Bora Bora 7.30 a.m., Tues., connects with RAI service for Papeete.
Tues.: Connection from Papeete by RAI service then dep. Bora Bora 10.30 a.m., arr. Honolulu 8 p.m.

Tahiti agent: John Lynch, Hotel Grand Faugerat, Papeete.

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Pacific Commerce and Produce

From Gold-Getting To Cattle-Farming

ULOLO CO.'S SERVICE TO NEW GUINEA

After investigations extending over ars, and with the cordial co-eration of the Papua and New inea Administration, Bulolo Gold edging Ltd., of New Guinea, has quired a lease over 17,000 acres in e Leron Plain area (on the upper rkham, about 60 miles from Lae), d is proceeding with the estab-ment of a cattle industry.

' is hoped eventually to run about 10,000 head of beef cattle there, and to establish a cannery, to e care of the Territory's domestic eds in both fresh and canned beef. This interesting announcement—ich involves policy as well as per-mance—was made late in July the Co.'s general manager, Mr. E. Gazzard. It directs attention the way the discovery of gold permanently enrich an un-eloped country, especially through goodwill of a big company, with ong resources and good manage-nt behind it.

How It All Started

Thirty-five years ago, an Admin-tion official, Mr. Cecil J. Levien, ided that there was rich gold in Bulolo River flats, in the newly-covered Morobe goldfield. He ained a lease; left the public ser-e; and succeeded in interesting Adelaide syndicate in his pro-t. Out of that was born Guinea ld NL, Guinea Airways Ltd., and phenomenally successful Bulolo ld Dredging Ltd., which at one e operated eight dredges on those s, and obtained many millions of nds worth of gold.

s the gold petered out, the Com-y used its accumulated resources enter a partnership with the stralian Commonwealth Govern-nt, and establish the highly suc-sful Commonwealth New Guinea nbers Ltd., which now is cutting p and klinkii pine from the robe hills, and converting it into wood, worth millions per annum. o house a very large staff em-yed by the two Companies, the del town of Bulolo, with every enity, was built in the Lower olo Valley.

t the moment, the shrinking gold iness, and the expanding timber iness are running side by side the Bulolo Valley.

low, the Company is extending operations to large-scale cattle-farming in the Leron area, some 40 or 50 miles from Bulolo, where the wide Markham Valley begins to rise into the foothills of the Ramu ranges, which are the beginning of the New Guinea Highlands.

Every traveller who flies from Lae to Goroka looks down on this magnificent rolling country and exclaims, "Surely that should be the home of a great cattle industry".

Other Pioneers

The first man to think that way was pioneer Michael J. Leahy, one of the original discoverers of the Highlands. After the war, "Mick"—instead of taking his profits and getting out, like any other wise man—ploughed his money back into the Zenag hills, overlooking the Upper Markham, and established new pastures, and new herds of good Australian cattle to feed thereon.

Mr. Leahy got all his thanks from the Administration in one day—the day that the Administration appealed to the High Court against the verdict given in Mr. Leahy's favour by the Territory Supreme Court. (Mr. Leahy had successfully sued the Administration for damages, claiming that his herds had been gravely damaged by the Queensland cattle tick, through the alleged carelessness of Administration officials.)

It is to be hoped that the Bulolo Company's association with the Administration in relation to cattle-farming will be a little happier than that of Mr. Leahy.

Bulolo Gold Dredging Ltd. gave magnificent service to New Guinea in developing the gold dredging industry, and establishing the plywood industry; and it probably will add now to the good record with cattle-farming.

It is worth noting that another Morobe company, New Guinea Goldfields Ltd., while not a sensationally successful gold-getter, similarly has used its gold resources to establish other permanent industries, notably timber-getting and coffee-growing.

(Over)

Correction

W. G. Mitchell Very Much Alive

In June *PIM*, page 157, a staff correspondent put Mr. W. G. Mitchell into a group of Burns Philp and Co. Managers who have now departed this life.

This—naturally—was startling for Mr. Mitchell and his wife, and Mr. Mitchell writes to say that he hopes "none of our relations and friends, children, grandchildren or great-grandchildren" read the *PIM*.

We apologise, and take this opportunity of restoring Mr. Mitchell to the land of the living.

Mr. Mitchell was in charge of all Burns Philp and Co. interests in the then extremely important Morobe District of New Guinea from 1927 until war put an end to civilian life there in February, 1942. He is still with the old firm—but now with the South Sea Company—at Norfolk Island.



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Emperor Mine Produces A Million—And More To Come

A million pounds worth of gold was taken from the Emperor mine, north-west Viti Levu, Fiji, in the year ended June 30, 1960.

