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PACIFIC ISLANDS MONTHLY—DECEMBER, 1960

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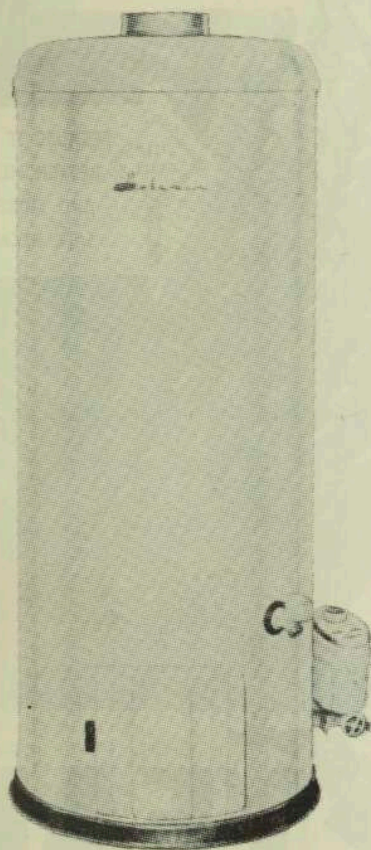
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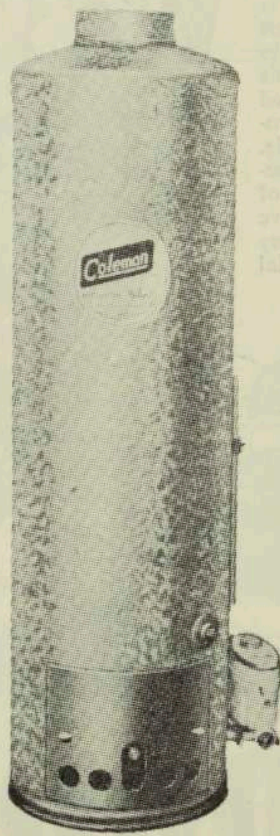
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PACIFIC ISLANDS MONTHLY

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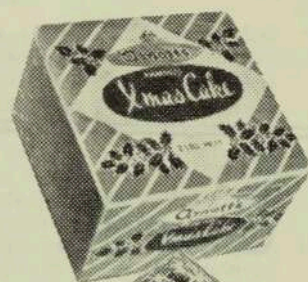
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OUR COVER PHOTO: While every-
one else was out celebrating (photo-
graph was taken by A. C. Atkinson
during the July 14 festival) this small
lonely Papeete girl stayed home to
defend her kitten against all comers
—including photographers.

A Product of Pacific Publications Pty. Ltd., 29 Alberta Street, Sydney
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Xmas 1960

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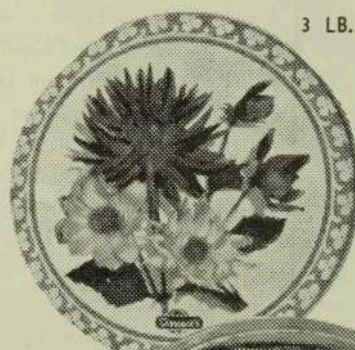


Arnott's famous high quality, rich Xmas Cakes are again available in 2 lb. and 3 lb. sizes.

Put one of these cakes aside for Easter or special occasions to come, whilst they are available over Xmas.



Order early to avoid disappointment.



3 LB. CAKE



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XXC60

PEOPLE

The resignation of Judge E. F. Well, of the Apia High Court, has been announced. Judge Rothwell, during his term of office in Western Samoa has earned the respect and esteem of the public by his conscientious and correct attendance to his judicial duties and his departure with his wife in December is much regretted in Apia. He will probably take up magisterial duties in New Zealand.



of friends recently farewelled Norfolk meteorological officer Mr. Ron Vivian, Vera and their three sons Ian, Phillip, before their departure for Lae, New Guinea. Mr. Vivian has been active in Norfolk's affairs and both Mr. & Mrs. Vivian are keen photographers.

Photo: Raymond Hoare

ner James Dwyer, parish priest of Rabaul, and a member since its inception of the Legislative Council of Papua-New Guinea, last month celebrated the 25th anniversary of his ordination.

He was ordained in Sydney in 1927 and went to Papua a year later. During the war he was an army chaplain in New Guinea and New Britain, and after the war helped to found the Samarai Mission. He returned to Rabaul in 1952, where he was a member of the Rabaul District Advisory Council and the New Britain District Advisory Council. Members of the church and public attended a celebration in his honour on 11 November.

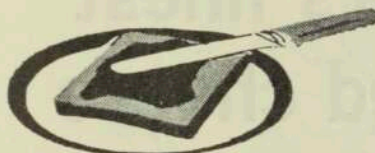
He is now on holidays in Aus-



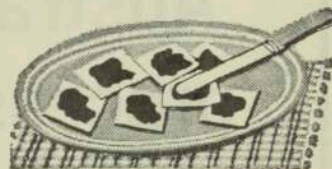
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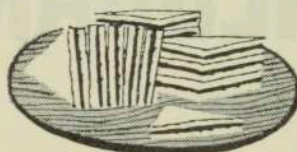
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KR3



KR.2

Mr. Frank M. Bateson, of Rarotonga, the South Pacific's best known astronomer, who is director of the variable star section of the Royal Astronomical Society of New Zealand, said in Auckland in November that he and others were selecting about 15 potential sites throughout New Zealand that would be suitable for a major observatory. The project was being backed by the US National Science Foundation through the University of Pennsylvania, of which Mr. Bateson is an associate. The preparatory work would take about two years.



At the girls' first communion breakfast at the Roman Catholic Church in Port Moresby—Trevor Jones, and daughters, Patricia and Karen.

Photo: Papuan Press

Mr. L. A. Shanks has been appointed Assistant Secretary, Department of Islands Territories, New Zealand, in succession to Mr. A. Dare, who was recently appointed Resident Commissioner, Cook Islands. Mr. Shanks has been responsible for the administration of matters associated with the Islands seconded to the Islands in recent years. He is 36.

Mr. A. M. Hall has been appointed Resident Agent, Mauke Islands Cooks, in succession to Mr. G. W. Perks. A Bachelor of Agriculture Science, Mr. Hall is married, aged 33. He speaks fluent New Zealand Maori.

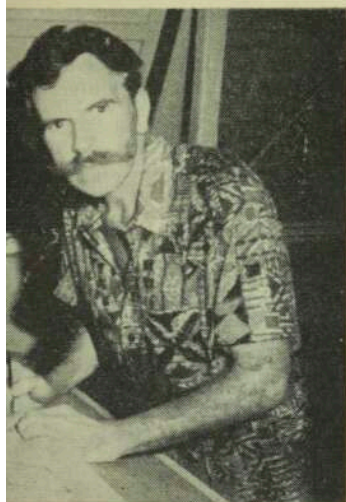
The first man to have joined the Papua-New Guinea Administration since the war who has since risen to the rank of a District Commissioner will take up his new appointment this month. He is Mr. F. P. Kaad, previously District

er for Western New Britain, will become District Commissioner for the Central District based at Port Moresby.

Kaad served with the 2/7 Battalion in New Guinea and the Administration as a field officer after the war.

was also the first officer to be awarded a full-time Administration Scholarship to an Australian University.

J. P. Bayly, senior citizen of Port Moresby, has been visiting Australia; in November he entered St. Vincent's Hospital, Sydney, to undergo an operation on one of his



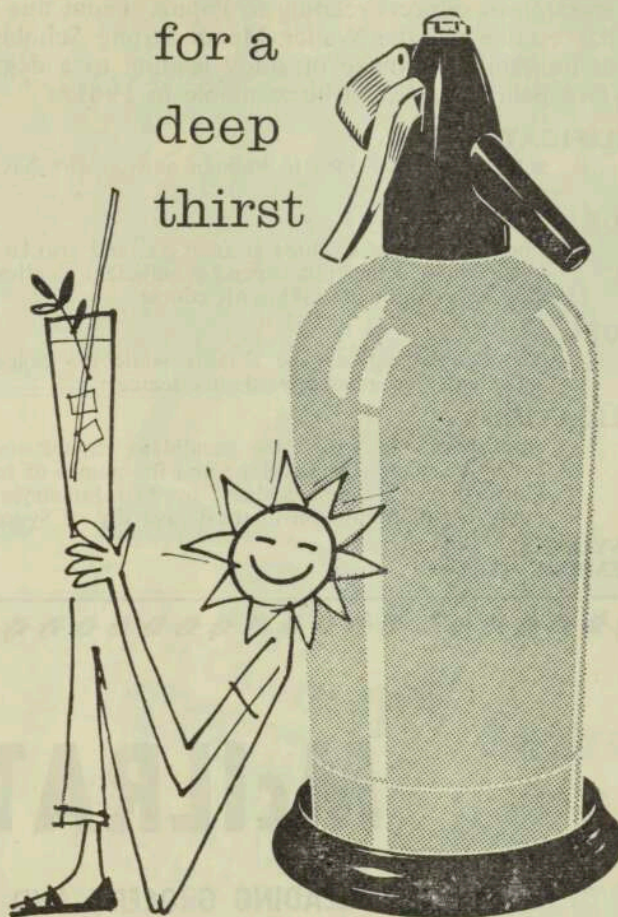
C. H. Hayward has returned to New Zealand after 10 years in Fiji and adjoining with the New Zealand Ministry of Works. He had been stationed at Funafuti in the Ellice Group in charge of construction of a South Pacific Air Transport Council meteorological station. He was also connected with NZ Ministry of Works projects at Apia, Laucala Bay, Niue Island and Samoa. After leave he expects to return with his department at Wellington.

Aggie Gray, internationally known hostess of Aggie Gray's Christmas Party in Apia, arrived in Auckland from Tofua late in November and is expected to spend some time in New Zealand on vacation.



Club Associates' president Mrs. Del at the Associates' annual dinner in Port Moresby, hands a golf trophy to Rae, one of well known Port Moresby officials Ray Goriss.

Long
drink
for a
deep
thirst



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THE UNIVERSITY OF SYDNEY

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The late Dr. Walter Mersh Strong of Port Moresby bequeathed his residuary estate to the University of Sydney for the purpose of encouraging education and research in subjects relating to Papua. From this bequest the University of Sydney has established the Walter Mersh Strong Scholarships to enable Papuan natives to undertake a course of study leading to a degree at the University of Sydney. Two Scholarships will be available in 1961.

QUALIFICATIONS

Scholarships are open to Papuan natives who have qualified to matriculate in the University of Sydney.

VALUE

The Scholarship is valued at £600 p.a. and also covers the scholar's fees within the University. It is estimated that this stipend is sufficient to allow a scholar to live at one of the University Colleges while undertaking his course.

TENURE

The Scholarship will be tenable while the holder is considered to be making reasonably satisfactory progress towards his degree.

APPLICATIONS

Applications in which the candidate should state his full educational qualifications, the course he wishes to undertake and the names of referees should be lodged with the Registrar, University of Sydney, Sydney, by 31st January, 1961. Candidates should at the same time apply for matriculation in the University of Sydney.

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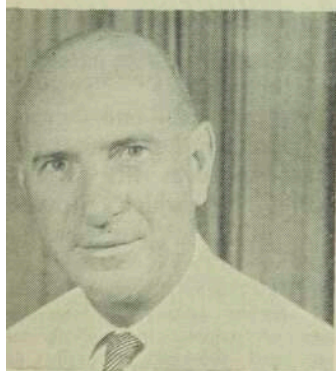
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December, 1960

a flotation based on "Ted" n's Kokopo (New Guinea) ation, Makurapau Estate Ltd., opened by the brokers (Roland on & Co.) on November 17. And nber 17, the day after Can's announcement of all kinds w taxation, was "Black Thurs-on Sydney Exchange, where and shares were trembling umbling.

within three days, by Mon-November 21, the whole offer e public of 560,000 shares of ach had been over-subscribed; applications went quickly to ent.

gations that the NNG police exceeded their powers in put-down tribal warfare in the n Valley are now the subject a official investigation. The ey-General at Hollandia, Mr. d von Maynenfeldt, has flown land to question an Assistant et Commissioner, who led a expedition into the valley in 9 when there was fighting be-Papuan tribes.



t. Pearson, a well known Burns Philp, who has been appointed manager of Burns Philp (South Sea) Ltd., Lautoka, Fiji.

Seventh Day Adventist a in the Western Highlands Guinea is building a hospital as, in the Wabag area. It ter for both Europeans and t. Dr. R. O. Yeatts, who has n charge of the Hansenide at Mt. Hagen will take over as when he completes his h in the United States in six s time. Mr. F. L. Aveling, who en sawmilling at Mt. Hagen veral years is directing the g of the new hospital.

L. W. Logan, formerly editor ue Mountains Advertiser, nba, NSW, has been appointed ing-editor of New Guinea Courier, with headquarters at



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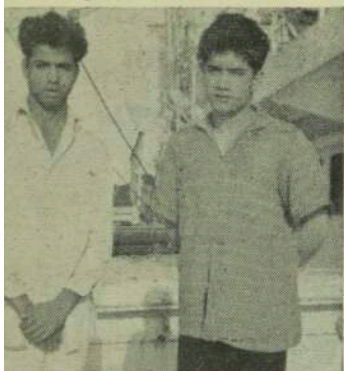
PERMANIZED

STANDARD

He succeeds Mr. John Blair, decided to return to Australia expiry of his two-years con-

Harry Wooley has been appointed general manager of the Biscuit Company and Union Pty. Ltd., two Suva companies owned by Hackshalls Ltd., Sydney. Wooley succeeds Mr. Malcolm [unclear], who died at Suva on November 5. Mr. Vernon Hawkesley has been appointed assistant manager of both companies.

John H. Donaldson, MA, who for three years principal of a College, Apia, before returning to New Zealand some years ago has just been appointed principal of Waitaki Boys' High School. He has lately been principal of [unclear] High School.

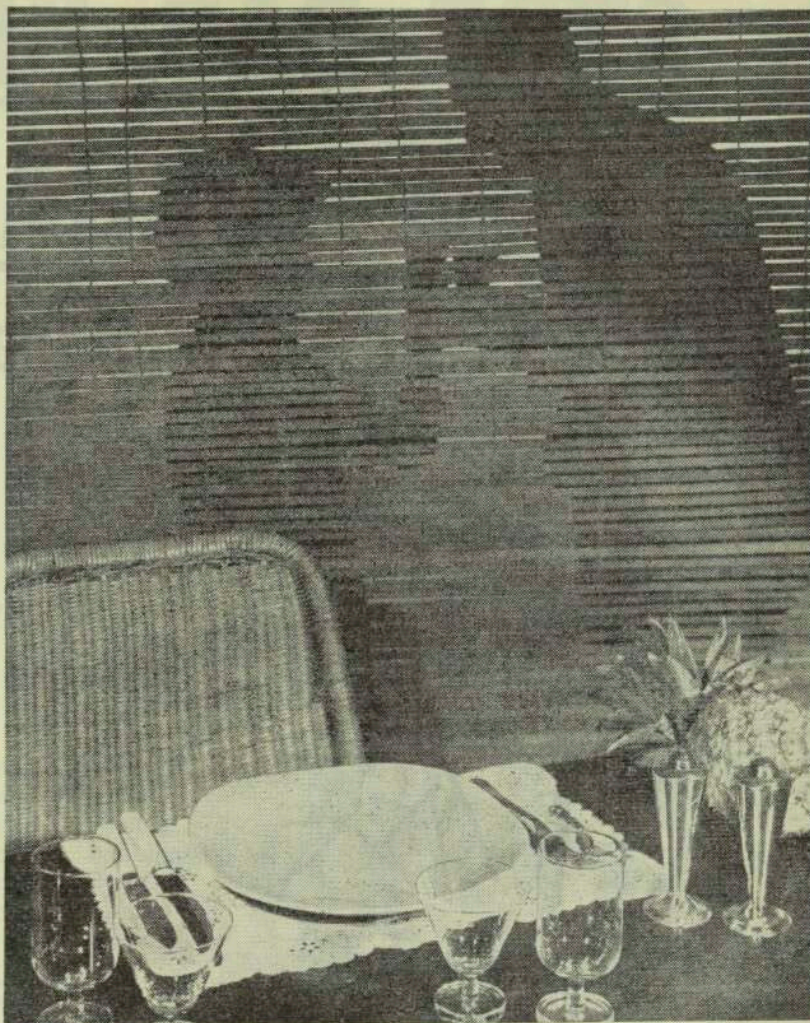


the world's most travelled stowaways, el Abdullah and Joseph Vaz—were in the South Pacific in November, still at large. They had been on 16 ships, and no one will allow them to land because nobody knows where they belong. "PIM" reported their capture in September, p. 51, and in November they were back in Melbourne on the Strathnaver. Photo: J. P. Shortall

Reserve Bank of Australia has placed an advertisement in the New Zealand newspapers in early December for "a male Papuan or New Guinean holder of the Queensland Certificate or equivalent qualification". The story behind the ad.: The Australian Government's Reserve Bank was going to employ its first New Guinean native, with the hope of bringing him in Australia to University level and—who knows?—possibly making him into the Territory's first native back-room accountant.

A 35-year-old ex-Scots guardsman brought the discipline of the British Army parade ground to the police of P-N-G, retired in November after 26 years' service. He is Senior Inspector A. M. Sinclair, in charge of police training at Port Moresby's Kila barracks. "The job makes a good policeman, considering his social background. He takes the job seriously and learns quickly," commented Inspector Sinclair.

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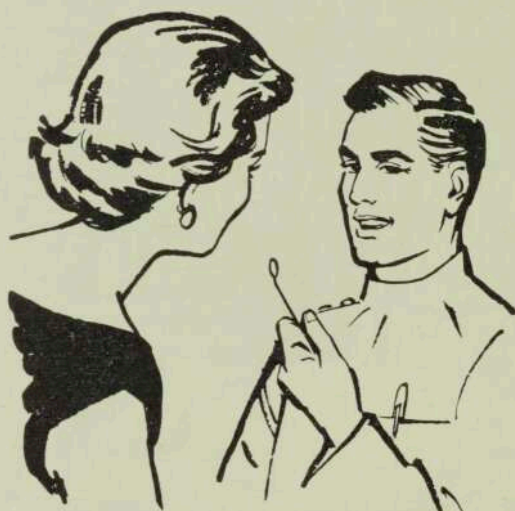
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KEEPS TEETH SPARKLING WHITE



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

W101

ocean liner was the last oasis
world of speed, said the pre-
nt of Matson Lines, Mr.
olph Sevier, in November. It
sea-going resort, not just a
s of getting to a destination;
eans of adventure and escape.
le in the jet-age remained un-
ed.

* * *

the news in Sydney in No-
er—Fijian Jone Kurisamo, of
evu, who has a wooden leg.
as flown to Sydney at the ex-
of Sydney dental surgeon
r Wearn to receive medical
ment to save what is left of
nb from being amputated. Dr.
met Jone earlier this year
the doctor passed through Fiji
way to New York for a con-
e on the rehabilitation of
es.



l and Harry Heath made a gay picture
schcombers' Night function in the Port
foresby RSL Hall in November.
Photo: Papuan Prints

h New Guinea favours an
ndent Melanesian federation
NG, Australian New Guinea
e Solomon Islands, according
rcus Asiepo, a Papuan leader
ING Administration official.
said this in The Hague when
d other Papuans were on a
ng visit" to Holland.

ning he could speak on be-
the whole of the NNG popu-
Asiepo said it was part of
ties to travel throughout the
ry and keep in constant touch
he population. Questioned on
ws on Tunku Abdul Rahman's
to mediate in the Dutch-In-
an dispute. Asiepo said: "Let
transfer Malaya to Indonesia,
should keep his hands off us."

* * *

Norman Baxter, of the Fiji
editorial staff, and his wife
y, were in Sydney on leave in
ber-January. But just to even
up, Stuart Inder, one of
editors, with wife Jo, flew off
in December for a holiday at
vu and other tourist spots.