According to Mr. M. J. Cody, chairman of directors, there is every indication of a lot more to come. Costs have risen steeply in recent years, but development work has shown that the field is far from worked out and that the life of the mine will go much beyond the predictions of some years ago.

NGG Ltd.'s Production Down in July

Although New Guinea Goldfields Ltd.'s Golden Ridges mill treated more ore in July (4,507 tons) than in June (4,222 tons), the assay was lower and production dropped —1,119 oz fine gold and 1,799 oz silver against 1,250 oz fine gold and 1,980 oz silver in June.

Comparison of other workings showed: Golden Ridges alluvials, 45 oz bullion (40 oz in June); Koranga alluvials 165 oz bullion (726 oz); tributes, 98 oz bullion (123 oz). The timber mill produced 202,424 su. ft. in July (175,352 su. ft. the previous month).

Jap. Market for Islands Maize and Soya Beans

A ready market exists in Japan for Islands-grown maize and soya beans, according to Mr. K. Nagashima, manager in Fiji for the Banno organisation.

In Suva in July, he said that Japan was importing these from Red China, but supplies were erratic. If Fiji farmers were interested they could establish an export market in this produce. Bannos operate a direct shipping service from Central Pacific territories to Japan.

ORE FROM FIJI.—Bannos would commence open-cut mining for iron and manganese ore on a trial basis in the Wainivesi area of Tailevu, Viti Levu, about November, Mr. Nagashima said. The trials follow surveys made by the company's geologists there.

Bannos have been shipping ores from Fiji for several years, but this is the first time the company has mined on the south-east side of Viti Levu.

In July, negotiations were proceeding for a site on which stockpiles of ore could be established prior to shipment. Most likely the deposit would be in Lami area near Suva. A weighbridge would be erected there within the next few months in readiness for the first shipment.

COPRA, TOO.—Would Bannos be expanding their copra-buying business in Fiji to areas other than the main ports? Mr. Nagashima was asked. But he had no comment on that question in July, though he pointed out that since Bannos entered the copra-buying field in June the situation for the small producer had improved. Before that, buyers had shown little enthusiasm in purchasing small lots; now business was keen.

Mr. Nagashima would not comment on a report that Bannos might purchase a small inter-island copra trading ship for use in Fiji waters.

Tariff Could Cripple NG Peanut Industry

Queensland peanut growers have put a case to the Commonwealth Tariff Board for a duty on NG peanuts to protect the industry, last year worth £4,000,000 to the northern State. The Board is expected to make its recommendation late in August.

Meanwhile, when Opposition Leader Arthur Calwell was in the Territory in July, Mr. Tom Leahy, who has a 150-acre farm 35 miles from Lae, in the Markham Valley, buttonholed him and gave him some facts about NG peanut growing. "Costs have got growers down to bedrock now and an Australian tariff would cripple the NG industry. We'd have to pack up and get out," said Mr. Leahy.

Australians seemed to think labour in P-NG was "dirt cheap", he continued, but that's all wrong. It costs him £5,000 to maintain a native labour force of 100. His turnover last year was £18,000 which returned profit after taxation of £900. Growers' profit margin is only ½d a pound.

In Brisbane on August 1, chairman of the Queensland Peanut Marketing Board (Mr. N. J. McAlister) announced that there has been a phenomenal increase in the demand for peanuts in Australia during the past six months. Some 1,800 Queensland growers produced a record 34,000 tons last year; the crop just harvested will run to about 20,000 tons.

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Koitaki Rubber Shareholders Have Done Nicely

Koitaki Para Rubber Estates, Ltd Papua, is making another bonus issue, th second in three years: this time 1 for raising ordinary capital to £150,014.

Preliminary accounts to June 30 indicat net profit of not less than £35,000, again £28,986 for 1959, state directors. The will recommend final dividend of 11¼ pe cent. on the increased capital; interi dividend was 17½ per cent.

Koitaki shareholders have done ver well for themselves over the last few year Three years ago, the 20/- paid shares wer on offer in the market at 45/- but in vestors were nervous of rubber companie generally and buyers held off. Then, 1957, the company repaid 15/- a share capit and made a 3 for 1 bonus issue. Aft this move, shareholders still had 20/- capital in four 5/- shares and 15/- hard cash. Dividend has been at 35 pe cent. The 5/- shares are now quoted 30/-. Thus, Islands investors who boug at 45/- in 1957 have made a 200 per cen capital gain, plus a very acceptable yie throughout the period.

Progress of APC's New Well at Iehi

Australian Petroleum Co. Pty., Ltd.' Iehi well, in Papua, which was spudded on June 22, was down to 1,018 ft. in lim stone formation in July. Torrential rai fall of nearly 40 in. in one week retarde progress, but the lost time has been r covered.

Plantation Holdings Will Issue 1 For 4 At Par

To finance further expansion, Plantati Holdings, Ltd., Papua-New Guinea, w make a new issue at par of 5/- ordina shares, on the basis of 1 for 4 held August 22.

The company recently purchased tw more plantations, Matanator and Ravalie 18 miles outside Rabaul. Shares allott for this purchase (85,000 ordinaries a £40,000 cash) ranked for dividend fro July 1, but will not participate in the ne issue.

The issue has been underwritten Ronald Walton and Co., of Sydney Sto Exchange. Shares are payable in full application by September 23. The iss will raise paid capital to £208,752.

Despite recent falls in copra and coc prices, current earnings continue to favourable, directors say—which is w the company's 5/- shares continue to quoted on 'Change at around 9/6.

Bulolo Gold Dredging Has Another Good Year

Bulolo Gold Dredging Ltd.'s quarter report issued in July showed that oper tions for the 12 months ended May 1960, topped 1959 figures in yardage worke gold won and total value, as follows:

	1959	1960
Yardage dredged and sluiced	4,903,098	5,726,6
Ounces fine gold . .	20,380	22,8
Value in US currency	$713,300	$799,3

Increased yardage handled by Dred No. 5, with better throughput at the Wid bosh sluicing operation, accounted for t increase in the gross value.

Estimated net profit from operations New Guinea for the year is $470,000, af allowing for taxation. In addition, t company received dividends from Commo wealth New Guinea Timbers, Ltd. ($354,8 net after tax), and Placer Developme Ltd. ($50,300), amounting to $405,100.

Sawn timber output of South Paci Timbers, Lae, NG, was maintained at satisfactory level, whilst veneer producti

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creased. This greater throughput of neer in turn permitted production by G Timbers, Bulolo, to be increased dur- its fiscal year ended June 30.
Consolidated net profit of Placer De- opment, Ltd., and its subsidiaries is imated at $1,250,000 (48 cents per share) the year ended April 30, 1960, re- rted the company in July. This com- ed with $1,152,000 profit last year.

Economic Outlook

URING the month, the share market edged up to a new peak on trading, spread over a near-record range of cks—index of ordinary shares touched .11 on August 8.
With a new Federal budget due this nth, it would not have been surprising note a levelling off of the market, in icipation of the Government applying ther monetary restraint (some credit rictions were announced early in ust). The Government's three-point cy to check inflation, at the beginning 1960, has not been noticeably effective. wever, near full employment, good re- trade results, undiminished car regis- ions, and, most significant, upward istics for the building and construc- al industries have all contributed to uoyant economy.
lands businessmen as well as Australian orters will welcome the August an- ncement that an Australia-NZ con- ative committee on trade is to be estab- ed, for it means NZ will adjust her hod of valuing goods for customs duty poses from next year.
Z, on parity with Sterling herself, has ays regarded all £'s as equal, so that 100 worth of imports from Australia e never been reduced to their valent of £Stg.80 and this has meant liability for duty on the difference. l, for instance, was under similar dicaps, too.) Exporters claimed that lost them a lot of trans-Tasman ness to competitors in other countries.

SYDNEY SALES PRICES

	July 11,'60	Aug. 8
Plantations . .	16/3	14/6
ns Philp	94/-	96/6
ns Philp (SS) . .	64/-	64/-
R.	£83/17/6	£83
ip Plantations .	13/-	12/6
Industries . . .	19/3	18/-
kshalls	16/-	16/-
ri Timber	21/3	22/-
ma Rubber . . .	11/3	11/-
aki	30/-	30/-
rua	13/-	12/-
iboi	10/-	10/9
olk Is. Whaling .	7/6	7/7
fic Is. Timbers .	7/-	8/-
tation Holdings .	9/6	9/6
ensland Insurance	99/-	97/-
berlands	7/3	7/6
. Pac. Insurance	28/-	25/9
. New	23/-	23/-
mships Trading .	53/3	55/3
. Carpenter Hold.	30/-	30/9
or Oil	4/3	4/6

OIL AND MINING SHARES

	FIJI		
	July 9, '58	July 11, '60	Aug. 8
eror . .	b5/9	b4/3	b3/9
ma . . .	—	b39/-	s43/9
	PAPUA-NEW GUINEA		
lo . . .	b35/-	b40/-	b41/-
G. Ltd.	b1/9½	b2/4	b2/3
Search .	b2/6	b4/11½	b5/-
of N.G.	b7d	b4d	b4d
I. Mines	—	b130/-	s120/-
an Apin.	b9d	s3/6	b3/10
. opt. .	b6½d	b10d	b8½d
er Dev.	b86/6	b115/-	b115/-
dy Creek	b4d	b3d	b3d

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COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA - NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1960), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for hot-air dried.