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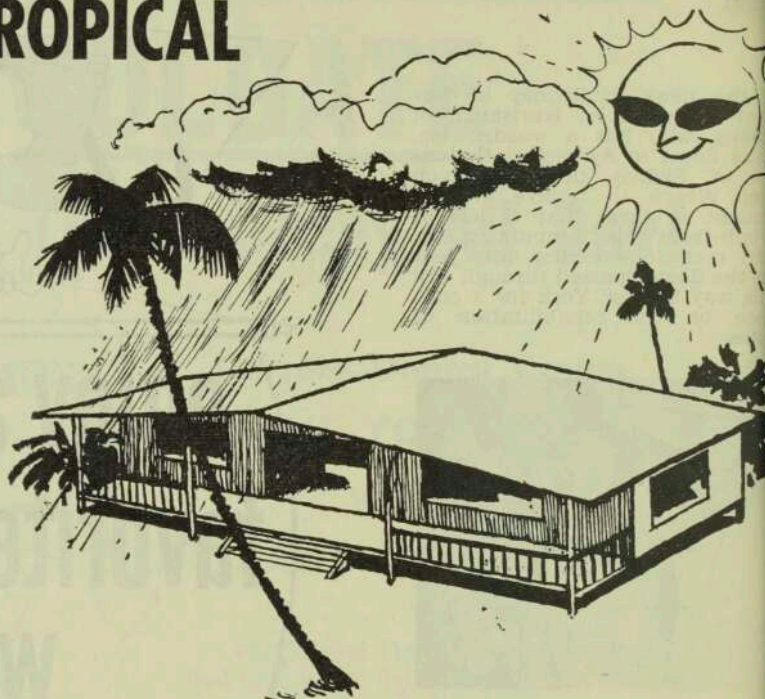
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Burns Philp (South Sea) Co. Ltd., Lautoka.
Narain Construction Co., Suva.

NORFOLK ISLAND

Burns Philp (South Sea) Co. Ltd., Norfolk Island.

FIJI STUMBLING ALONG WITH VITAL PROBLEMS

Colonial Office Hesitancy And Fijian Stubbornness Wrecking Burns Plan

By R. W. Robson

The decision of the Bank of Baroda—one of India's five leading banks, with capital reserves of £2½ million and deposits about £60 million—to open a branch in Suva, with probable branches in Lautoka, Ba, and other centres, brings to sharp focus the nature of the new economic problem in Fiji.

Or what is going to control the future economic development of the Colony?

Is it Britain, whose Crown it is? Or Australia which, through the Colonial Sugar Co., Philp & Co., W. R. Carpenter, Morris Hedstrom Ltd., Emu Mines, Bank of NSW, ANZ, Qantas and at least a dozen other corporations, owns the major part of the country's commerce? Or East Asia, which is now making a bid, through Singapore's Raffles Hotels and India's Baroda Bank, for a share of the Colony's

These new Asian interests are raising the opportunities in Fiji, entering the Colony; while Australian interests—quite ready to proceed vigorously with the task of developing Fiji—are reeling and discouraged by the increasing slowness of British Colonial Office methods.

For, this is not really disturbing. But it could mean a strong challenge, if Fiji's house is not quickly put in order.

on Pattern—With Difference

The old era in Fiji is passing away. The thrust comes from two directions.

Fiji, hitherto a quiet corner of the Colonial Office rule, is reacting rapidly to the general trend towards self-government.

The Indians—who, three or four decades back, were an innocent community in a lazy water, where Europeans reaped profits from planting and trade—now represent more than half the population of about 400,000, and are demanding increased political and commercial power.

This represents a pattern common enough in British tropical territories.

Complicating factors here are:

The indigenous race—the well-to-do Fijians—have fundamental rights under the 1874 Deed of Cession.

The Fijians adhere rather firmly to their old-time system

of communal life, which is the negation of the private enterprise needed for the development of the country's natural resources.

- The Fijians—at the moment, anyway—are darkly suspicious of the activities and motives of the Indians.

- The principal industry (sugar production) is completely in the hands of a powerful corporation which tempers a jealous guardianship of its privileges with a large

(Over)

PACIFIC REPORT

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

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HERE ARE THE LATEST MOVES IN FIJI

Fiji affairs in November were in a somewhat critical condition—as R. W. Robson points out on this page. Following are the recent developments in the Colony which are the basis of his appraisal:

- Government has emasculated the Burns Report, accepting 108 of the recommendations, but rejecting or deferring 18, which contain virtually all of the vital proposals.

- The Burns Report is now before the Legislative Council for discussion. But Council obviously embarrassed by the Fijian Council of Chiefs' rejection of most of the major recommendations which affect Fijian lands and the Fijian Administration.

- The Bank of Baroda (India) is opening up in Fiji, which hitherto has been serviced exclusively by the Bank of NSW, ANZ Bank and Bank of New Zealand.

- After the paralysis of the sugar industry in June-September, caused by the cane-cutting deadlock, all sugar-mills are working full-time; but it still seems impossible in the time (until January 22) to cut all the cane required under the new quota (199,000 tons of raw sugar, increased as a result of events in Cuba to 217,755 tons).

- Relations between CSR Co. and cane-growers now seem reasonably amicable—with the company now making a perceptible effort to keep them amicable—but agreement between the parties still has to be reached regarding new planting of sugar-cane, and price to be paid for cane in the 1961 season.

- Investment of money from Singapore continues. (Cathay interests which in 1958 bought the Grand Pacific Hotel now are completing a new, modern hotel at Lautoka.) Meanwhile, politico-economic uncertainty about Fiji tends to discourage new European investment.

- Secretary of State for Colonies, in the Commons on November 25, said Britain would make £4½ millions available for development work in Fiji, between now and March, 1964, provided that "the fullest possible use would be made of the Colony's local resources, including natural resources, and particularly land"—apparently an indication that the Colony must accept the major recommendations of the Burns Report.

- In relation to land availability, and the attitude of the Fijian Council of Chiefs, the Indian leaders have indicated that while they accept the Deed of Cession as a binding promise made by the British Crown, they claim that certain implications of the Deed of Cession were modified by assurances given to Indian Immigrants in despatches by Lord Salisbury in the 1875-1890 period. (See comment, p. 23).

- By good management, Fiji's Treasurer ended his financial year with a £200,000 surplus. But the prospects for 1960-61 are gloomy.

FIJI HAS TAKEN 'NOT ONE MAJOR STEP'

(Continued from previous page)

measure of patriarchal benevolence—in other words, it wants to control its own empire (the sugar industry) without interference by bureaucratic government or English-hating Indians, or by the various moderate influences in between those extremes—it wants sincerely to do good for Fiji, as it has in the past, but in its own way.

Enter: The Burns Report

These trends were seen many years ago by wise Europeans in Fiji, who warned the Colonial Office of what could happen. But the Colonial Office ignored the warnings and left Fiji to develop "according to natural laws"—with the result that we now are faced with a sociological-economic-political tangle that calls for sheer genius in the sorting-out.

Many times in history, our Colonial Office, reserved and aloof, saw its slogan of "leave matters alone to develop in their own way" justified and triumphant. But, in the case of Fiji, its policy of *laissez faire* has been defeated by Indian fecundity.

Being finally persuaded of danger, the Colonial Office, still leisurely and unhurried, two years ago appointed an expert Commission to

examine Fiji's top problem—namely, how to feed a rapidly-growing population on resources which, while ample in themselves, were cribbed, cabin'd and confined by the 1874 land-ownership system, and by factors arising therefrom.

Effect of December Riots

Before the Commission could report, the Fijian situation blew its top in the riots of December 9 and 10, exactly a year ago.

The riots were mostly a manifestation of pure hooliganism, complicated by some police blundering; but they did indicate the boiling up of dangerous forces created by overpopulation and under-privilege, too long ignored.

The riots profoundly disturbed high officials at the Colonial Office: they never would have believed that such a horror was possible in "that quiet place".

The Burns Commission experts, reporting immediately after the riots, said they were appalled by the conditions they found in Fiji—conditions obviously created by the inability of a long line of Colonial officials to see what was coming in Fiji, or to do anything more than efficiently carry out their office jobs, and get on to next "tour of duty".

The Burns Commission minced no phrases. It set forth the Colony's troubles, plain for all to see; outlined the obvious remedies; submitted a complete plan of reform; and warned that unless those remedies were promptly applied, *as a whole*, the position in Fiji in two or three years' time would be grave.

Fiddling With Recommendations

That was in March, 1960. Nine months have passed. Not one major step has been taken to apply the remedies urgently recommended by the Burns Commission.

The Commission submitted 126 recommendations. The Fiji Government's method of dealing with them has been little short of farcical.

About six or eight of the recommendations were major—they dealt primarily with bringing unused land into use; establishment of new industries; streamlining the native Fijian administration so that it might become part of the general administration, and thus assist the Fijian villagers to transfer from the communal to the individualistic way of life.

Most of the other recommendations had significance only if the major plans were implemented. By themselves, they meant little, against the background of Fiji's urgent needs.

The Commission obviously knew the ways of bureaucracy. At the end

It's All Part Of "An Integrated Plan"

"We consider it important . . . that our major recommendations should stand or fall together."

"If the people of Fiji seriously want to go seriously about the business of development, and to face their problems squarely, they will recognise that all the medicine the Commission prescribes, however unpalatable, has to be taken, and that it will not do just to take that which appeals, and leave the rest."

"Indeed, the money which the Commission has proposed should be spent on development will be largely wasted unless the development can be planned on sound lines, and in circumstances which make it possible for the economy as a whole to develop."

"This will not, in the Commission's view, be possible unless their major recommendations are viewed as interdependent parts of an integrated plan for the necessary development of Fiji."

"The Commission most strongly urges that these recommendations be so viewed."

—Paragraph 766 of Burns Report

they said the recommendations could not be dealt with piecemeal. (See panel above for extract from Commission's report.)

There can be no escape from the meaning of those paragraphs. Yet what has happened?

In an undated "statement of Government policy", issued apparently in October (Council Paper No. 3), the Government swells out its chest and announces that of the 126 recommendations, no less than 17 have been accepted, 17 accepted "subject to modification", 11 have been rejected and seven deferred.

Any outsider, looking in, would suppose the Burns plan had been generally adopted.

The plain fact is that practically all the Commission's major recommendations are among either the rejected or the seven deferred. Without them, the Burns Commission plan, framed to take care of the future of Fiji, is emasculated and useless.

Too Much Compromise

We all know what the Government has come up against—the transience of the Fijian Council, Chiefs. We know the reasons for their non-co-operation.

The Fijian chiefs are (a) jealous of their privileges and (b) deeply suspicious of the present

(Continued on p. 144)

NEW CALEDONIAN FINANCES ARE 'EXCELLENT'

From a Noumea Correspondent

New Caledonia finances are in excellent shape according to the High Commissioner, Mr. Pechoux. In his speech at the budget session of the Assembly Territoriale in November he said that receipts had reached an all-time record, mainly through record exports of nickel, both smelted and in ore.

NICKEL mattes (almost pure nickel) had increased for the first nine months of this year to 11,360 tons, compared with about 6,000 tons for the corresponding period of 1959. Exports of ferro nickel (smelted nickel containing a percentage of iron) grew from 12,000 tons in 1959 to 32,000 tons in 1960.

Mr. Pechoux mentioned there was every prospect that exports of nickel ore to Japan would continue to be satisfactory for some time to come. Japanese smelters had been extended and modernised to use New Caledonian ore with a maximum of three per cent. nickel, the maximum which could be exported.

Doubt About Fiji's Goldfield Industry

Emperor Develop— Or Liquidate?

situation of peculiar difficulty develop in the Fiji gold-mining industry. There may be discussions of it at the annual general meeting of Emperor Goldmines on December 15.

The industry is centred in the Vatukoula town area (at Tavua, on the northern coast of Viti Levu, where the once phenomenal rich mines of Emperor, Loloma, etc., are situated.

The group of Melbourne-owned companies, of which Emperor is the largest, have handled their earnings and resources with skill and foresight. It is calculated that if they are now liquidated, the shareholders would go out with large gains.

Most of the surface or high-level bodies have been worked out, and are approaching exhaustion. But investigations in recent years have shown rich lodes at deep levels. If these are to be worked, however, investment of much additional capital is needed.

Industry Subsidised

Because it is a valuable industry, employing hundreds of people and exporting each year over £10 million worth of gold, the Fiji Government has consistently subsidised the industry. But now the Government is short of funds, and it is rumoured that the subsidies will cease.

It comes at a time when everyone is urging the introduction of free capital and encouragement of new industries.

Directors of Emperor are faced with a difficult choice—grim for the Government, which dares not even contemplate the close-down of the gold industry at this time.

Will the companies use their own accumulated liquid assets to finance developments in the gold-mining industry, in which there would be an element of speculation? Or will they play safe, distribute the riches they have in hand among shareholders, liquidate the companies, and close down the gold industry at Vatukoula?

One alternative, of course, is some arrangement between the Government and the company under which the Government would have a voice in the disposition of the industry's supplies. Naturally, such a move would be stoutly resisted by the company's enterprise.



NEW GUINEA CHURCH DESIGN. The church of Our Lady of the Annunciation at the Catholic Mission, Nazareth, Port Moresby, the home of the Papuan Little Sisters, was blessed in November. The designer is a French layman working for the Catholic Mission at Yule Island, who took his inspiration from the Papuan men's house of the Mekeo, and the soaring Papuan thatched roofs.

Photo: Papuan Prints

FIJI FINANCES IN A MIXED STATE

From a Suva Correspondent

Fiji's savings, which were at a dangerously low level of about £500,000 reserves at the end of 1958, have increased to such an extent that the Acting Financial Secretary, Mr. Harry Ritchie, expects the Colony's reserves to be about £2-million by the end of 1960—despite a drop in income tax revenue.

THE Government has budgeted for a deficit of £513,000 in 1961, the largest ever budgeted for, and Mr. Ritchie has warned that at the end of 1961 reserves will again be at the deadline level.

He says that if disruption and unsettled conditions continue in the sugar industry, the Government could be faced with the unpalatable but inevitable task of reducing staff, daily paid employees and services, or of increasing taxation.

Two years ago the Financial Secretary, Mr. Eric Bevington, raised income tax, port and custom service tax and duty on some other items to offset a sharp decline in the Colony's reserves.

The Government expects, in 1961, to spend £7,290,341, about £36,000 more than the revised estimate for 1960. Revenue is estimated at £6,777,585.

The current increase in total of the reserves is in no small measure attributable to the policies adopted by Mr. Bevington when he became Financial Secretary in October, 1958. The finances of Fiji when he returned to the Colony from Brunei

that year were anything but strong.

He put the pruning knife ruthlessly through unnecessary expenditure, without interfering unduly with essential works and services.

[At present Mr. Bevington is acting as Colonial Secretary.]

Main increases in expenditure for 1961 include:

- Police, £110,000 (establishment increased by 100 in 1960, and a further increase of 102 proposed for 1961);

- P and T Department, £33,000 (mainly for additional engineering staff and expanding communications);

- PWD, £128,000 (maintenance of works, buildings, bridges and wharves and an increase of about £80,000 in wages);

- Public debt, £35,000;

- Education, £68,000 (to cater for the usual increment of teachers from the Nasinu Training College); and

- Miscellaneous, £50,000. "Miscellaneous" includes £23,000 for the Fiji Development Company

(Over)

NORFOLK HOLDS A SHOW

Norfolk Island in late October revived its annual show, and held its first since 1956. 180 exhibitors showed 1,200 exhibits, and at right is part of the big crowd in Rawson Hall, which inspected the floral table.

Photo: Raymond Hoare

(a Colonial Development Corporation subsidiary) for its work as managing agent for the Housing Authority, and £10,000 (estimated) for the sugar industry inquiry.

Income Will Drop

The Government expects income tax revenue to drop by about £530,000 and Customs revenue by about £200,000.

On the bright side, Post Office revenue should rise by about £50,000 through the issue of a new series of postage stamps, and new VHF telephone links between Suva and Lautoka.

In the capital (works) budget the proposed 1961 expenditure at £2,537,000 is about the same as 1960. Mr. Ritchie expects capital budget receipts of £4,500,000 (£3,500,000 from capital loans, including £200,000 to be borrowed in London, a loan of £100,000 for Viti Levu telecommunications development, another local development loan to be launched in 1961, and from the UK Government under the Colonial Development and Welfare scheme.

Mr. Ritchie warned that CD and WF grants were not automatic.

He said that 81 per cent. of the capital budget was for development services, including agriculture, forestry, geology, civil aviation, feeder roads, land, posts and telegraphs, public works, etc., all designed to increase production and the economic output of the Colony in accordance with Burns Commission recommendations.

To Attract Capital

In an effort to attract more capital investment in Fiji, the Government has extended tax concession for companies pioneering new industries. If a company's capital expenditure does not exceed £50,000, £5,000 of the chargeable income will be free of income tax. If capital expenditure exceeds £50,000, exemption will be 10 per cent. of that expenditure.

Tax concessions approved will be for five years and losses incurred during the "tax holiday" may be carried forward to set off against income during the six years immediately after the concession period.

The concessions will be subject to conditions which may include the submission of annual accounts to the Government with a report to show that the industry is being actively carried on, and a requirement for the employment of a minimum proportion of local staff.



Norfolk Doesn't Want Land Laws

Norfolk Island Council, which has shown since its election early this year that it has little sympathy for what it calls local bureaucracy and the making of regulations, had something typical to say in November when the Administration presented it with the draft of an ordinance intended to control land subdivisions.

THE Administrator, Mr. Leydin, told the Council that under the present regulations buyers could draw a plan cutting up their land into as many portions as they thought fit and sell it—and there was no control on minimum sizes or drainage. Subdivisions which appeared reasonable on paper might be quite impracticable on the site and it was therefore proposed to require subdividers of land to submit their plans for approval.

The Council discussed this, and on the motion of councillors S. E. Nobbs and W. S. Newbald, "strongly protested against this attempt to place further restrictions on land sales at this stage of depressed land values, resulting in large measure from the failure of the present form of government." The council also said the ordinance was premature, in no way assisted the island's progress, and that the island's policy should be to encourage private enterprise through freedom from such regulations.

CLOSE SURVEY OF NG ECONOMICS

From a NG Correspondent

Business and commercial men Papua-New Guinea are waiting something to happen following recent tour by senior officers of Reserve Bank of Australia, and earlier tour by the Governor of Bank, Dr. H. C. Coombs.

DR. COOMBS (the man whose signature appears on Austral banknotes) was in P-NG three months ago. He proved tireless searching out details on finance and economics affecting the Territory. Businessmen who spoke with him during his visit claimed that Coombs had become "a convert to the Territory." They said he appreciated more readily than other economists the particular problems facing development.

Touring the Territory in his way in November were the bank's Senior Economist, Dr. P. W. E. Curtin, and two other officers—Mr. J. Phillips and Mr. E. Fleming. The tour was one of "familiarisation". The three men met Administration, commercial and native leaders.

No matter how optimistic a businessman might be, or how obvious the merits of a certain expansion, there is one major brake on development in this Territory.

This is the brake provided by security of long tenure, by impeding independence. Even if independence is 100 years away (and it could well be so), the doubt exists.

No Security

No banking system will give security on a doubt. No company can say in its prospectus "Although theoretically New Guinea could change hands in five years, we have inside opinion to the contrary".

Some businessmen have toyed with the idea of appealing to the Commonwealth to guarantee financial investment in P-NG.

Also, of course, there are many financial problems affecting natives. While natives continue to bank their money they are eventually going to ask the bank to lend them some, as the bank does for the Europeans. This opens many interesting questions.

Also, how much more money could P-NG spend if it is given a greatly increased Commonwealth grant next year—and that is quite on the cards.

There seems little doubt that many of these problems of development were examined by Dr. Coombs and his men, and that the expert paid particular attention to native development, to get a better idea of how the native can be brought into the financial structure.

However, this requires lots of study, and probably there will be no quick announcements, despite the local speculation.