From July 1, 1960, P-NG Copra Board's Tentative Purchase Prices, for copra delivered main ports: Hot-Air Dried, £A65 per ton; FMS, £A63/10/- per ton; Smoke-Dried, £A62/10/- per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. On August 8 price was: HAD £F57/7/6, FM1 £F52/2/6, FM2 £F54/17/6.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £S3 per ton for hot-air dried. Prices since March, 1959, have been: Hot-air dried, £S67/13/8 per ton; sun-dried No. 1, £S65/3/8; sun-dried No. 2, £S61/13/8.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared as from August 1: 1st grade, £A60; 2nd grade, £A58/10/-; 3rd grade, £A56 per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 7 cents lb. ($US156.8 or £A70/4/6 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—Price on August 1 was £A43/15/- (8,750 Pac. francs) per ton delivered Vila/Santo. French price on August 5 was 92,000 Metrop. francs per metric ton, c.i.f., Marseilles.

COOK IS. AND NIUE IS.: Subject to the provisions of the copra contract between the Cook Islands and Niue Island shippers and Abels, Ltd., of Auckland, who operate the only New Zealand copra crushing mill, the price paid is the average London price for the previous month, less handling charges. The actual price paid to producers varies widely from island to island, ranging from £NZ30 to £NZ50 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 August 9 was £Stg.223/15/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on August 11: £S215, f.o.b., Apia, grade 1; £S210, grade 2.

P.-N.G.: August 10.—Quote No. 1: £260-£265 (best quality). Quote No. 2: £255 (medium grade).

COFFEE:—P.-N.G.: Aug. 10, good quality A grade, per lb, 4/2 to 4/3; B grade, 4/1; C grade, 4/- c.i.f., Sydney.

In early August world coffee prices were: Tanganyika A grade, £Stg.320; Kenya A, £Stg.390, B, £Stg.370; Uganda Robusta, £Stg.132; all per ton, c.i.f., Sydney.

PEANUTS: P.-N.G., August 10, Kernels: White Spanish 1/6 lb del. buyer's store; Red Spanish, 1/4; Virginia Bunch, 1/7½. In Shell, 1/- lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on August 9 was: No. 1 RSS, spot, 104⅞ Straits cents per lb (37-5/64d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, advised August 10: White and yellow label, processed, standard packs, 46/9; green label, 45/3 c.i.f., Sydney. This represents a sharp fall in the market.

RICE (Aust.):—New prices from May, 1960—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 per ton, f.o.w.; under 5 tons, £63/10/- per ton. **Other Pac. Islands:** Dry, brown, etc., £66 per ton f.o.w., Sydney or Melbourne.

PEARL SHELL.—Firm quotations for **Australian White M.O.P. Shell** in August by Sydney independent shell agents were: Sound £A850, D £A600, E £A300, EE £A200 (in store Sydney). **Penrhyn Island:** Approx. £NZ500, f.o.b., Rarotonga. **Manihiki Island:** Lagoon still closed. **N.G.:** Last Sydney sales of Black-lip M.O.P., several months ago, were at £292 per ton.

TROCHUS: Quote No. 1.—**Papua-N.G. and B.S.I.**—£190 per ton, c.i.f., Sydney. Quote No. 2: £185 per ton.

GREEN SNAIL SHELL.—Buyers are offering up to £475 per ton, but supplies are lagging.

CROCODILE SKINS: 12 in. and over, small-scale, first quality No. 1 quote: 12/- per in. No. 2 quote: 11/6 per in.

PAPUAN GUM: £80 per ton del. buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote 2/- to 4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer 3/- per lb for well-dried fins of commercial quality.