Immature Native Politicians Are Their Big Worry!

A conference of native members of Papua-New Guinea Local Government Councils, held at Rabaul in late November, brought unexpected reactions.

The conference, arranged by the Territory Administration, was the second of its kind, in which the councillors were brought together to discuss their problems. The first was held at Madang last

September, it wasn't the worthy reason for the conference which brought the reactions—but the Administration's decision to close the conference to the Press, and to issue official handouts.

The statement by a Senior Administration officer in Port Moresby, commenting on the ban, said that matters when he explained the ban had been decided because it was thought possible that immature, emotional native politicians could make unthinking statements.

Some native leaders, when given the chance to speak their minds, make statements which they do not mean," said the officer. The ban on the conference brought reactions from the Territory Government, questions in the Federal Parliament and even articles and editorials in Australian newspapers.

Gus Smales' Report

From Rabaul, PIM's correspondent, Gus Smales, sent this report—

"A responsible body decides to close the Press to a meeting of public interest, I'm not one of those people who necessarily run on to a horse of outraged opinion."

"The talks might be unprivileged and therefore legally dangerous. But by their very nature they are delicate. Perhaps the Press has not had the matter beforehand and therefore no longer welcome."

"Sometimes I disagree with the Administration, but I can always see it as it is there."

"Despite this, I believe that the Administration made a grave mistake in closing to the Press this historic combined native Local Government council conference at Rabaul."

"The reason was obscure, the result was unfortunate, and the damage was considerable."

"There is no point in recapitulating time-honoured arguments of any conference should be open to the Press and public."

"The facts which led to a

tangle of false assumptions, incorrect reports and damaging reactions are well worth consideration."

"Unsettling"

The most unsettling incident was the question-and-answer spot in the Federal Parliament between Mr. Clyde Cameron and the Minister for Territories, Mr. Hasluck.

Mr. Cameron suggested the Government had closed the conference because of a fear that the native councillors were going to "stand up and say what they really thought about the Government."

This was unkind and unjustified. From his own experience of putting curly questions to natives, Mr. Cameron should realise that the native in conference always has a smooth answer, and is unlikely to be vocal in criticising the Government under such conditions.

In answering Mr. Cameron, Mr. Hasluck revealed an equal ignorance in the matter. He said he was not aware the conference was

NG Man Charged With Sedition

A 24-year-old former P-NG Co-operatives Officer, Brian Leonard Cooper, in a Madang court on December 5 was remanded to December 16 on a charge of seditious utterances.

The allegations were that in Madang last September he had told natives that if they rebelled against Australia the Russians would come and help them. He had allegedly said that the natives should go and seize the Europeans.

Cooper, a Sydney University graduate, was arrested in Sydney and flown to Madang under escort after extradition proceedings.

The charge, an unusual one, created a great deal of interest in Australia and Papua-New Guinea.

closed, and suggested the natives might have wanted it that way.

With indelicate tact and incorrect Pidgin English, Mr. Hasluck then quoted an un-named native who allegedly likened the brain of a newspaperman to that of a dog.

I believe that the Local Government house in Papua-New Guinea is a very clean one. I have the highest praise for the system itself,

(Continued on p. 145)



Reunion of Tongan Commandos

The first commander of the 1st Tongan Commando Platoon, which was attached to the 1st Bn. Fiji Military Forces during the Solomons campaign, was Lt. Ben Masefield. He was later killed in action. Recently, Lt. Masefield's father, Major W. Masefield, of NZ, visited Tonga with his wife and met former members of his son's old platoon. There was an official feast for the visitors given by Captain P. R. Hockley, commander of the Tonga Defence Force, and a photograph album of the visit, covered in a fine-woven mat material provided by Queen Salote, was later sent to the Masefields in NZ. Major Masefield is in the centre of this group of Tonga's former commandos.

Photo: Tulua Bros.

ADVISORY COUNCIL PLANNED FOR GILBERTS

The Gilbert and Ellice Islands Colony is moving to establish an Advisory Council.

THE Resident Commissioner of the GEIC, Mr. M. L. Bernacchi, told representatives of the various islands who assembled at Makin for the third Biennial Colony Conference, that the Government thought this was the next step in constitutional advancement.

The conference later agreed unanimously that an Advisory Council should be formed forthwith.

Mr. Bernacchi told the conference that two years ago when he spoke to delegates at Funafuti the financial outlook had been very bleak. But since then there had been a "distant brightening of the financial horizon".

Mr. Bernacchi said factors contributing to the improvement included an increase in copra prices and production (4,326 tons in 1957 to 9,879 tons last year); an increase in payments for phosphate from Ocean Island (from 14/- a ton to 21/- a ton for the next three years, and to 23/- a ton for the following two years, when the five-year agreement would be re-examined) and a further generous grant of £312,500 from Colonial Development and Welfare Funds for expenditure up to 1964.

Increase in Reserves

Mr. Bernacchi said the Colony's Revenue Equalisation Reserve Fund, as a result of the increased phosphate payment, would increase its annual intake from £25,000 to £75,000, which meant the Colony could build up a fund to produce sufficient interest to cushion the financial loss resulting from the phosphate deposit being worked out in about 25 years.

Mr. Bernacchi said the plans for the use of the CD and WF money was still being discussed, but would include expenditure on improvement of reef passages, on agriculture and fisheries development, and on higher education overseas.

It would also provide a third of the cost of a new Government ship—a sister ship to *Ninikoria*, which would replace *Nareau* and the fire-damaged *Te Matapula*.

Speaking of recent development progress, Mr. Bernacchi noted that since he last addressed the assembled leaders, the Central Hospital had been completed, the Elaine Bernacchi School had been built, the Betio and Bairiki Harbour projects had been almost completed, and the new *Ninikoria* had arrived.



POPULAR. Motor cycles are an increasingly popular form of transport in Western Samoa. The number of cycles and scooters registered in Apia—106—is more than the number of motor vehicle plates available. Here, from left to right, on their machines are: A. Fruean, P. Siaga, J. Betham, E. Lauati and R. Ott.

Photo: Samoa

ALL QUIET IN THE BSIP

By a Special Correspondent in Honiara

The Solomons' first step along the path of self-government—the establishment of an Executive Council and a Legislative Council—has so far met with remarkably little response here.

THERE have been no arguments—or very little—about the composition of Legco, and very little comment about anything at all. One can only hope that as soon as the Council gets to work, and some words and actions tumble out, there will be greater interest stirred up in these important developments.

The details of the new Legislative body were officially announced in October—11 official members, 10 unofficial, including six Melanesians, and all of the unofficials to be nominated. The Executive Council comprises eight, including four unofficials. (*PIM*, Nov., p. 22).

The Executive Council held its inaugural meeting on November 17 and the first meeting of the Legco was to be on December 7, and was expected to last more than a week.

Should Be Elected

No Press statement was made after the Executive Council meeting but it is understood that the unofficial members were very satisfied with the way things went and were confident the Council would be of some real benefit to the Protectorate in the future.

A member of the Legco is Mr. E. V. Lawson, Honiara businessman, who despite his appointment, still supports his opinion, expressed in August (*PIM*, Aug., p. 21), that some Legco members should be elected and that it is a mistake to have a fully nominated Council.

However, he thinks some time in the next five years would be more

suitable, and these elections could be begun first on a small scale with possibly the election of European members by Europeans. The Melanesians could thus learn how it was done.

Sir John Gutch, the High Commissioner for the Western Pacific, answered some of this criticism in the Council composition in October when he made a broadcast about the new Constitution.

He said he realised not everybody agreed with all of the Constitution and that some people felt it was soon for the BSIP to have a Legislative Council. Still others felt the Constitution did not go far enough—that unofficial members should be elected, or that there should not be an official majority.

Sir John said differences of opinion were inevitable, but he wished to emphasise that the Constitution was only a first step.

"As soon as the Protectorate has shown that it is ready for it—I think you will agree there is much to learn—then a further step forward will certainly be taken, and I have little doubt that it will take the form of the introduction of some degree of elected membership. How soon the next step can be taken will depend on performance."

The establishment of the Legco was one of Sir John's enthusiasms and he wanted it done before his retirement this January.

Time will probably show that despite the present lack of real public interest in the new moves, they were in fact made at the correct time

No Shortage Of Candidates For The Big Elections

From a NG Correspondent

With election day in Papua-New Guinea still unknown but obviously not far away, six European candidates have announced a definite intention of offering for the newly enlarged Legislative Council and another two are strongly rumoured as candidates.

FIVE councillors will be elected, and then elected, under the electoral college system. In November, 44-year-old Port Moresby carrier, Willie Gavera, became the first native candidate. He would stand for Western New Guinea. Gavera, well known in Port Moresby, was an Administration Officer and Sydney University trained legal assistant at a Port Moresby hotel before he bought his own house two years ago. He is the European position as early in December:

NITES—

New Guinea Highlands, Ian Downs.

New Guinea Coastal, Lloyd Hurrell (a sitting member).

New Britain, Don Barrett (a sitting member).

New Guinea Islands, Paul Mason, Bill Meehan, Peter Murray.

IBLES—

Western Papua, Craig Kirke (a sitting member).

Eastern Papua, Bob Bunting (a sitting member by appointment, not by election).

points have focused out-
ing public interest in the
ons. In the first place the elec-
will represent the first poll
Papua-New Guinea was sub-
d into six instead of three
rates. In the second place
ates are announcing their in-
ns of offering, although nom-
ns have not even opened.

ow seems likely that the Ad-
trator, Brigadier D. M. Cleland,
announce in January when
ations will be accepted and
election day will be held.
on day will probably be in
March, or possibly very late
bruary.

The Biggest

election will be the biggest in
number of electorates, the
er of candidates and the num-
er of voters. It will also be the
election since the formation of
territory's first political party
United Progress Party. This
done has without doubt drawn
candidates into the field, and
intensify voting interest.

Here is the present background to the poll, taken electorate by electorate.

• **NEW GUINEA HIGHLANDS** represents part of the existing New Guinea Mainland electorate. The only man to announce so far that he will stand is well-known Mr. Ian Downs, a former Administration officer who has become a highly successful planter. He recently returned from a world tour in which he particularly inspected plantation and processing centres connected with tropical agriculture. Downs was an earlier elected member for New Guinea Mainland, and resigned during the famous taxation issue walk-out by elected members. He has announced his intention of standing as an endorsed candidate of the United Progress Party, and the party has accepted his offer.

• **NEW GUINEA COASTAL**, which has Lae as its principal centre, represents the remaining part of the existing New Guinea Mainland. The only definite candidate so far is Mr. Lloyd Hurrell, who is the sitting member for Mainland, and who was elected only this year. Hurrell will stand as an

BIG AUSTRALIAN TRADE DRIVE

Australia is planning a big campaign to woo South Pacific Islands trade. The Australian Minister for Trade is expected to make a detailed announcement about December 20.

This will be the first time that Australia has directed its trade promotion specifically to the Islands.

A Government trade mission comprising 20 representatives of manufacturers, exporters, and bankers will visit New Caledonia, Fiji, Tonga and Samoa next June and July, to help businessmen study problems and conditions of these markets at first-hand.

The mission, which will spend at least a week of its time in Fiji, will push a wide range of industrial products and foodstuffs. It will be sponsored by the Australian Junior Chamber of Commerce, and organised by the Central Square (Sydney) branch of the Chamber, in co-operation with the Commonwealth Department of Trade.

The mission will be backed by a big publicity campaign aimed at getting the Islands to "Buy Australian".

independent. The UPP is known to be seeking a candidate to oppose him.

• **NEW BRITAIN** represents the island of New Britain. It has Rabaul as its principal centre, and is part of the existing New Guinea

(Continued on p. 143)

It's A Three - Cornered Battle

The New Guinea Islands electorate—the new "outpost" electorate consisting of Manus, New Ireland and Bougainville, with a voting strength unlikely to exceed 300—has become the stage for a political play which promises to turn into a first-class battle.

THE battle for the 300 votes can be traced directly to the recent formation of the United Progress Party—the first political organisation in Papua-New Guinea.

These are the three men who have announced that they will be candidates: WILLIAM J. MEEHAN, businessman, of New Ireland, whom the UPP will endorse as its candidate; PETER R. K. MURRAY, planter, of New Ireland, who calls himself "a straight-out independent"; and PAUL E. MASON, planter, of Bougainville, who is to stand as "an anti-party independent".

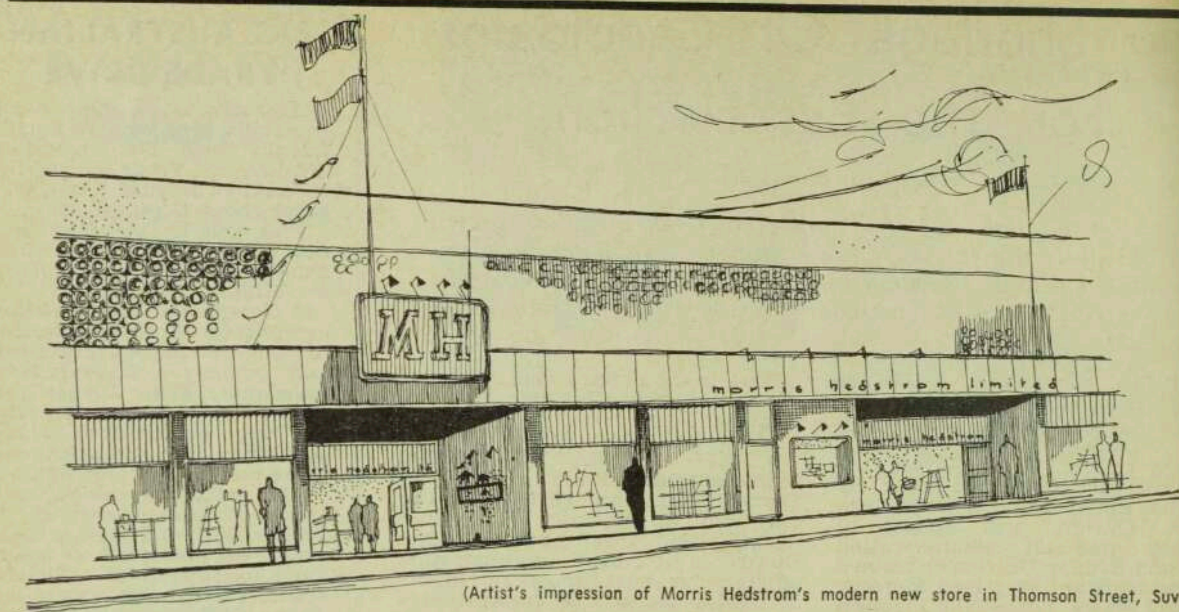
All three share the same beliefs and policies for the basic development of the Territory, but they differ in their ideas concerning the

formation of a political party.

Mason, a war-time coastwatcher, has announced that he would not have offered himself if there had been no UPP Party. He claims he has little difference of opinion with the party's policy, but "dislikes political parties on principle".

He believes parties are undemocratic and not in the interests of Papua-New Guinea. He also fears that any party control in Territory affairs would be subject to dictation from Port Moresby.

It is logical to believe that as far as the electors are concerned in New Guinea Islands, the vote is likely to come down to a straight choice on personalities. But whatever happens, it will be an interesting fight.



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COMMENTARY

Salisbury Despatch and Indian Lands

DER questioning by Pressmen in Suva on October 26, Colonies Under-Secretary Julian Amery something like this:

"We have two obligations—that the Deed of Cession and that Lord Salisbury's despatch. It is to be clear, in keeping with our obligations, that the rights of the communities (Fijian and Indian) must be respected."

It was an obscure allusion to something equally obscure—namely, the respective land rights of the British and the Indians.

When the Fiji-Indians, in November, began to quote this freely, in relation to current events in Fiji, I sought more information from the Burns Report. These two paragraphs have a bearing:

Some Indian witnesses have stated, and others have implied, that Indians in Fiji have been discriminated against and unfairly treated. In all cases reference is made to the despatch dated March 24, 1875, from Lord Salisbury, then Secretary of State for India, to the Government of Fiji, dealing with the terms on which indentured labourers should be employed in British colonies.

Salisbury considered that "the laws and their administration" should ensure that the Indians "will be respected free men, with privileges not inferior to those of any other of Her Majesty's subjects resident in the colonies".

It has been suggested that the recognition by Her Majesty's Government of the ownership of land (other than Crown land) is in conflict with Lord Salisbury's suggestion, and that this position goes beyond the terms of the Deed of Cession, by which it is agreed that the Government is bound.

It is argued that in view of the changed circumstances, the Government could and should repudiate the later promises made to the Fijian people about their land, and that the land should be fairly divided among all the inhabitants of the Colony.

We do not agree with this argument. The promises and assurances given to the Fijians about their land cannot be repudiated and the Fijians, in effect "freehold", in regard to the Fijian people are entitled to the protection as any owner of land freehold title.

I quoted words of Salisbury on a particular reference to Fiji, and asked a Fiji correspondent to ascertain the character and significance of any documents which the Government may have on file in reference to the Salisbury despatch. He replied:

"I have spent a couple of very interesting hours in the archives, going through the Salisbury Despatch related documents.

"It is quite astonishing. A myth is being created before our eyes—the myth that the Salisbury Despatch is a sort of Magna Charta of Indian rights and claims in Fiji, comparable to the Deed of Cession.

"Salisbury sent this despatch to the Government of India on March 24, 1875. He was concerned about abuses that had crept into the indenture system, and he suggested that the Government of India should accept more responsibility for emigrants from India to various countries, and went on to suggest ways in which this might be done.

"Towards the end, almost as an aside, he said that if the immigrants fulfilled all their indenture period, he had no doubt that they would be given full citizenship rights, and colonial legislation should be directed to this end.

"The Government of India waited three years before replying; and then, at the end of a long despatch, it said: 'It will be seen from the foregoing remarks that we do not think it possible to carry into effect in any material degree the suggestions which have been made in



New Guinea Christmas

*Please, please Santa Claus,
Keep us on the list,
Please, dear Santa Claus,
Be sure we won't be missed.*

*We live in a valley,
And the strip's rather small
It's wet in December,
And the mountains are tall.*

*There's Betty and Jennifer
And me (I'm four),
We hope you'll remember
But we can't be sure.*

*We haven't seen the city,
Or the shops to wander through,
We haven't seen a Santa
To give our letter to.*

*We haven't seen the silver
That glitters in each store;
And we can't show our treasures
To a kid next door.*

*It's rather different weather,
But I'd still like to say,
That six a.m., the twenty-fifth,
Is still Christmas Day.*

—NOELLE MASON.

Bougainville.

your Lordship's despatch for the further encouragement of immigration'. In other words, they turned the thing down.

"The Salisbury Despatch is being quoted here in Fiji in speeches and in newspapers—especially by the Patel section—as if it were a magic word; but it is quite clear that very few of those who are using it, or of those to whom it is becoming a talisman, have ever read the full document.

"There are one or two passages in other documents—correspondence between the Governments of India and Fiji, in the early indenture days, for instance, and in the report of the 1910 committee on emigration to the Colonies—that might give sounder claims against any discrimination; but these are not being quoted. 'Salisbury' is the magic word.

"I am astonished that Amery should have quoted it, while he was here, as the parallel of the Deed of Cession, by which the British Government is bound.

"In any case, Indians here suffer no political or economic disability; and Burns dealt effectively with the attempt to use Salisbury to challenge the system of Fijian land ownership."

The important point is that the Salisbury Despatch of 1875 was dealing with Indian emigration generally, and not with Indian immigration in Fiji.

The system of taking indentured Indian labour to Fiji was not introduced until 1877, and there were only 2,300 Indian labourers in Fiji in 1883—mostly on a 10-years contract, which provided for repatriation.

The Future Shape Of Fiji's Government

IN an article on page 15, the publisher of this journal, Mr. R. W. Robson, who has been visiting Fiji and writing about Fiji for 30 years, is outspoken on the subject of the Fiji Government's handling of the Burns Report, and of the politico-economic situation generally in the Colony.