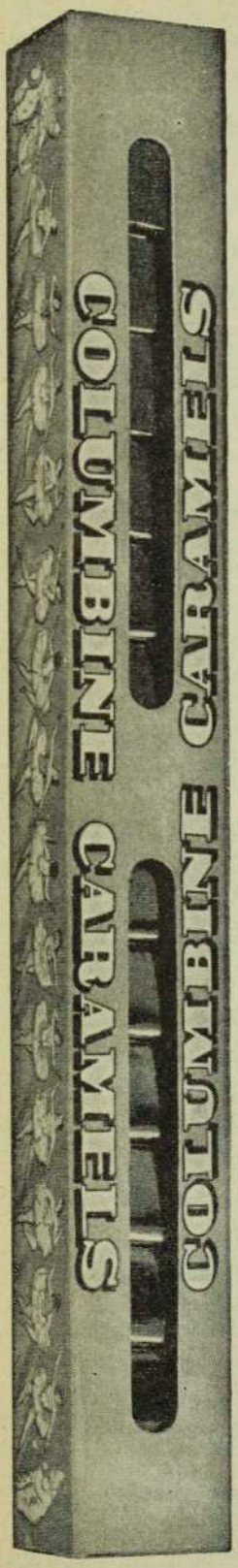
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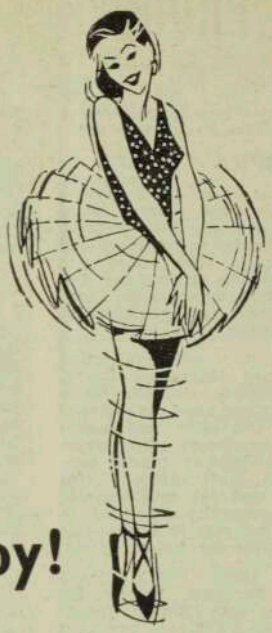
Copra: London, August 8, Philippines, in bulk, $193.50 US per long ton, c.i.f., UK/Nth. European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.70/10/- per long ton.

(£1 Australian is equal to about 2.25 US Dollars)

Coconut Oil: London, Aug. 8, Ceylon, 1%, in bulk, £Stg.108 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.102 c.i.f.

Rubber: London, c.i.f., August 9, RSS No. 1, Spot, 30⅛d Stg. per lb.



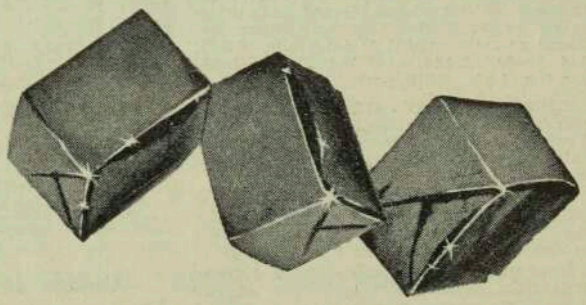


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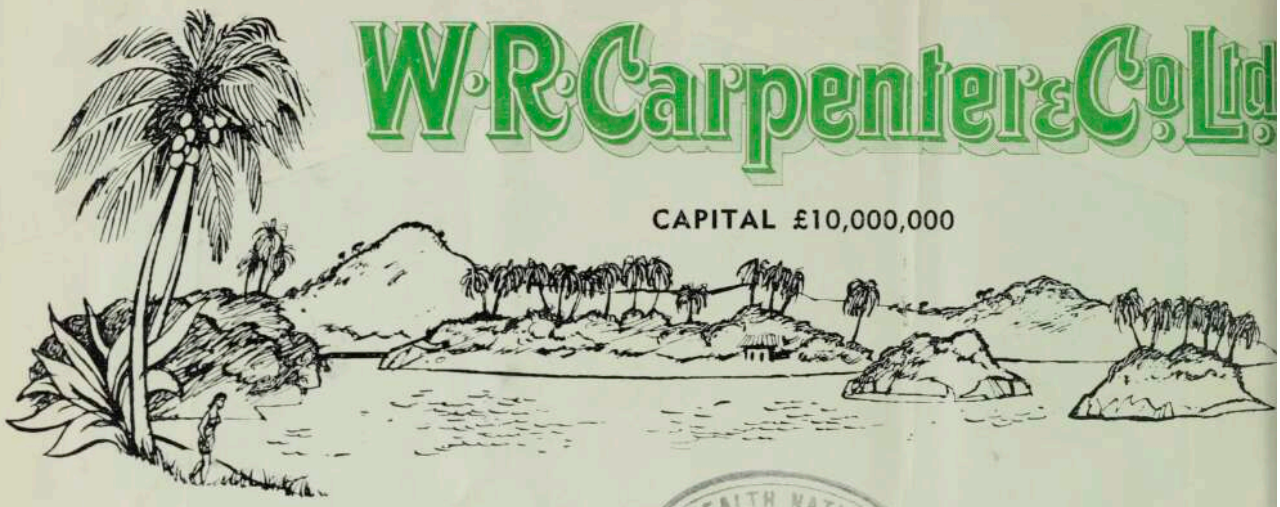
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