Criticism of present conditions in Fiji should not be interpreted as lack of confidence in the long-term future of Fiji.

Provided that the four chief communities in Fiji—namely, (a) Fijians, (b) Europeans and part-Europeans, (c) Indians and (d) Chinese—can get together in an approach to their joint problems, there is no reason at all why the British Colony should not become a happy and secure home for a small, united nation, and why it should not provide overseas investors with a safe field of enterprise.

The difficulty lies in the present form of government.

The troubles created by the rapid increase of population, and the fumbling official approach to the

problem of feeding and comfortably housing many more people, can be solved now only by authoritative persons on the spot, who have strength, knowledge based on long experience of Fiji, clarity of vision, and ruthlessness.

Instead, we have British Colonial Office rule, exercised through a corps of high officials, of whom some command confidence, and some definitely do not. The events of the past twelve months show that the system will not solve Fiji's chief problems.

Hitherto, the majority of wise men have perceptibly dodged away from the constitutional issue, and from the suggestion that Fiji should have self-government. They have very good reasons, based on past history and present sociological conditions.

The time has come to weigh one set of difficulties against the other.

If the British Colonial Office oligarchy cannot make the very early readjustments in Fiji's administration, land use and developmental machinery which now are vital to Fiji's future—and the events of the last two decades indicate the inability of the Colonial Office to do this—then the citizens of Fiji should demand a large measure of self-government, either in close association with the British Colonial Office (if that is practicable) or alone.

The C.O. will reply—if that haughty institution ever deigns to notice criticism—that already Fiji has much self-governing authority in its Legislative Council.

In theory, that may be so. In actual fact, the administration is completely dominated by the Colonial Office. The history of the past year would have been very different if persons with real knowledge and understanding of Fiji, and the ability to implement their decisions, had been in charge.



SUVA WOMAN PASSES: The late Mrs. Ella Stinson, well known citizen of Suva, Fiji, who died in November, aged 75. (See p. 145).

The Editors' Mailbag

That Plaque Was No Ghost, Says Mr. Clymo

Old New Guinea-hand, Edgar John Clymo, now in the Northern Territory, at Batchelor, won't agree with those who say there was no plaque on the *Montevideo Maru* memorial stone in Rabaul (*PIM*, Oct., p. 33, Nov., p. 27). He says he's prepared to state on oath that a plaque did exist, because he has seen it. He once had a photograph of it, but hasn't one now.

Mr. Clymo says he can't remember the exact wording but it was something like "To the memory of the residents of New Guinea who perished in the *Montevideo Maru* which sailed from here on such and such a date". The last line, he thinks, ended with RIP.

He says the plaque, as he remembers it, was in polished grey, with deep cut lettering in black.

Mr. Clymo adds: "I would suggest that as the plaque was intact and in place when I left Rabaul in December, 1949, it was taken by a souvenir hunter who had a special or personal interest in it, or who was an ardent collector of war relics. It could be anywhere now, but if an advertisement were placed in newspapers asking the holder of the plaque to supply the wording, there may be a remote hope of securing it."

If, as Mr. Clymo says, there was a plaque, then surely somebody else knows how it got there?

What Happened To Mrs. Evans?

We have an inquiry from Mr. Richard Chambers, Oregon, USA, for a Mrs. Anne Dennett Evans, late of the Western District of Papua, or failing her, her daughter Sharrett, who should now be a woman in her early 30's. Let Mr. Chambers explain his troubles himself:

Away back in 1936 an American author, John W. Vandercook, visited Fiji, P-NG and the Solomons and the next year published a very entertaining book about the trip, entitled *Dark Islands*. It was brought out by Harper and Brothers, New York and London.

In his book, Mr. Vandercook described an extraordinary person, Mrs. Anne Dennett Evans, and her daughter (at that time ten years old) Sharrett.

Mr. Vandercook and I both wonder what became of Mrs. Evans. It is not likely that she would still be alive, as she was in her early fifties

in 1936. But she must have been P-NG, on a rubber plantation (I own) a long, long way from civilization, in 1942.

In 1936, she had just sold a coconut plantation she had inherited from her late husband, Paul Evans many miles up the Fly River.

One wonders if you would be good as to forward this letter to your Upper Fly River correspondent. Chances are he or she might be good as to drop me a few lines, tell me what happened to the Evans during those momentous months and then the years between then and now.

We remember Mr. Vandercook's book as an amusing and, for one reasonably authentic account of life in Papua in the early 1930's, but details of it now escape us. I don't remember Mrs. Evans and her plantation but it's a pretty safe bet it wasn't on the "Upper Fly". I am very much afraid that the Fly River hasn't changed much since Mr. Vandercook's day and that most of its 700 miles European population is notoriously absent—and is our "Upper Fly River Correspondent". Kiunga, a sub-district the Fly headwaters, is a comparatively recent creation and was there at the time Mr. Vandercook wrote.

A communication from Western District headquarters at Daru, October, says that there are the coconut plantations in the District one of them on the Lower Fly and that this plantation last year produced 22,000 lbs of rubber. That sounds as though we're getting it—so come in Daru. Do you remember Mrs. Evans?

More About When Doctors Are Doctors

In a private letter, an ex-Fiji medical practitioner, now practising abroad, has his two bucks' worth to say on the question as to whether Colonial graduates should be called "Doctors" or not. This subject was aired in November "*PIM*". Writes the doctor:

I am on the side of Judy Tudor and having been associated with the Central Medical School, Suva, and with its graduates throughout the Pacific for 25 years, there are points on which I am tempted to take issue with Dr. Dill-Russell.

The only graduates of the School in Fiji I knew who wanted to be called "Doctors" were Indians, not Fijians. The Fijians, among their own people, had the quite appropriate and respectful title of "Vuniwale i Taukei", and I have an abiding respect and affection for the Fijian race.

The whole principle of the Medical

of 1858 was expressed in the s, "it is expedient that persons ring medical aid should be en- to distinguish qualified from alified medical practitioners"— if the title of "Doctor" is to be ed by approval of "the Oxford onary" (!) to "any medical MD or not" then where are o draw a line?

what possible way can any cal School be "recognised" by World Health Organisation—as Dill-Russell states. Any such gnition" is given by the Gen- Medical Council of Great in or by Medical Councils or cal Boards in the countries or ories concerned, and the fact ins that the qualifications of entral Medical School are *not*, resent, "recognised" for pur- of medical registration outside Pacific Islands group in the oy of whose Governments the ates of the School at present

Kiwi Helped Kennedy, He Says

have located Reg Evans re- to by Mr. Eric Feldt, in rs' Mailbag, November PIM— ther, Mr. Reg Evans has located elf.

ore he had read the item in ovember issue, he rang to say in his opinion, there never was New Zealander who gave help S President-elect Kennedy in i War II when, as Lieutenant Kennedy, his PT boat was cut ulf by the Japs in Solomons s.

Evans is now living in Syd- and has promised to give us ersion of the story—maybe for anuary issue.

former well-known Islands onary, Rev. A. H. Joyce, now ag in Auckland, who was ain to the NZ forces in the ons, gives us some further in- tion about the rescue, but he as no clue to any New Zea- named Wincott having d Kennedy. There was, he says, itish Solomons representative ew Georgia who did some vatching at Segi, and who was y Zealander—but he was the own Major D. J. Kennedy.

Voyce clears up the confusion the island of Nauru, on the ide of Ferguson Passage. He he islet is spelled Naru, and as confirmed this through a ons girl at present training in spital near Auckland, who e place well.

Voyce adds for interest, that President Richard Nixon, who Senator Kennedy such a close the US elections was on Vella a in 1943 about the same time nedy was on Nauru, not far



This is Lae's Mt. Lunamen, said to contain a "hospital and possibly a gold mine". The photograph was taken in November from the rear of the Hotel Cecil by Lae correspondent Pat Robertson.

This Hill Is Just a Pack of Cards

From a Lae Correspondent

Stories of Mt. Lunamen, which runs from the top to the bottom of this town, have often appeared in the news. The latest, which received wide publicity in the Australian Press in November, comes mainly into the "fancy that!" category, and seems to suggest that someone has pulled somebody else's leg.

ACCORDING to the widely publicised story, Mt. Lunamen, or the "Hill", probably contains:

- 3,000 Japanese bodies;
- Loot from Lae;
- A hospital and much valuable equipment;
- Two Americans;
- A group of Australians; and
- A possible gold mine.

A Mr. Al. McDonald, from the Northern Territory, who claims he bought the "Hill" for £1 from the Commonwealth Disposals Commission in 1946, says, according to the widely publicised story, he intends to apply for permission to open the mountain and take possession of everything inside, except the Japanese bodies, "which belong to the Japanese Government." He has been reported as saying that one of the conditions of the sale was that he couldn't re-open the hill without Commonwealth permission.

The Facts

However, it's a safe bet here that no District Commissioner will give Mr. McDonald permission to open the mountain, with a bulldozer (as

Mr. McDonald plans), or anything else.

The facts are these:

Mr. Peter Ah Tun, of Lae, who was a go-between of the Chinese and the Japanese, says the Japs used the "Hill" a few times as a shelter if an air raid was in progress, but the passage was only wide enough for two men to pass at a time. Allied bombing once caused an earth slide and some Japs were buried, but they were quickly dug out.

Any other suggestions as to its use, and any other suggestion of its contents, are laughed to scorn by Mr. Ah Tun.

A shelter built around the solid centre ensured an exit even if part of the shelter were cut off.

In short, there is no mystery about Mt. Lunamen.

The entrance to the one-time shelter is practically on the main road, and once there was a house just above it. The house has since been torn down, but the water pipe which remains shows that someone lived just above the "tomb of the living dead".

The hill won't contain anything that anybody will be especially interested in—loot, bodies, a hospital or a goldmine.



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Crash' Plan Gets A Slight Wobble

By a Staff Writer

The man in charge of Papua-New Guinea's "crash" programme for training teachers in the Territory—Mr. N. V. Salt—resigned on November 1. This appeared to be the first crack in the "crash" plan and the shock waves were felt all the way to Australia. (His resignation was subsequently withdrawn.)



UNDER the crash scheme, Australia is recruiting young men from the Territory who are below the acceptable educational level for teachers, and giving them an intensive training course in the Territory lasting six months. They then return to their native pupils of primary school.

The first 60 chosen arrived at Malaguna Technical Training Centre, Rabaul, where they will get

their training, in early November.

Mr. Salt resigned with telegrams to the Minister for Territories and to the Assistant Administrator of P-NG. He is alleged to have accused the P-NG Department of Education of "gross incompetence" and to have said that for a long time he had been dissatisfied with the education policy in P-NG.

But apparently the straw that finally broke Mr. Salt's back and precipitated his resignation was when the P-NG Director of Education, Mr. G. T. Roscoe, proposed to transfer one of Mr. Salt's native teachers from Rabaul. This man apparently was a key figure in instructing the first crashers how to teach natives, and Mr. Roscoe, according to Mr. Salt, made the move without consulting Mr. Salt.

All this appeared in Australia under large headlines.

When a PIM reporter in late October was shown over Malaguna, where the crashers are being trained, Mr. Salt gave no indication of the feelings he is now alleged to have.

He was, in fact, one of the few people in the Territory who seemed to believe in the new programme for getting European teachers quickly, and was enthusiastically making preparations for their reception, then a couple of days off, and their training programme.

Enthusiastic

Until a few weeks before, Mr. Salt had been at the education centre at Sogeri, near Port Moresby. Like everything else about the "scheme" he had got his orders suddenly and proceeded to Rabaul immediately.

Whatever else has caused the rift in the lute, it wasn't lack of willingness and enthusiasm on Mr. Salt's part.

The Malaguna Technical Training Centre in Rabaul is where the Fourth South Pacific Conference was held in 1959. The accommodation that was built for delegates on that occasion, and was subsequently used by the students, was again being rearranged to take the first trainees.

(Over)

Planning For The Pango Conference

The US Senior Commissioner for the South Pacific Commission, Dean Knowles Ryerson,

Mr. Francis Spalding, of the US Office of Dependent Territories, were in American Samoa early in November discussing plans for the 1962 South Pacific Conference, which will be held in Pango. All the Territories of the South Pacific, and Indonesia in the North Pacific, will be represented by the indigenous people.

It will be the first South Pacific Conference in Polynesian Territory—the others have been in Suva, Noumea, Suva and Rabaul, in that order.

The two Americans inspected the secondary and primary schools in Utulei, which will be the quarters and meeting place for the conference.

American Samoa was also due to have other visits from more officials in December. A military draft was scheduled to bring a party of four US Senators and their wives, plus five assistants. The party will be led by Senator E. Long.

Meanwhile a Department of Culture official, Nathan Nig, has been in American Samoa conducting an economic survey. A team from the Social Security Administration has been there investigating business activities.



TOP: Students of the crash teacher training programme, photographed by Gordon Bladen, as they arrive in Rabaul by air in November.
BOTTOM: Mr. A. Berglund, a trained teacher who arrived with the students.

(Advertisement)

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Like all "schemes" in the Territory, the crash training plan has been getting the full treatment of ridicule. With many Territorians even when a proposition is good they don't like it—and even the most ardent Territories Department or Administration well-wisher could see a few flaws in this one.

The crash scheme was pulled off the hat a few months ago when suddenly there was talk of self-government for P-NG, and the discovery was made that the natives "weren't educated"—something that the PIM and other authorities have been pointing out for 30 years.

Plenty of Recruits

The basic idea is to give the crashees an intensive course in teaching method, etc., at Malaguna then—complete with pre-fabricated house—send them off to the remote areas of P-NG.

The minimum educational requirement for the recruits was an Intermediate Certificate, although it is exceedingly difficult to recruit anyone with academic or technical training for the Territory these days, for some reason unknown, no less than 300 Australians were carried away with the idea of going to darkest New Guinea and teaching native children to read and write.

It can be assumed that only missionary zeal inspired them to apply and all that can be hoped is that it will sustain those chosen through the shocks and setbacks that will almost certainly be the lot in the years ahead.

Out of the 300, 60 were chosen for the first course. The average age of these is somewhere in the 30's which means that a proportion are very much older. The average candidate, therefore, is at least 16 years away from the Intermediate Certificate standard, which in itself is at the bottom of the academic ladder.

This is the first criticism Territorians have of the scheme. When they ask, would anyone who wanted a career in teaching wait all these years for the "call"? What have they been doing in the years since they left school? And they deduce from this that amongst those 30 there must be a high proportion of misfits and—as the picturesque Australian term has it—no-hopers.

Is this then the sort of person who is likely to adjust to life in the most primitive and isolated parts of the Territory where there is likely to be no other European within miles? Territorians don't think so.

To make the task more difficult for them, they must teach in English—not in the vernacular or in Pidgin. Most youngsters on outstations on the New Guinea side speak Pidgin, but move a few miles back from the station and they know only their mother tongue. It won't be impossible to teach them straight English right from the



NO MANGOS

Those who bet that the road widening of Rabaul's famous Mango Avenue would not be completed by Christmas, looked like losing out in late November when this photograph was taken. The long job had almost ended and store owners, anyhow, were grateful. Missing from the new Mango Avenue — the beautiful mango trees.

Photo: M. R. Hayes

Some of the Missions are against the scheme and Fr. J. Dwyer, MLC, pointed out at the October Legislative Council meeting that if the same amount of money had been given to the Missions as increased subsidy for native teacher-training, the permanent results might have been a lot better.

Others say that it's a pity the authorities hadn't wakened up about six years ago and sent a couple of hundred of the brightest native youngsters to Australia for training, and that if they had they wouldn't have been forced into these last-minute panic moves that, at best, have only a 50-50 chance of achieving anything.

-off, but it isn't going to be

is usually assumed that if you o teach a foreign language it if you know something of the age of the fellow you are go- o teach.

Some Resentment

ere is also a certain amount of tment in the Public Service over these sudden recruits—from within the Education Department and elsewhere. The tor of Education dismisses the tment of other teachers as ' or "jealousy". That's as e—but most of the other PS tment is based on the matter using.

ne single Administration officers utstations live in native-type ng for years waiting for a t house. Why then, they ask, d these newcomers be equipped a good house from the outset? y aren't impressed by the as reason—that if something done to cushion the shock of ild New Guinea bush for these teachers NG won't have them ong.

Assistant District Officer said PIM reporter recently: "I'm g a couple of these blokes in ea but I'm going to insist that houses are built on the station. o one they'll get fed up within months and leave. I can use houses for someone else if e on the station, but if they uck away in the bush some- they'll be a dead loss." There's in what the ADO said, but his new teachers are able to ute to their schools by heli- each day, that doesn't seem a solution either.

spite of Mr. Salt's initial es and the dire forebodings any Territorians, the scheme et produce enough permanent, teachers to have made it worth Nonetheless, it is permissible onder if it weren't just the on of impulse and whether atives might not have filled ill better.

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A New Trust Territory Could Appear In N. Guinea

By a Staff Writer

The announcement, on November 26, that The Netherlands is willing to subject the Dutch policy in relation to Western New Guinea to the "scrutiny and judgement of the United Nations" seemed to forebode changes of considerable interest in the Australian Territory of Papua and New Guinea.

NEXT day, however, Netherlands announced that, whatever it might think, West N. Guinea would not be surrendered to Indonesia.

In the past two or three years there has been increasing liaison between Netherlands and Australia on administrative matters in N. Guinea. In relation to native health and education, and the general objective of raising the national standards of living, so that N. Guineans eventually may govern themselves, the Australians and the Dutch face almost exactly the same obligations.

The complicating factor is the insistence of the ruling party in Indonesia that Western New Guinea should be part of Indonesia.

The Dutch (supported by Australia and the Western peoples generally) reply that there is no reason whatever—ethnic, historic, political—why the Papuans of Western New Guinea should pass into the control of the Indonesians.

President Soekarno keeps the issue alive as a means of deflecting public attention from the misgovernment and miseries of his own 85,000,000 people in Indonesia.

In November, the leader in Malay Tunku Abdul Rahman, moved to bring Netherlands and Indonesia together to effect a settlement. The announcement on November 26 followed a conference at The Hague between the Tunku and the Prime Minister of Holland. Clearly, the new movement was towards settlement through United Nations.

Another Trust Territory?

The Tunku proposed then to personally interview the heads of the Indonesian Government.

Indonesia, as expected, reacted unfavourably. It would not agree to submission of the matter to UN.

During November, small armed bands of Indonesians which had sneaked into N. Guinea were being hunted by the Dutch.

The Tunku, early in December withdrew from the discussion. Obviously, he could do nothing with Indonesia.

UN almost certainly would favour

suggestion that West New Guinea should become a Trust Territory of the United Nations. Thus, it would be lost to the Indonesian President as a subject of diversionary howling. The Dutch, while unwilling to give up West New Guinea, would be glad to see it become a Trust Territory. It is a tiny and embarrassing Territory. It is possible that, whatever Indonesia says, West New Guinea will be rendered by the Dutch to UN Trust Territory, with the Dutch retaining the Trusteeship; and that then will be a close administrative tie-up between Dutch and Australian New Guinea. That should come about, it might be a suitable occasion for a definition of the future relationship between Australia, the Australian Territory of Papua, and the Trust Territory of New Guinea. Papua is for all time an integral part of Australia; but—as has been pointed out lately, *ad nauseum*—whether New Guinea may go anywhere, in the future. It is time to realise that there is a fundamental difference between the two Territories, now joined in an administrative union that becomes increasingly embarrassing.

Danger in Red Indonesia

Closer connection between the "republic" of Indonesia and the South Pacific countries—which it certainly would follow a transfer of Western New Guinea to Indonesia in any shape or form—will be difficult and dangerous. Earlier or later, Indonesia will come into the control of a Communist Power and then the archipelagoes of the East Indies will be virtually a land bridge between Australia and Australasia and Oceania. Australia, now the dominant power in the Southwest Pacific, does not want Indonesians here; emphatically, not Red Indonesians.

There have been ugly and significant changes in Indonesia in the last couple of years, but leaders have been told little of them. Attention should be paid again to three of them:

The political adventurer, Soekarno, has dismissed his Parliament and set up a nominee Government to rule according to the principles of "guided democracy"—"democracy" being the ideas of Soekarno's gang, and the "guide" supplied by Soekarno himself. Actually, it is a precarious dictatorship. Soekarno is being kept in power for the present by the Army. The political and economic condition of the country could scarcely be worse.

The Indonesian "government" has put the Dutch professional commercial classes, with the purpose of clearing the way for Indonesians. But the Indo-

nesians stayed where they were, and about 2½ million Chinese, who had moved into Indonesia after World War II, in tens of thousands took over business from the Dutch. Now the "government" is driving out the Chinese, who are departing almost daily in shiploads, while all industries based on transport and the distribution of goods become steadily more depressed.

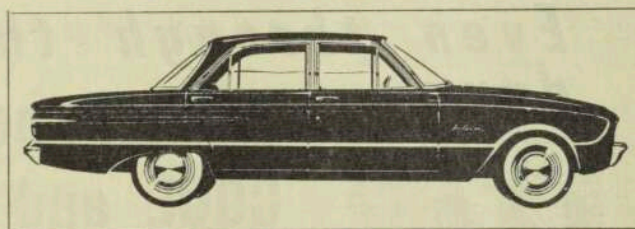
• The Indonesian Communist Party (better known as PKI) under a strong and ruthless leader, Dipa Nasuntara Aidit, is steadily moving into the position where, as Soekarno's rule collapses, it hopes it may take over. Twelve years ago, PKI numbered perhaps 10,000. About 1955, it had 165,000 members. When

it held its 6th Congress, in September, 1959, it claimed 1,500,000.

Last July, trying to force a way into the "government", Aidit sharply criticised Soekarno for his failure to provide adequate supplies and security, and his inability to deal with Western New Guinea. The Army retaliated promptly by arresting several Red leaders. Soekarno then came to the rescue of the Reds, as he has done before.

Apart from the Army (whose future strength is unpredictable), the only organised barrier between the PKI and control of Indonesia is Masjumi and other political parties, which are primarily Moslem organisations. The Army may collapse, but the Moslems will never accept Communism.

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territories TALK-TALK

TOLALA writes from his hospital bed.

When I mentioned Bishop Leo Scharmach's book, "This Crowd Beats Us All", in a previous issue I had only read the beginning of the story in a serialised form. I had not then seen the bound volume which, I must admit, rather disappointed me.

BOOK of this value—and the information set out in its pages of inestimable value—is devoid of something better than a cover carrying a clownish illustration. I cannot associate the book, with all his poise and grace, with this tawdry cover.

The attitude of the Bishop in dealing with the Japanese was undoubtedly responsible for obtaining the considerable treatment for "Crowd" on many occasions for their captors. His technique of elegance and injured dignity in many a trick in his favour. He was in action on more than one occasion and I marvelled at how he got away with it.

The explanation which I worked out was that the Bishop's self-reliance and fearlessness, coupled with the fact that diplomatic relations with the Vatican City were being maintained by Tokyo, the scales in the Bishop's favour when decisions were being made by the Japanese High Commissioner in New Guinea. . . . It may have been thus.

The Bishop's description of the frequent raids, the Japanese characteristics and conditions generally, during those three and a half years, were all very realistic.

I looked in vain for some reference to the personalities whom he so sheltered and cared for during those years; for the expert opinion he was able to give "Blue-Rundnagel, a diabetic suddenly cut off from his normal drugs, but who showed remarkable improvement in health after herbal medicine prescribed by the Bishop, who had made a study of botany in his spare days.

There was the kindly care he gave to the late James Benson, of Gona, who arrived from the Kempeitai in a mental and physical wreck and found a haven and loving kindness with the Bishop and his co-workers. And the Tills, the Hoerlers, the Kaumann-Juker, the latter unfortunately dying a few days before the Australians arrived.

There is only one outstanding thing with which I join issue with and that is concerning the reputation of those who were sent away on the *Montevideo Maru* were not away at all, but were massacred

and their bodies buried on Matupi Island.

I actually heard about the sailing of the *Montevideo Maru* with troops and civilian personnel aboard a day or so after it departed from Rabaul, and the embarkation was described to me by both Asiatic and native eye-witnesses.

One particular incident I remember having been described was the execution of a young soldier who was discovered to be in possession of a small radio receiving set. I was told he was hurried off the boat, taken a short distance from the gangway and shot.



Greetings

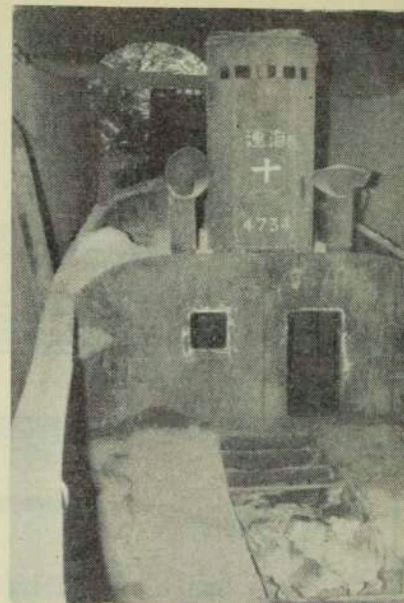
Christmas is just around the corner (I am writing this at the end of November), and although I am still in hospital that must not prevent me from sending out a "message of good wishes to readers, where e'er they may be, on land or sea" for this season of peace on earth and goodwill for all.

May there be peace and harmony in every home and health and contentment with every individual—now and throughout the coming year. I particularly stress the wish for health.

For three months I have been very much without it, lying in the Repatriation Hospital at Concord. And three months is a long time in any hospital no matter how efficient, how considerate the doctors, sisters and nurses may be.

And, believe me I could not wish for better treatment than that which has been accorded me in Concord; especially by that busy band of Little Ladies in Lilac—those ever-present nurses, always on the job easing pain and making life more bearable. God bless every one of them.

"A Joyful, Healthy Christmas to You All!"



PUZZLE. These Jap wartime barges are in a cave about 400 yds from the sea at Keravia Bay, Rabaul—presumably used as a repair depot safe from air attacks. The tunnel is over 400 ft long and partly cement-lined. There are five of these barges there—and thousands of bats. Rabaul man M. R. Hayes, who took this picture for "PIM", asks, "How did the Japs get these barges to this location?"

The bodies found in a common grave on Matupi Island, as mentioned by the Bishop, were, in my opinion, those of Allied airmen and Australian civilians who were executed—most of them during the first year of the war.

Amongst the civilians I feel sure was the Victor Pratt party, who were captured in a hide-out on, I think, Raniolo plantation during August, 1942. *Montevideo Maru* sailed in the latter part of June, 1942. In the Pratt party was "Tommy" Thompson, accountant with W. R. Carpenter in Rabaul and it was his wristlet watch which was identified and mentioned by Bishop Scharmach.

I cannot, from any angle, agree with the Bishop's report that the troops and civilians—some 1,100 of them—did not sail on the *Montevideo Maru*. I have heard the rumour before, but cannot remember seeing an official denial. This should be done so the matter can be settled once and for all.

"A Memorial's

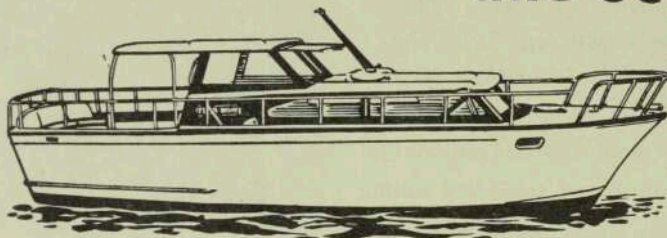
History"

The reference to the Bitapaka war memorial (*PIM*, Oct., p. 143) recalls the interesting series of events that ultimately led to its erection.

In 1934 an automobile club was formed in Rabaul and was called the Automobile Club of New Guinea. Its first president was Phil Coote (BP's manager), Tom Ellis, of the

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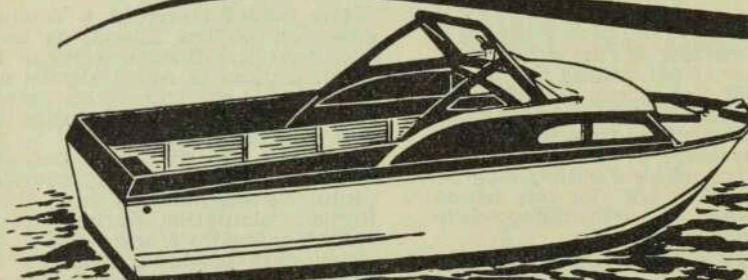
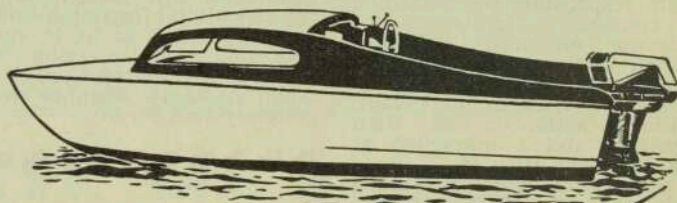


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16' x 6' beam, sleeps two. This miniature cruiser is a practical type of hull for rugged all around use. Ideal ski boat with 40HP outboard motor.

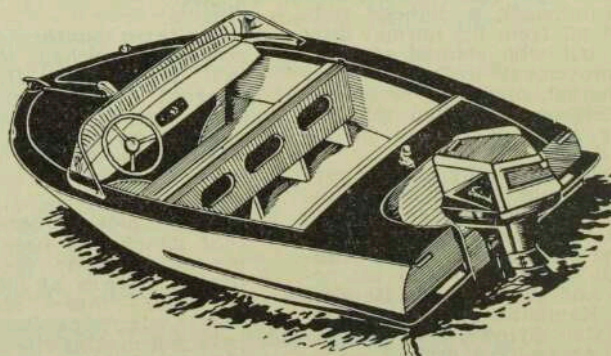


21 - ft. 'SPORT-CRUISER'

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

15 - ft. 'SKIBOAT'

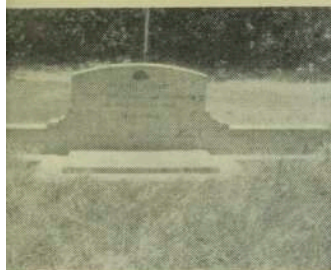
15' x 6'6" beam. This outboard runabout has an extremely roomy cockpit for water ski equipment and cruising gear. Powered by outboard motors from 10HP to 75HP.



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aka war memorial near Rabaul, whose history "Tolala" gives below.

Office staff, was treasurer and was honorary secretary.

One or two contests were held and a picnic on the spot where the first Australian was killed in the First War.

The site was carefully checked on, some 30 motorists tooted out to the spot and the picnic was held on the roadside, under not very ideal conditions as I re-

g the afternoon someone (I think it was Tom Ellis) put forward the suggestion that a permanent landmark should be erected to commemorate the war and the spot. Later the idea was put before the Administrator—Griffiths—who gave his enthusiastic support, and arranged for late Bill MacGowan, of the Works Department, to design the memorial.

The site was inspected again and decided that the actual spot on the road was unsuitable for a memorial, so a site a few hundred yards up the road was selected and named, "In this locality . . ."

ed on the stone. In August or September, shortly after his departure for South, Tom Griffiths unveiled the memorial in the presence of a goodly assembly. Griffiths's last public appearance before proceeding to Australia, he was relieved by Brigadier

era

really difficult to understand government action in excluding representatives of the Press from the Government Council conference outside Rabaul at Vunatu at a time when every effort was made by the tall poppies to give a friendly Press to carry over this period when New Guinea is such a topical tit-bit.

osity is the natural reaction of the Press following the ban. A little tact, tolerance and understanding been shown by the present Pooh-Bah arranging a conference, the Press would have played along with them and given friendly respect to that reported remark of Griffiths: "Some native leaders give the chance to speak and minds often make statements they do not really mean."

Native leaders are by no means the only individuals who do this; even Government officials have been known to wander from the actual facts at times, when confronted by eager, pencilling reporters!

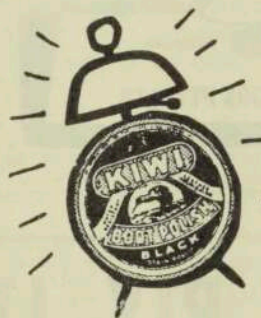
This fear of the Government officials being criticised (one presumes they expected only adverse criticism, hence the fear) always seems to me to be such a display of weakness. Anyone who does anything—accomplishes anything—is invariably criticised. The well-balanced, "doer of things" knows that the critic is his friend, from whom he learns of his mistakes as

well as his successes.

But small-time dictators have ever been fearful of criticism, and most likely will continue to do so.

Well do I remember the time back in the "Twenties" when I wrote an editorial in *The Rabaul Times* criticising the Administration for some act of commission or omission—I forget what it was now. But as quick as you could say "knife", Harry Hamilton, the owner of the paper, was called before the Administrator of that time and it was made very clear to Harry that any more editorials of such a critical nature would mean other arrange-

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IT'S AN ILL TOURIST WIND . . .

Race riots and unrest in Congo had killed tourism in South Africa, an American travel expert, Mr. J. W. Hemphill, of Los Angeles, president of a leading American tour service, said in Port Moresby November.

"Our Africa business has gone to blazes," he said. "There are too many people getting killed there. That's why we're here."

Mr. Hemphill arrived for a two weeks survey of Papua New Guinea's tourist potential. "What I'm looking for is the unusual and the different," he said. "That's what American tourists are interested in. If the area looks promising we will go to New Guinea in with air to Hawaii, Fiji and Australia."

ments being made for Government printing, which was then the main source of revenue.

Editorials ceased altogether but I had a great longing to read the story of How the Press Gagged. I didn't. We had not heard so much of the Equality of Man those dark days.

A Dokita in The House

It is with considerable interest that I have been following the argument about calling a "doctor" a doctor when he isn't one.

At a casual glance it seems it is a case of officialdom bending over backwards in an effort to pander to the good graces of a Papuan individualist who has the ear-marks of becoming a popular leader amongst his people.

Native individualists need careful handling by officialdom. On treatment depends whether the individualist steps Right or Left.

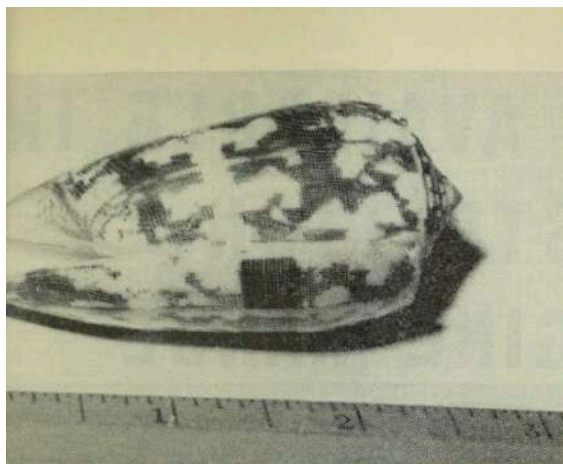
If officialdom insists on continuing the practice of calling an Assistant Medical Officer a "doctor", might ask what will the reaction be in future years when natives have graduated as fully qualified Bachelors or Doctors of Medicine?

What about a compromise, calling the AMO's "Dokita", with the abbreviation of Dk?

If this same pandering policy is to be maintained consistently, then one may expect pronounced individualists in the Pacific Island Regiment to receive the court rank of Major or Colonel before they have actually qualified.

And in the Auxiliary Public Service, such persons with potential political pull would soon become Assistant Directors or Commissioners.

I think the British Medical Association will settle the argument somehow.



This is a killer shell-fish, *Conus geographus*, reproduced in actual size (2½ inches in length), from a photograph by "PIM's" Noumea correspondent, Fred Dunn.

BEWARE THE KILLER SHELL-FISH!

Theophile Gnai, a New Caledonia farmer's labourer, died early in November, two hours after a shell-fish of the "cones" family, *Conus geographus*, stung him in the palm of the left hand. Theophile worked at Pouebo, on the north-east coast of the island.

He was out fishing with his employer's son in a motor-boat and came up from a deep dive to the reef (looking for trochus) to tell his companion that a shell-fish had stung him. He had the shell-fish in his possession.

He was taken ashore to the local Mission dispensary, where a nursing sister gave what help she could. But he died 15 minutes later, only two hours after he was stung.

The nearest doctor was on the other side of the island, but on arrival all he could do was pronounce death.

The news of Theophile's death caused considerable consternation among Europeans and natives. Few of them knew that such a dangerous shell-fish existed in New Caledonian waters.

However, New Caledonia doesn't have the killer shell-fish on its own from it.

Very Toxic

D. F. McMichael, Curator of shells in the Australian Museum (Sydney) said in December that the shell-fish probably existed right throughout the South Pacific area, as well as in the Indian Ocean, as far west as Madagascar.

Their poison is exceedingly toxic and nothing has been done about developing an antidote," Dr. McMichael said.

He said that Dr. Weiner, of the Commonwealth Serum Laboratories, had conducted research into the

effects of funnel web spider bites, had made the discovery about the effect of a "cones" sting during an investigation in the Great Barrier Reef.

Dr. McMichael added that a person who handled the shell-fish carelessly was likely to suffer the sting. A paralysis, or even death, followed the sting.

PIM's Noumea correspondent, Fred Dunn, in reporting Theophile's

death, sent in the following notes on the "cones", supplied by the Fisheries Department of the South Pacific Commission at Noumea:

The cone shell family is widely distributed and its species vary in size from one inch to seven inches. Some of these shells are brilliantly coloured and many amateur collectors prize them as much as the better known cowrie shells.

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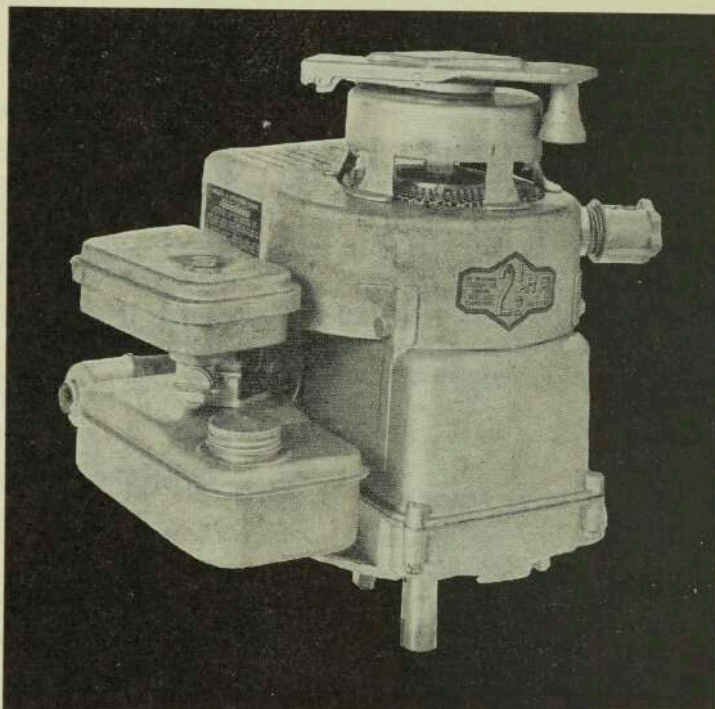
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erent species of the conus. They
Conus geographus; *Conus tex-*
Conus tulipa; *Conus marmoreus*
Conus aulicus.

ases of death have been reported
in the Loyalty Islands, Fiji,
an and even Queensland. The
h of a native in the Yate dis-
of New Caledonia about two
s ago is thought to be due to a
s sting. The poison is extremely
lent and kills the strongest man
few hours.

ese conus, as in other snail-like
spiral-shell creatures, have a
ue, the "radula" which is
pped with teeth used by the
al for mincing whatever food
es to it. In the venomous cones
marginal teeth of the radula are
ow fangs connected with poison
in the animal's head. These
s serve to kill small fish and
r sea creatures upon which the
s feeds, the SPC report adds.

llowing this report, the wonder
t is that there are not more
ents connected with these shell
Thousands are gathered yearly
eef hunters without accident.
ry probably this is because the
-fish is picked up and thrown
a bag instead of being con-
tly held in the hands. These
-fish make delicious eating but
ertain that many New Cale-
ans will look closely now at
they pick up on the reef.

Lecture For Hotel Keepers

tels in two areas of Fiji came
the spotlight recently—at Siga-
and at Suva.

e Licensing Court refused to
v the publican's licence for the
oka Hotel for 1961 after hear-
a report from the Sigatoka
ship Board Health Inspector.
mong the defects the inspector
(J. Dixon) listed were:

No permanent hot water;
No toilet for female staff;
No wash-house or laundry; and
No main surface drainage
m.

e Magistrate (Mr. M. J. C.
ders) said there was no point
enewing the licence as in its
nt condition the building would
conform to new eating house
ations which will come into
on New Year's Day.

wever, he gave the licensee a
ce to put things in order by
ing an adjournment till De-
er 16, when he will again con-
he health authorities about the
. As that is the last day this
when the Licensing Court will
at Sigatoka there will be no
val for 1961 if the hotel does
reach the required standard.
en licences came up for re-

newal at Suva, the Magistrate (Mr.
R. M. Ambrose) called all hoteliers
before him and gave them a lecture
on how he expected them to conduct
their premises. Before renewing
licences he made a personal inspec-
tion of all hotels.

Mr. Ambrose based his lecture on
the apparent increasing amount of
drunkenness in Suva and the fact
that licensees did not appear to
carry out their duty to exclude those
worse for liquor from their premises.

While publicans and their staff
probably ran into difficulties in
keeping such people out, he had
personally noticed in tours of public
bars the presence of over-intoxicated
and disorderly people.

A Fiji correspondent reported that
it was to be expected, as the number

of hotels in Fiji increased, com-
petition among publicans would be
keener to build up their bar trade.

He said some were likely to over-
look the presence of "drunks" as
long as the till kept clinking merrily.

It was in this direction that Mr.
Ambrose's warning lay, and as he
had given publicans a lecture at the
end of 1959 when the 1960 renewals
were due, it could be expected that
he would keep a close eye on hotels
next year.

A group of Mormon families of
Tonga, totalling in all 50 persons,
arrived in Auckland in November
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centre near Hamilton and returned
home at the end of the month.

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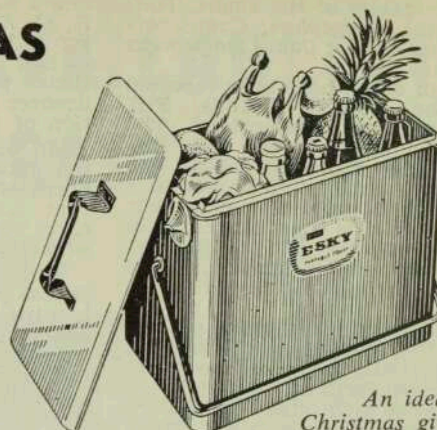
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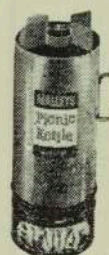
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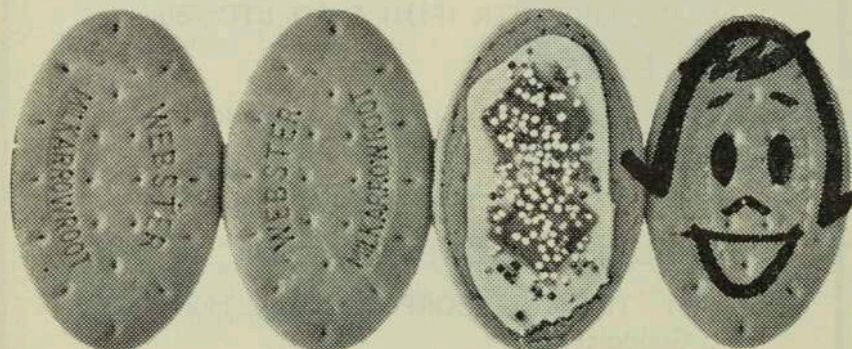


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Alfred Hill Did A Lot For Native Music

By Lew Friday

Nobody more than the Australian composer Alfred Hill, who died recently, condemned the commercialisation, the Tin Alley perversion of Polynesian life and music.

AL worked throughout his life—and he was 89 when he died—for the preservation of what is to be preserved of the old chants, realising they would be a priceless treasure not for New Zealand alone but for the whole Polynesian world.

Whenever he called in to the Australian Broadcasting Commission in Pitt Street, Sydney, where I had (the last time was in April 1958) or when I went out to see him at his Mosman, Sydney, home, he would talk a great deal of the music of the Polynesian, the Melanesian, the Papuan, and of the Australian aborigine. Some of his musical works echo these themes. To illustrate his point, he would play his conversations, eyes twinkling and manner animated so you forgot his great age, with tales of Maori songs; these I also heard him introduce in the air. (Yet his *Waiata* will probably remain his most famous).

After World War I, Hill was instrumental in getting New Zealand author James Cowan and a film photographer to go into the New Country with a dictaphone to make recordings of old Maori songs and chants—"and I told them to be sure to have them sung by persons so that we wouldn't be misled by what might be only an imitation of the voice". This is a fact that recorders of island music will remember.

Priceless Records

These Maori records, Hill would say, were priceless, irreplaceable. Grainger was of the same opinion. Yet what happened to them? They were buried away for 30 years in New Zealand Government store-rooms and allowed to crumble.

On many islands, of course, it is already too late, but not, he would say, in Papua and New Guinea, as well as Australia-continued. There, away in the hidden places, a wonderful job still awaits the man with the tape recorder. The same may perhaps be said of a good number of islands well away from shipping and air traffic routes. They fail in seeing this job successfully done, the Dutch and Australian authorities will have even less excuse than the New Zealand

authorities have in failing the Polynesian world by not preserving their portion of the heritage of age-old chants.

New Guinea Music

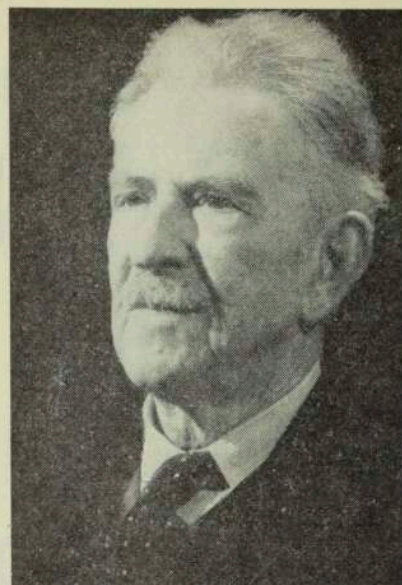
The "discovery" of native music in New Zealand was also much in Hill's thoughts.

It was to "the master", as he always called him, that soon after the war young West Australian Ray Sheridan brought back annotated music in manuscript form (often enough written on the back of old envelopes) as well as drawings of native instruments made during long walkabouts through the mountains and along the coasts of New Guinea.

Later, with Hill's backing, Sheridan received a grant so that he could travel about and collect music and legends, the idea being to encourage the natives to develop their own art—not to copy that of the European.

Back in Sydney, they worked over the harvest together, the result being the publication of "Alfred Hill's New Guinea Songs", with Sheridan's background notes. The nine songs in the book range far and wide, from a dirge by the Orokaivas to a sunset song from New Britain, Hill's contribution being the English words and the arrangement. It is a companion book to Hill's "Maori Songs".

Hill used to tell me this type of New Guinea music was rather more sophisticated than the Australian aboriginal music, and was probably not so very old.



The late Alfred Hill

I am glad that Hill lived long enough to welcome and sing the praises of the long playing record "Music of New Guinea". (*PIM*, Dec., 1958). This joint record from the Sheridan and Dr. W. E. Smythe collections contains over 70 songs with Sheridan's annotations, from all parts of Papua-New Guinea, including Bougainville. As one of the richest collections of native music to come out of the Pacific, it has won recognition overseas. ("I believe," Hill told me, "that Sheridan's work is of inestimable value to Australia".)

Sheridan has since done the piece about New Guinea music in the "Australian Encyclopaedia".

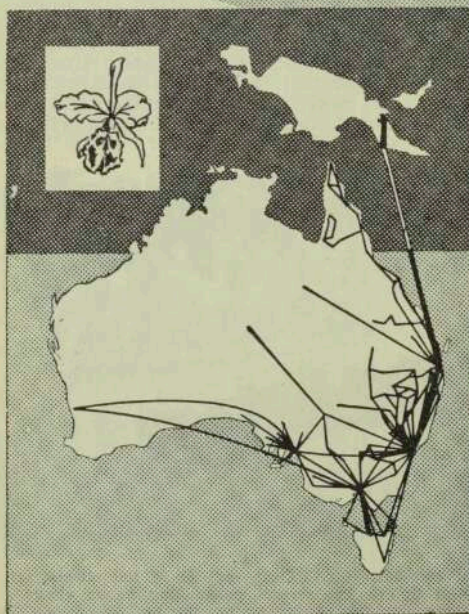
It is a long cry from the modern tape recorder to the days before World War I, when the Australian anthologist, Dr. Poesch, the first apparently to collect native songs in New Guinea, visited the Rai Coast and Eastern Madang with an old cylinder recorder. It is to be



This New Guinea native choir—the Kihili Methodist Girls' Choir—put on a fine display at the recent Buin Show, Bougainville. New Guinea has several outstanding native choirs. Photo: Gordon Bladen

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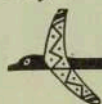
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Hill's Maori and New Guinea song albums.

and that in their home in the Kunst Museum in Vienna, are better looked after than the Maori cylinders in Wellington.

Alfred Hill was fond of telling me the wonderful collection of Australian aboriginal music brought from Arnhem Land by the expedition led by C. P. Mountford.

He said: "Mountford brought all recordings to me. I found a wealth of material in them—enough to build a whole school of Australian music. It has a wonderful rhythm 3/4 time. Its range is very extended, sometimes more than an octave, whereas Maori music has a limited range. Usually this music starts high and comes down to the end of a phrase. We had the end of our lives putting it on record."

He used some of this music as the basis of the third movement of "Australia" symphony, just as he used Maori music and Maori dances in his New Zealand works. He once spoke of his published collection of Maori songs as his masterpiece.

Papuan Melodies on an Old Edison

In a footnote to what has been said about Alfred Hill's interest in Pacific Island music, mention should be made of the recordings (mostly from Polynesia) made for the New York Natural History Museum by members of the Fahnsworth expedition whom I met in New Guinea early in 1940. Their fine boat was subsequently wrecked on the Great Barrier Reef. One of the Fahnsworth brothers, who went to New Guinea after his brother entered the war, and was among the first Americans to be killed there. Their mother, who was

on board the yacht, wrote a book called *I Went to Sea at Fifty*.

At isolated Pacific islands at which they called, they would assemble the old folk, who became so drugged with chanting that they could go on all day and all night.

Apart from Ray Sheridan, two well-known Australians have recorded New Guinea music, Captain Frank Hurley and (more recently and for the ABC) Colin Simpson.

Captain Hurley went to Papua soon after World War I, and made Australia's first full-length feature film, which ran in Sydney, New York, and for three months at the Philharmonic Hall, London. While the New York run was on, melodies from Papua were heard for the first time ever in one or two New York

night clubs—and that was in the early 1920's!

Braille Translations

Simultaneously the story of Captain Hurley's safari was published by Putnam's in New York. Like other Hurley books, it has been transcribed in braille.

Another result of the expedition was the publication in 1921 by the Sydney firm of W. H. Paling and Co., of *Pearls and Savages: a Cycle of Papuan Melodies*, "gathered for the first time" by Captain Frank Hurley and arranged on Hurley's return by "Manny" Aarons, for many years organist at Sydney's State Theatre.

Captain Hurley told me: "We re-



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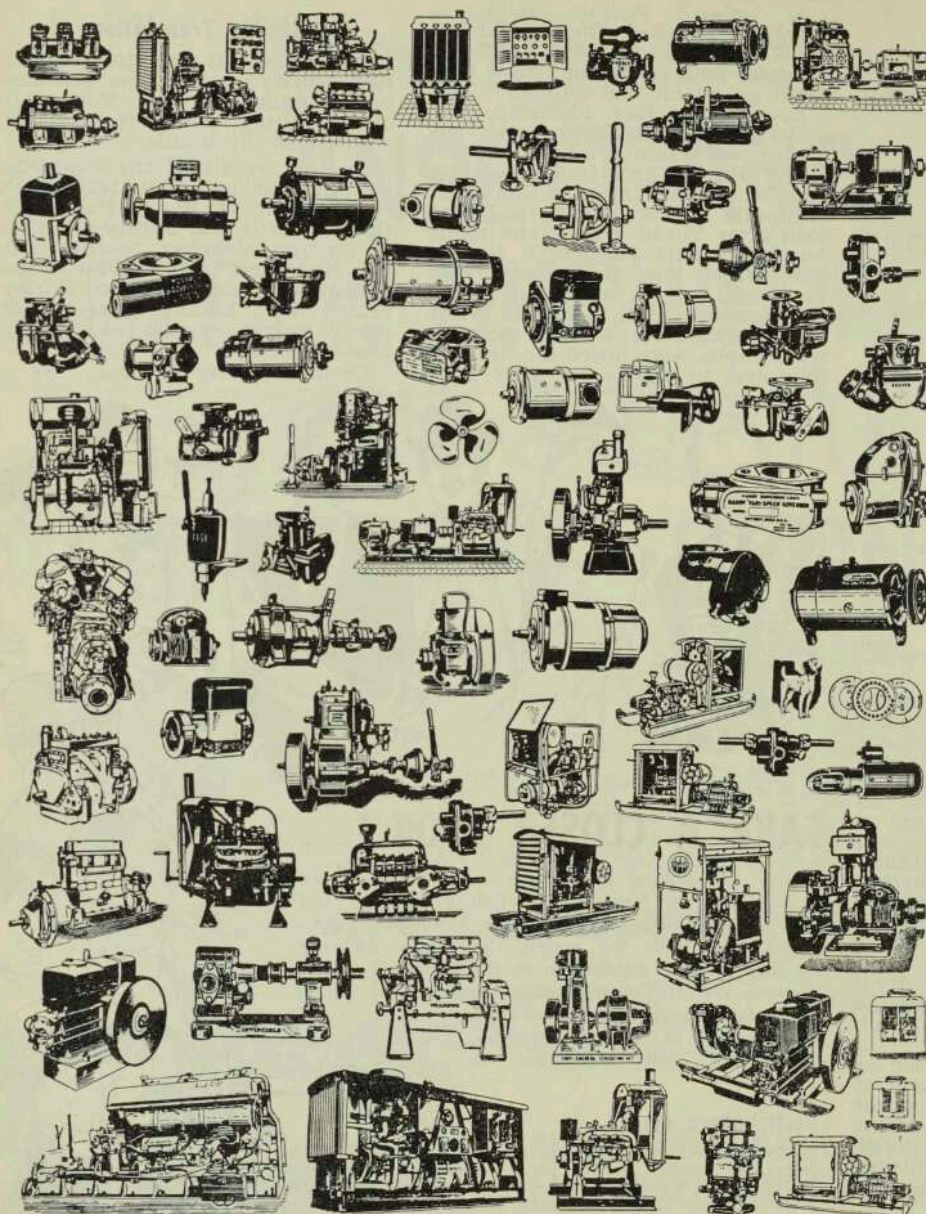
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on the old wax cylinders. I had a lot of experience with gramophones, and I went with Alan McCulloch of the Melian Museum, who was quite a musician. We were the first in some places in the Gulf of Papua and also right into the interior, among the Ononge tribes, among negritos of the Owen Mountains, and on the far coast among the Orokaivas. We gave a pretty fair coverage. I got these fellows to rehearse what we wanted and then put the cylinder, afterwards giving it back to them, and so of course we became very great witnesses indeed. We had tremendous power over these tribes, bringing them to them in this music the of their tribal ancestors. The sounds were of things dear to them, rivers, winds, and sort of thing."

Played in New York

Captain Hurley recalled that Melian's first feature film ran some months at the old Theatre in George Street. The sound track had not yet been laid, the orchestra synchronised the playing of the native music to the action of the picture. Some of the New York bookings at Carnegie Hall, where the orchestra also played the native music in the same way. This, plus night-club playings already mentioned, were the first opportunity for audiences ever had of New Guinea music. A Papuan visit was quite a "ring effort," he said. "The Orokaivas, for example, were quite good at knocking you on the head and putting you in the pot. I had a lot of help from the missionary, but there we were quite behind their province. We found that some of the melodies were so old they had outlived the tribal music. Words of a forgotten past frequently sung, words that have no significance. The natives answer the natives gave a paradox was, 'they are the fathers of our fathers!'"

Unending Repetition

Captain Hurley noted that the Melians of the littoral, the most invaders, had the least music. Their songs, generally in a highly pitched falsetto, monotonous chants of unending repetition. During a singing in the Mekeo, he heard the chant repeated 72 hours without intermission. He rather grimly said, "The three notes of that still linger in my memory." Around the inhabitants of Cenapua, the aborigines of the island, set the highest musical standards, in a memorable setting. Songs of the mountain men rendered in a rich bass, the tribe generally chorusing in harmony. When the moon is shed-

ding her silver beams over mist-filled valleys and the mountain men, high up in their homes on the pinnacles, are singing, Central Papua is a place of rare enchantment."

Plenty of Troubles

All the same, the recording of such music on the old Edison phonograph presented a multitude of difficulties. Sometimes great difficulty was experienced in even inducing the timid and wild people to face the machine.

Captain Hurley can certainly claim to have pioneered a field which students of native life today are not neglecting. The songs published so long ago by Palings include *Song of St. Joseph's River*, which renders the stream's rising and falling cadence as it plunges into a gorge; *The War Song of*

the Orokaivas; I am Looking for the Children of the Birds, a nature song of the Ononge tribe; a charming *Chant of the Ibila River Tribes*, "which sounded good when we tried it over on a piano"; and a grotesque *Song of the Headhunters*, from Western Papua.—*Low Friday*.

Chatham Service Again

The RNZAF expected to resume its occasional flights to the Chatham Islands in its specially fitted Sunderland flying-boat before the end of the year. The service was halted a year ago when a flying-boat struck an uncharted rock. The lagoon has now been resurveyed and navigational aids installed. Previously flights were on a roughly two-monthly basis during the Summer half of the year.

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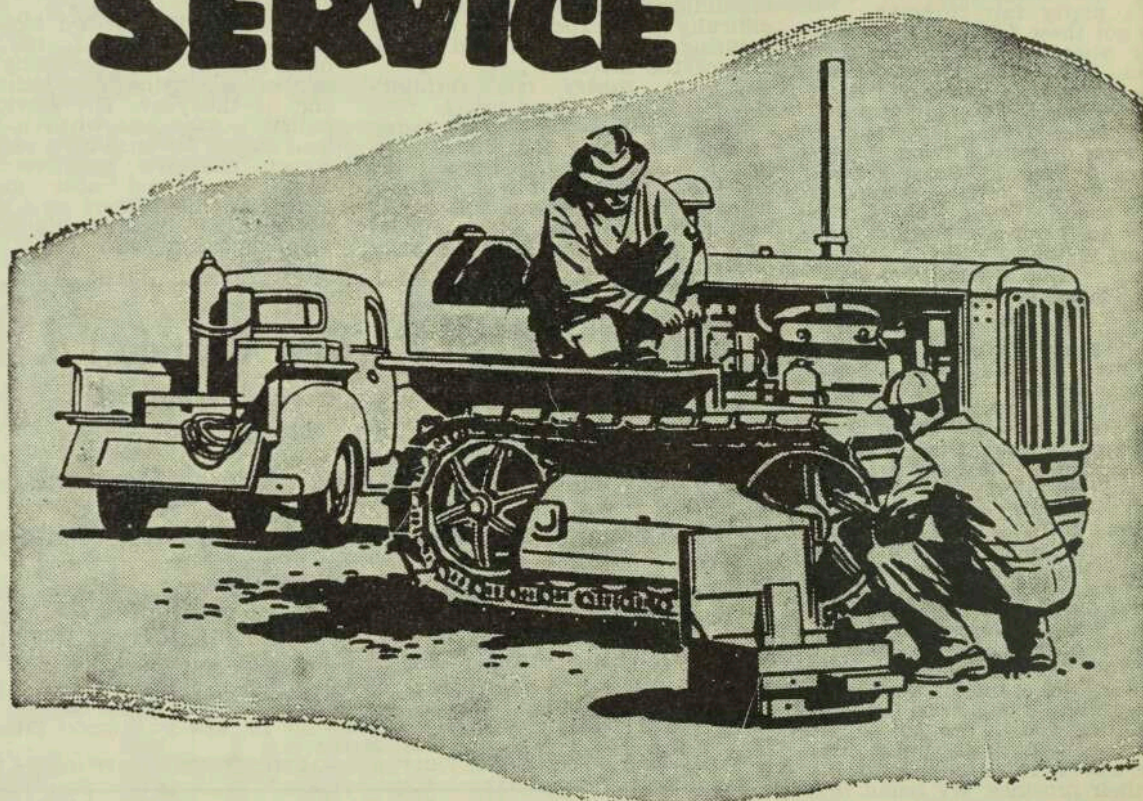
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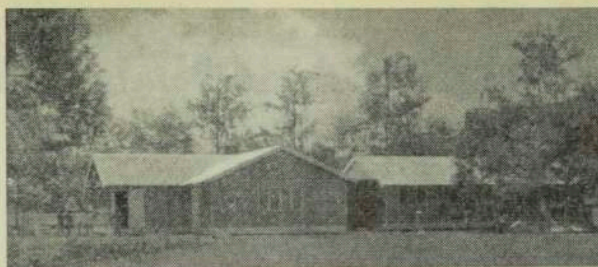
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Some Brief Encounters

Islands Notes Made By

JUDY TUDOR



I met a couple of *Kai Vitis* in New Guinea when I was recently. One of them liked the place; and one couldn't say anything good about it.

VITI, of course, means born in Fiji. Number 1 was Grainger Johnson, son of Mr. and Mrs. Johnson, of Suva; and one reason he likes it is that it is a fit mood to like anything in the Territory.

He was married early this year and his young wife have a small bungalow not far from the Rabaul harbour shore—the novelty of keeping house is worn off.

Another was Bob Miller, of the Medical School, Suva. He is some sort of travelling Fellow—South-East Asia; but as a medical officer he was having a hard time in Papua-New Guinea. He said he wasn't liking it much and the understatement of the year. He looked gloomy most of the time and said, at frequent intervals, "This place is 100 years behind Fiji."

One day Mr. Miller and I "found" another didn't make him think more of the place, either. We arrived at the hotel on a Sunday afternoon when the regular was off duty and there had

been some argument over an air-conditioned room I'd been promised that wasn't available. Finally, I was told that until the thing was straightened out on Monday I could have the room permanently reserved for Mandated Airlines pilots.

The room was near the end of the corridor and, as well as the door into that, there was another in a side wall. I opened it, and it led into a shower cabinet; the front door of the cabinet was open and through it was the rest of the men's bathroom and lavatory. There wasn't anyone there, so I took a good look around to get the lay of the land.

There weren't any keys in either of the doors in my room; and during the afternoon I brooded about it a bit. Knowing something of how things happen in New Guinea, it was almost certain that, at some time, someone would try that door out of the shower cabinet and walk into my room when I least expected it.

When I returned that evening, and was part-way through changing, it suddenly occurred to me that if I sneaked in through my private door, shut the front door of the shower cabinet and snibbed it inside, no one could get into the cabinet, certainly, but they couldn't walk into my room, either.

No sooner said than done.

I could hear water running somewhere in the bathroom; but, mixed up with the air-conditioner, it didn't sound as though it were just through the door, so I turned the knob cautiously and pushed gently. When it was about two inches open something grabbed the knob on the other side and started to pull. I pulled back and after a short tug-of-war I won.

I sat down and waited five minutes, until the sound of running water had stopped, and then I tried again. Exactly the same thing happened; but this time the struggle was fiercer, before I got the infernal thing shut. With a premonition of what was about to happen I leapt for my dressing-gown and I was standing in the middle of the room just tying the girdle when the "secret" door was flung open and there stood a tallish, thin man, with

New Hagen Hotel

This is the new hotel at Mt. Hagen, Western Highlands, New Guinea, which will open for business this month. Finishing touches were being made to it in November when I took this photo.

Mt. Hagen is one of the most pleasant spots in the New Guinea Highlands, but until now has been out of range of most travellers because there has been no accommodation. Probably even now the hotel is going to be inadequate for the demands that will be put upon it.

The building on the left of the picture is the lounge, bar and dining room; and the bedroom block of six double rooms is to the right. It is expected that the next development will be the erection of detached bungalows—or *dongas*, as they are called in the Territory.

The hotel is owned by a local syndicate, one member of which is Mr. M. Zebrovius, who in November was actually building it and, when it opens, will, with his wife, manage it.—JT.



My friend and I, in the Baliem Valley, Netherlands New Guinea.

a smallish bath-towel draped around his lower portion and a rapidly extending look of utter confusion covering his top half. It was Mr. Miller, though I didn't know it then.

Apologising profusely, he backed into the shower and out into the lavatory and disappeared—and I followed and snibbed the shower door.

The next day I met him in the passage, and wouldn't have recognised him had he not apologised again, and demanded to know what kind of fool arrangement was it that had bed-rooms opening into public lavatories?

He said he'd noticed the extra door in the shower cabinet and, when he saw it open a couple of times, he'd concluded it was a cupboard and that a native was somehow trapped in it. Finally, he threw the door open to rescue the native

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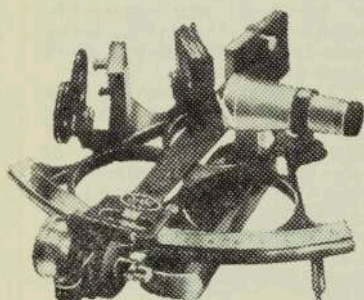


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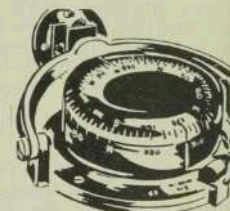


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ad walked into a strange female's room. found afterwards that a similar on the other side of the idor opened into the women's room and lavatory. Quite an , so long as the hotel clerk remembers to keep the sexes segregated.

With s Schoedler

hen I was passing the Country men's Association building in ang I thought I'd look in to see hey served tea there, as the A does in Port Moresby. found that they didn't; but 's how I met Miss Lilian edler, of New York. e was living at the CWA and ediate offered to make me e tea—if I didn't mind it being e with a "tea-ball". So long had some resemblance to tea, then I didn't care what she e it of.

laresay that, in her time, Lilian edler had broken too many ds and shattered too many, conceived ideas to keep count. says she is a "tourist"—but the most untypical American st I've ever met. She's one more interested in what she than in the plumbing.

e went to New Guinea for a le of weeks in August, 1959, she was still there in November, trying to make up her mind her to go back to Australia or o Borneo.

She Likes It

e has been having alternative of work and travel for almost ears and now, in her late 60's she's using up her old-age y on a final fling. She doesn't as though she'd need that y for some time to come, any-

having top flight executive ons most of her working life, Schoedler has been able to



Old Territorian R. R. Bell, with his modern piggery at Goroka. He says he is "going finish". See the accompanying story.

keep several people besides herself, and travel as well—jobs like executive secretary to the first committee to control atomic energy; and assistant to the chairman of the American consultants' group attending the San Francisco Conference that set up the United Nations Organisation.

She arrived in Australia from the United States in 1957, and later went on to New Zealand where, in June, 1959, she saw an advertisement for the *Matua* round-trip through Fiji and Polynesia. As usual, it was booked up solid, but her luck was in and she got a last-minute cancellation. She spent three or four weeks in Fiji on that occasion.

In August that year, she got the same kind of cancellation on the *Bulolo*. She had intended to spend a week or two in Papua-New Guinea but when I met her she had been there over 13 months.

In that time she had been all over New Guinea and spent some months as well in Netherlands New Guinea. She had visited the remotest spots, gone out on patrols, stayed with Administration officers on out-stations; and her enthusiasm was

firing on all eight cylinders, right to the bitter end.

I've never seen such a happy visitor to New Guinea; and I've never met an American like Miss Schoedler.

As I was looking through the last of the hundreds of photos she has taken in the wackiest places and situations, I said: "What's the first thing you do after getting back to civilisation, after one of these expeditions?"

"Make straight for a hairdresser," she said.

Well, thank God the woman's human. It's exactly what I do myself.

The Uniqueness Of It

But one Lilian Schoedler doesn't make a happy tourist industry.

It was in Madang that I met a London director of an overseas shipping company and a Sydney executive of the same firm. They had a pretty tight schedule and had had the bad luck to be copping planes that no seats (but tin benches along the sides) all along the line.

For some reason, this seemed to affect our London friend more than all the other P-NG shortcomings put together. He just couldn't get over it, and kept remarking how good the Boeing 707 service was from London to Sydney—as though to reassure himself that there was a world outside like that, and aircraft like that.

What's It Really Like?

I doubt if Territorians really have any conception what P-NG seems like to many overseas visitors. The slap-dashness of it, the attitude that anything is good enough in New Guinea; the utter disregard, outside of private homes, for the ordinary amenities and comforts;



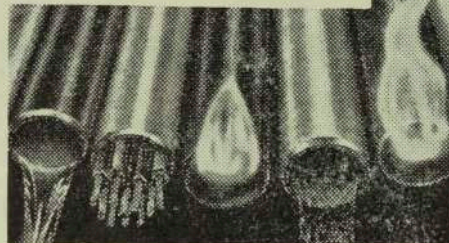
WORM'S EYE VIEW

This RAAF Hercules transport is NOT in the right place. This is a worm's eye view of her after she had run off the Wewak (NG) airport while landing in heavy rain recently. She buried her undercarriage in the soft earth, but got off under her own power.

Photo: D. W. Hawksley

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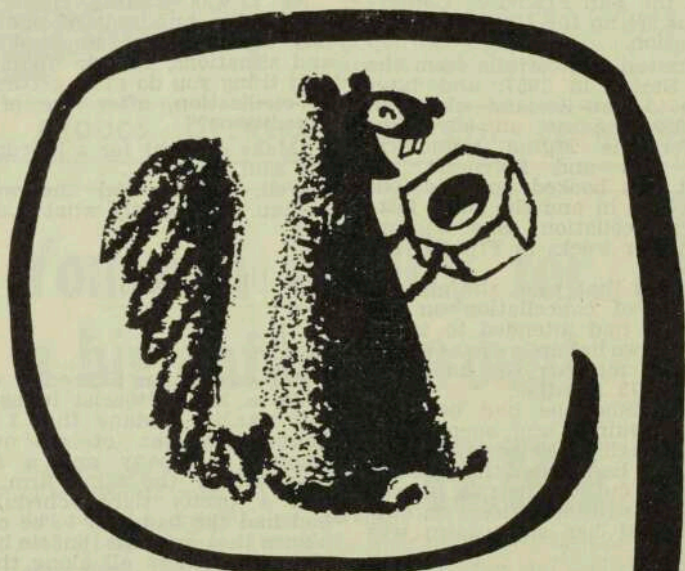


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and sometimes the utter disregard of normal social behaviour as well.

There is much talk of a tour of the industry up there, at present. So people are saying that the Territory has something to offer that is absolutely unique in this world. They are right, of course, and sometimes in more ways than the one they are talking about.

Going Finish

Another long-time Territory who is soon "going finish" is R. R. Bell, seen overleaf in a motel for pigs at Goroka.

Dick says he's resigning from Government this month, though will probably go back to the Territory after Australian leave another two years with a private organisation.

His road, since he arrived in Papua in 1921, has had more than the normal number of turns in it. His first job in Port Moresby was to acquire "two old bombs of car" take them apart and put them together as one car. With this he started a hire-car business, the first one Moresby had.

Later he became a schooner master and it was he who took Captain Frank Hurley on his photographic expedition up the Fly River. He worked for the Sandy Creek company when the Morobe gold fields were booming and went to the Wewak gold-rush in the thirties. He tried Wewak again after the war but the gold was pretty well worked out and uneconomical higher cost of production. Since 1945 he has been in charge of the Administration agricultural station at Goroka.

The piggery is a development of the last few years. It covers several acres and by using large river stones and a plentiful supply of government cement, each of the blooded animals, some of which are the size of young rhinos, has a private apartment and sun balcony. Cement paths and drafting pens help keep the whole thing clean but although it is impossible to keep pigs very much even under the best conditions, it is obvious that the whole set-up is the apple of Dick Bell's eye, as well as a monument to his nine years service in the Administration.

More Money For Memorial

Although the BSIP Government officially closed the memorial fund for the *Melanesian* last March (when more than £741 had been received) subscriptions have continued to come in. Well over £1,000 has now been subscribed.

The BSIP Government will donate extra amounts, and two navigational lights will be erected in the Protectorate.

The *Melanesian* was lost in 1945 with more than 60 people.

S, BUT WHAT DO THE NATIVES L ABOUT LIQUOR?

From a NG Correspondent

ne of the most unusual as-
s of the drink for natives
roversy in Papua-New
Guinea ("PIM", Oct., page 25)
the general silence from the
ves themselves on occasions
a lively expressions of
ion could be expected.

ETHER the silence is poli-
tic, discreet, apathetic, or
simply contemptuous of the
tion is open to question, but it
rongly evident.
is true that Stanis Boramilat
New Britain made an impas-
d public appeal late last year
ontinuation of prohibition, but
eneral the native is strangely
on one of the questions which
ts him most.
fortunately, too, Stanis belongs
race which more than any
in Papua-New Guinea has
n itself only too anxious for a
f serious drinking whether or
the law permits it.
stifiably or otherwise this situ-
led to accusations against
is of having spoken with his
e in his cheek, or of having
npted to pull the wool over
eyes of the Administration.

Another View

was a change then to hear an-
native man in New Britain
forward a few weeks ago with
ong plea for the right to drink.
ther supported or opposed, his
al at least was down to earth
devoid of the fictional atmo-
re which has surrounded so
y other statements on drink.
e plea came from 52-year-old
non Martin, of New Ireland
New Britain, who is President
abaul Sub-Branch of the Native
servicemen's Association.
ymon has a distinguished war
d—he is believed to have killed
ly 100 Japanese—and he also
the unusual distinction for a
a-New Guinea native of having
ed for some time in Sydney.
was in Sydney for part of
war years, and makes no secret
e fact that he drank while he
there—and that nobody cared
ng.
e said: "Then the New Guinea
le, including myself, fought
the Australians against the
nese in New Guinea.
there was any drink around,
New Guinea people drank it as
as the Australians and the
ricans. In fact some of the

soldiers would be offended if we
did not have a drink.

"A Big Crime Now"

"Now it is suddenly a big crime
for us if we have a drink, and long
arguments and discussions are held.
I don't see why some of us at least
shouldn't have the right to drink."

Stanis Boramilat on one side and
Raymon Martin on the other are
about the only two native people
as far as the New Guinea Islands
are concerned who have expressed
themselves tellingly and publicly on
the drink question in the past 12
months.

All the other arguments, opinions

and reports are coming from non-
native people. Most of these people
are sincere, some are bigoted, some
have an axe to grind, and some
just like opening their mouths. But
the point that stands out is that the
native who will express a reasoned
opinion on drink—either one way or
the other—is a pretty rare fellow.

"Unreal Situation"

Does he really care? Or does he
have a quiet laugh while the argu-
ments rage, knowing that he can
slip home later and take his pick
of lemonade or beer?

The unreal quality of the situa-
tion was demonstrated very forcibly

Shoot them down before they land

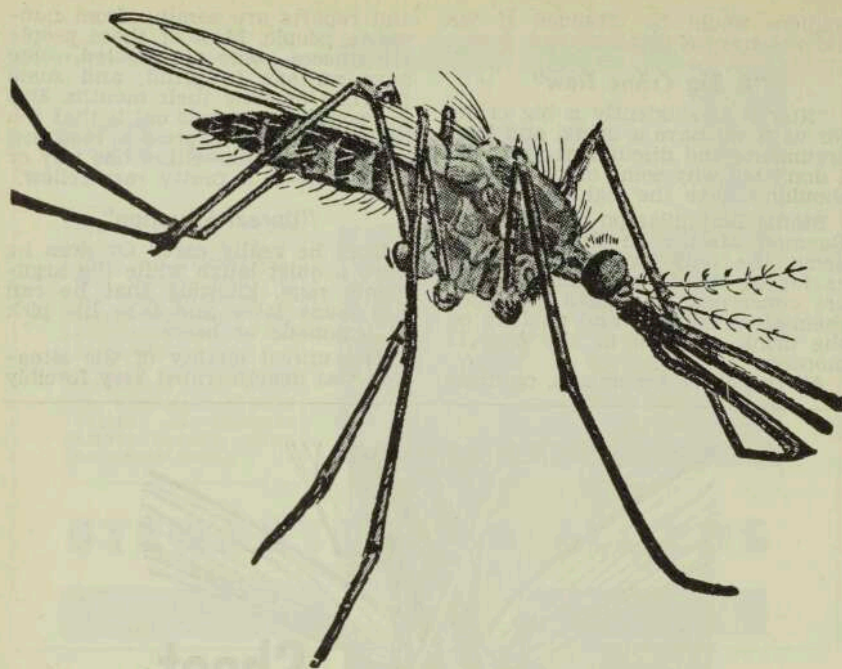
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in Rabaul recently at a meeting of the New Britain District Advisory Council.

There were four main speakers at a debate on drink for natives. Two of the speakers—Mr. R. H. Levi Kokopo and the Rev. Father James Dwyer of Rabaul—put forward their own arguments and opinions.

The other two speakers—the Rev. Wesley Lutton of Rabaul and District Officer Mr. F. Kaad of Rabaul—threw in for good measure their opinions of native people with whom they had discussed the drink problem.

The discussion went back and forth, sometimes heated, always provocative. Father Dwyer gave a potted philosophy on earning a moral right to drink. Mr. Levi analysed the native's psychological action to drink. Mr. Lutton reported what the native village women thought about drink, and Mr. Kaad reported what the native leaders thought about the drink.

There were three native members of the Council at the meeting and not one of them opened his mouth.

Even the intelligent developed native today tends to shrug his shoulders and smile if taxed for a direct answer on the drink question.

Too Much Talk

It would seem that the mission of the welfare groups, the Administration and the commentators (including PIM) have more to say than the native himself.

For that reason alone, the answer to the drink problem probably lies with the native people to a much greater degree than is suspected by anyone.

The first native group to come forward of its own volition with a logical, forceful, and properly prepared case—for or against—could possibly help win the day.

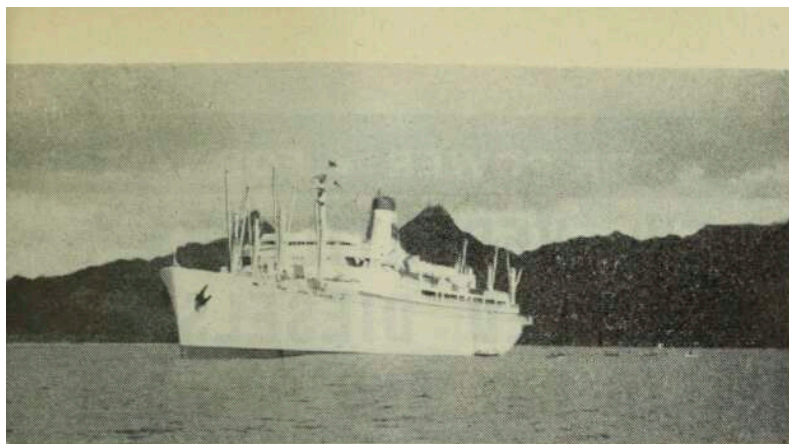
But the phrase "of its own volition" is the catch. The lead lies with men like Raymon Martin, Stanis Boramilat, not with missionaries or Administration officers.

GEIC Liquor Reform

Following a debate on liquor reforms at the recent Gilbert and Ellice Islands Colony Conference the biennial get-together of chiefs and leaders—it was agreed by majority vote that the present restrictions on consumption of beer and sour toddy should be abolished.

Before the law can be revised the recommendation has to be approved by the Resident Commissioner and the High Commissioner for the Western Pacific.

The subject is being examined also by a Liquor Advisory Board.



's "Monterey", photographed against a backdrop of Rarotonga's mountains, during her survey visit. The Matson liners "Monterey" and "Mariposa" will now make regular here. Photo: R. D. Moore

HOW IT'S OFF TO THE BIG SMOKE IN STYLE

From Gordon Russell, on Rarotonga

TEAL's farewell to the Cooks in September was a body blow to many Cook Islanders dreaming of fat pay envelopes from New Zealand. Then out of the blue came an answer to their prayers.

In 1952, when New Zealand's NAC withdrew its island-hopping Dakotas from its five-year-old Nadi-Apia-Aitutaki-Rarotonga circuit, Aitutaki's lagoon became the only stop-over in the Cooks for the plump but graceful Solents that took their place. Rarotonga, centre of government and commerce in the Cooks, was left on a limb.

For eight years these outmoded boats, their expectation of being pushed to the last flying hour, wearily spanned the Coral Sea, freighted tired business men and to Tahiti, ambitious young Islanders westward to their New Zealand.

Now the last of the Solents is fully retired and TEAL, temporarily operating DC6's, has wiped the Cooks completely. Today it's Papeete non-stop, and soon it will be Nadi-Tahiti-Hono-

lani, the mecca-conscious Rarotonga, the one sure, if costly, link with distant NZ shores has been severed, or so it has seemed. True, the old Maui Pomare was still holding bravely once a month between Rarotonga and Auckland but their berth, they said, was booked out two years ahead. Her successor, the brand new Moana Roa, carries only about 10 more passengers.

For the good old Solent days, if you were lucky, you bridged the

140-mile gap from Rarotonga to Aitutaki by NZ Civilair calibration aircraft, under charter to TEAL for a day or two on each quarterly visit to the Cooks. Otherwise it was take a deep breath and some seasick pills, board one of the unpredictable Islands trading vessels and—battered, sodden and marvellously subdued—you were rowed ashore next morning on a pile of merchandise,



Matson's South Pacific's vice-president, Mr. T. E. Rowe, gets the VIP treatment at Rarotonga during his recent survey. Photo: Stuart Kingan

More Service For The Cooks

It was announced in Sydney in November that the Matson liners "Monterey" and "Mariposa" would make regular calls at Rarotonga, in the Cooks, on their southbound runs between America and Australia.

Because Rarotonga has no big ship harbour, the company is not advertising passenger set-downs there, and passengers who want to get off will have to accept the risk of being over-carried to Auckland.

But for those people already in Rarotonga the news has been warmly received—and this report from Rarotonga correspondent Gordon Russell explains why.

In addition, the Rarotonga Crippled Children's Society is likely to benefit from donations made by passengers to local concert parties which will now go aboard each time the ships make their short stay in the Cooks.

to hibernate in Aitutaki until the next westbound Solent droned overhead. Three days later you were in Auckland.

New Hope

But new hope has recently arrived. Matson will help out!

A large and genial American was recently in Rarotonga, asking questions. He was Mr. T. E. Rowe, South Pacific representative of Matson, bringing the news that since Tahiti was Matson's only southbound call they were looking for another Islands paradise to break the ocean vista. Rarotonga happened to be handy.

Mr. Rowe already knew something about us. Some trips back, the Monterey and Mariposa had come in close and taken a look. Once or twice the Matson freighter Sonoma had diverted to Rarotonga to share in the seasonal crops of oranges and tomatoes for Auckland.

And then there were those press cuttings about the Bergensfjord calls. Each time her passengers had voted Rarotonga number one visit, their verdict "unsophisticated charm".

A quaint little place, Mr. Rowe thought. Where else would you find ship's passengers embarking and disembarking in a great wicker chair?

Nice people, though, and lots of hula girls, flowers and laughter. The open roadstead was the only trouble; a pity that the Monterey and Mariposa were single-screw ships, needing tugs to push them in and out of corners. Not the best

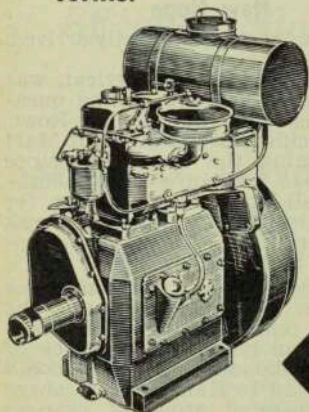
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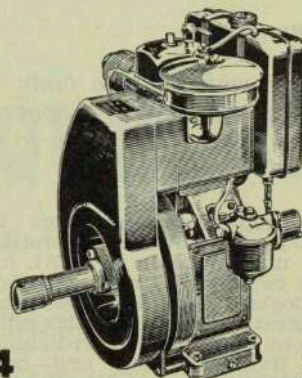


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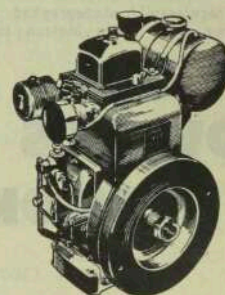
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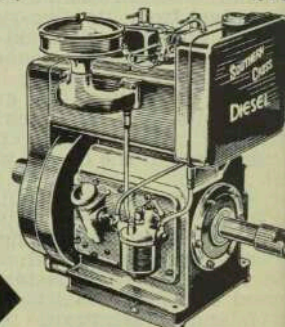
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asket Matson's passengers may or may not get a thrill. Photo: R. D. Moore

irting coral reefs, but that was to their skippers. He thought this need not be scheduled call. He liked the word tick. It was not a matter of letting their tourists loose on Rarotonga, and having to round them. The thing was to take the local to the ship, with the waving as a backdrop. The ship could up a troupe of singers and rs, a vendor or two of curios, around for the performance, them off, then away south. Passengers need not leave the That was the way of it and a ours so spent would mean a ng arrival at Auckland, better the present afternoon schedule. That's the way it will be. good as all this will be for n, it's also a good thing for onga, too, because it means er outlet for Cooks' passengers Z. And there are plenty of ngers!

It's An Old Story

y, migration from here to New ad was fashionable seven ed years ago! It was about AD, they say, when five canoes f from Rarotonga for the land e Long White Cloud. These they call it the Big Smoke, ne urge is still upon them. ury fares? The money will be and they'll be waiting by the r chair. You may not know it, owe, but you're starting some- Rowe, who on his recent visit arrived on the last TEAL er flight from Aitutaki, left e Monterey. Boisterous trades

prevailed as the *Monterey* drew closer to Rarotonga, and no doubt Mr. Rowe was thinking of that hectic ride on the wicker chair. But the wind had eased when the floating hotel was off Avarua, a picture in pastels, and half the population was on the foreshore, as Mr. Rowe and his party put off in the Union Company's tug. They didn't need the wicker chair.

Dearer But Better

Two hours later the big ship was under way again, and on board, besides Mr. Rowe, were 17 Rarotongans who had taken up every spare berth—at £83 a head. That was \$3,500 dollars in two hours.

A few weeks later it was the *Mariposa's* turn to pull into Rarotonga, and this time more than 30

Cook Islanders moved into cosy quarters.

At £83 for the privilege it was twice the cost of the *Moana Roa*, but still cheaper than TEAL, and no complications.

All Mr. Rowe had to do, back in his Sydney office, was think of the first number and double it.

Odd, had remarked a senior official bound for New Zealand, that after three years of self-denying effort I should have to struggle home in the final trip of the old *Maui*, while my office boy does it in style in the *Monterey*. (But not so odd, really; the official still had his life savings!)

Every three weeks, then, as berths allow, and wicker chair or not, it looks like *eis* and farewells at Rarotonga to a group of Cook Islanders, mecca bound by Matson!

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Tahiti Gets Going With Its Tourist Industry

From a Special Correspondent in Papeete

With the recent opening of the new Papeete-Faaa 7,200-ft airstrip, which establishes direct contact between Tahiti-Nolulu and points south and eliminates flying-boat service from Bora Bora—Tahiti is finally launched into the tourist industry.

Three airlines—TAI (Transports Aériens Intercontinentaux), South Pacific Air Lines (Dollard), and TEAL—are now making landings each week with plane loads of up to 66 passengers.

Work on the airstrip still continues, from dawn until midnight, a convoy of trucks bringing in material in order to extend the runway to a jet-size 10,200 feet. Completion date for the extended runway is May, 1961, when Tahiti will become less than seven hours' time from Los Angeles.

The airstrip is not yet fitted with landing lights, but night flights are being made with the kerosene lamps.

Lack of Hotels

Opening of the airstrip, and the new, increased influx of tourists to Tahiti has brought to light the lack of a lack of hotel rooms in Papeete, and especially the lack of class hotels to accommodate tourists—of whom an approximate 65-70 per cent. come from the United States.

At Tahiti, the newest and most luxurious bungalow hotel, owned largely by American tourists, reports heavy bookings in December, January and February, in the months being Tahiti's season.

The problem of a lack in tourist accommodations has been aggravated by the arrival of 125 Metro-Gwyn-Mayer actors and technicians, together with their families, who have established themselves in Papeete and private homes and will stay in Tahiti for at least six weeks (see accompanying story).

In an interview with the little-known Tahitian newssheet *Les Nouvelles*, Raoul Bertrand, former Director of Commerce, Industry and Tourism in Morocco, and Consul in San Francisco, 1958, stated that although new construction was progressing in Tahiti, and the Polynesian-style hotel bungalows were comfortable, modern and artistic, the high price of land, will force construction of hotel buildings more than one storey.

Tahiti has taken the lead in this new type of hotel building,

with plans for two 24-unit two-storey "Long-Houses", which have been approved by the French Administration. The first unit should be completed by May, 1961, and the second by July, 1961, to help accommodate the tourists who arrive in Tahiti for the Bastille Day celebrations.

These two-storey units will be the first ever to be built in Tahiti outside of Papeete.

Some More Bounty For Tahiti

A special-charter South Pacific Air Lines Super-Constellation, temporarily named "Bounty", brought to Tahiti in mid-November the final complement of actors and technicians for the new MGM production of the film "Mutiny on the Bounty".

ABOARD was British actor Hugh Griffin, who won a Best Actor award in the USA for his role as a sheik in *Ben Hur*. He will play the part of one of the mutineers, Alexander Smith, who helped found the colony on Pitcairn Island, and died at a ripe old age under the pseudonym of John Adams.

Also aboard the *Bounty* was British actor Noel Purcell, star of Dublin's Abbey Theatre, who arrived looking like an old sea-dog, with a fine crop of whiskers.

Newly arrived in Tahiti is Morgan Huthgens, MGM's Director of Publicity, and top publicity picture man Eric Carpenter.

Marlon Brando, who will take the star role of Christian, arrived in Tahiti in early November and has rented a beautiful beach home in the Punaauia residential district.

The total of the MGM personnel brought to Tahiti is well over 100.

Many Tahitian male actors, extras, musicians and dancers have been growing their hair long in these past two months, and are hiding their abundant locks beneath handsome Tahitian hand-made hats with colourful shell-woven bands.

The entire village of Tautira, in the Peninsula district (Tahiti-Iti), has been employed for the past three months in the construction of 70-ft long, double outrigger canoes for use in the film.

Shooting—from a huge pineapple barge shipped from Hawaii to



Raoul Bertrand added that Tahiti should look ahead and plan for the construction of mountain roads leading to the higher plateaux, in order to provide additional land for hotel construction and to help open up the island's economy.

More Airstrips

Plans, he said, should be started for the building of aerodromes on the neighbouring islands, and an increase of tourist facilities in Bora Bora and Moorea.

(Over)

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IS THERE NEW WEALTH IN THE PAWPAW?

PAPEETE, Nov. 20.

There are possibilities for yet another new industry (in addition to tourism) for Tahiti—the extensive cultivation of papaya (pawpaw) for the production of papain, which is in world-wide use as a meat tenderiser.

Adolph Rempp, founder and partner of Adolph's Tenderizer, has sent a young American, Billy Green, to Tahiti to take samples of local papaya, which grows abundantly.

The suitability of these samples will be tested in the United States and, if up to standard, the intensive cultivation of papaya in Tahiti will be attempted.

A new source of supply is necessary because of the uncertainty of supplies from politically troubled Africa, and the rising prices of papaya.

To extract papain, the skin of the green fruit is pierced with a metallic comb-like instrument, and the resulting juice is mixed with salt. The thick paste is then dried and sent to the factory for final processing.

But the problem of an adequate supply of papaya is vast as it takes about 1,000 fruit to produce one pound of papain.

Adolph Rempp is not putting his fruit into one basket, however—he hopes to acquire the old Royal Tahitian Hotel, on the black sand beach at Papeete, about three miles from Papeete, and take over with new section during 1961.

urged, also, plans for the opening—possibly in 1961—of a Training School. Although Tahitians are a happy, friendly smiling race, the lack of trained staff for tourists is a handicap. Untrained Tahitians, many of whom have never worked before, are now employed in all departments of the new hotels.

Meanwhile, tourists are arriving in Tahiti in a steady stream, together with travel agents—mainly from the USA—who come on vacation trips to take stock of the future of tourism—and its shortcomings—in Tahiti.

Papeete Chamber of Commerce was organised in November by the French Government Tourist Office to make contact with visiting travel agents and representatives of airlines and shipping ser-

vice. More than 100 ASTA (American Society of Travel Agencies) members visited Tahiti in November. Among them are Leon C. Morrier,

commercial director of the eastern branch of United Airlines; M. De Tarnowski, director of Sabena in Washington, and Henry Chase, president of ASTA for Southern California.

French Administration is fully aware of the problems which confront Tahiti with the opening up of the tourist industry.

Recent Government Council decisions have established a five-years plan of social and economic development for the period 1961-1965, with emphasis not only on the expansion of health and education but also on tourism. In their plan is included a far-sighted project for the opening of a centre next year for the training of Tahitian workmen in building construction.

Indonesian Army Head To Visit Australia

General Abdul Nasution, Indonesia's often quoted Defence Minister and Army Chief-of-Staff (mostly he can be heard attacking the Dutch over the NNG issue) will visit Australia in 1961.

The invitation was extended by Australia, and General Nasution said in November that during his visit he wanted to allay any Australian "misunderstanding" about Indonesian ambitions in New Guinea. He said he wanted to convince Australians that Indonesia had no intention of making a claim on the eastern half of New Guinea.



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Try this Prize-Winning Recipe for Scones

3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter, 1 pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

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Carnation makes the smoothest, richest, creamiest ice-cream — and, best of all, Carnation ice-cream needs only one whip. There's no messy, time-wasting second beating when you use double-rich Carnation.

Carnation ice-cream is economical, too. One large 14½ oz. can makes two big freezer trays of delicious ice-cream. So you can afford to make this family favourite often. Children, especially, love ice-cream, so serve them nourishing Carnation ice-cream for dessert.

VANILLA ONE-WHIP ICE-CREAM

1. Set refrigerator at coldest point.
2. Combine 3 rounded tablespoons castor sugar with 1 level teaspoon gelatine and 2 tablespoons water in a saucepan and stir over a low heat until dissolved. Remove from heat.
3. Whip 1 large (14½ oz.) can Carnation Milk in a chilled bowl until thick. Gradually beat in the syrup. Flavour with 1 teaspoon vanilla.
4. Pour into trays and freeze. Makes 2 trays.

Alternative Method: Make enough for one meal only, leave out gelatine and water. If this is done the ice-cream must be used the day it is made.



MILK IN ITS MOST CONVENIENT FORM

Fiji's Noted Historian

R. A. Derrick Dies At 69

Mr. Ronald Albert Derrick MBE, AMISE, FRGS, who was held in high esteem among races in Fiji for his activities many walks of life, died at Suva on November 13 at the age of 68, after a long illness.

IN the course of a brilliant career extending over 40 years in the Colony, Mr. Derrick had been school principal, Chief Scout Commissioner, Curator of the Fiji Museum, a Suva City Councillor and Deputy Mayor.

Outside Fiji he was best known as an authoritative Fiji historian and geographer. Two of his books, *The History of Fiji* and *The Fijian Islands*, became established works and are to be found in the libraries of all who are students of the South Pacific.

Mr. Derrick became Deputy Mayor of Suva in November, 1959, after having rendered outstanding service as a councillor for six years. But unfortunately, he was unable to serve in that capacity as he suffered a stroke a few days later and entered the CWM Hospital, Suva.

In February, 1960, he resigned from the council, and Suva was poorer for the loss of his services. After his discharge from hospital he made a few appearances in public and he was always welcome at the few Suva City Council functions his health enabled him to attend. Mr. Derrick was Curator of the Fiji Museum at the time of his death and with his vast knowledge of Fiji was admirably suited to the post.

The Geelong-born Mr. Derrick was educated in Victoria and went to Fiji in 1919 to become technical instructor at the Methodist Mission Technical Institute, Davuilevu. Former students of Mr. Derrick are now to be found working in many parts of Fiji.

Established Craft Centre

Mr. Derrick remained at Davuilevu for 20 years and in 1939 he retired to establish the Government Technical School at Suva. This school is now known as the Suva Craft Centre. Seven years later Mr. Derrick became Supervisor of Technical Services, responsible for the organisation and extension of all technical education in Fiji.

Such were his talents, that in 1950 he was seconded to the South Pacific Commission for seven

hs to take charge of a research
ct to examine the existing
ties for the professional and
ical training of the people of
tropical areas of the South
ic.

is work took him to many
d groups and led to his writing
Professional Training in the South
ic. He continued his work for
SPC in 1952 as an alternate
missioner for the United King-

the missionary field Mr. Derrick
a fluent preacher and speaker
th Fijian and English. His ad-
was always in keen demand in
h courts and synods.

was a member of a small com-
e which revised the Fijian
odist Hymn Book. He wrote a
er of the hymns in this book,
these are still popular among
Methodist congregation in Fiji.

scouting movement in Fiji
much to Mr. Derrick's drive
initiative.

Honorary Chief Scout

en ill-health led to his resigna-
as Chief Commissioner he was
the title of honorary Chief
Commissioner of Fiji.

his first book, *A History of*
published in 1946, Mr. Derrick
ed himself to the period be-
cession. With endless patience
arched old files, records, etc.,
conducted many interviews to
ce a book which occupies a
ment place among the his-
l records of the Colony.

published his second book,
Fiji Islands in 1951, and earned
himself the title of historian-
apher.

Derrick had many other in-
s in his career in Fiji, among
the Fiji Show, which he helped
rganise as long ago as 1925, and
Young Fiji Society.

Derrick is survived by his
r, who is also well known for
public work in Fiji, and six
en. The children are Alwyn
(Suva), Rowan Ronald (Syd-
Ruth Vetia (Melbourne), Jean
(Suva), Noella Ruve (Syd-
and Brian Frazer (Suva). One
ied in New Zealand about two
ago.

They've Got Their First Police Dog

BSIP Government has re-
d its first police dog.

dog, a valuable pure-bred
man-Pinscher, was imported
the Protectorate a few months
by Mr. E. Tischler, who pre-
d it to the police.

dog is eight months old
at the moment is receiving
ntary training. Later it will
ven full training as a police

Still Waiting For Their Ship To Come In

A dream of almost unlimited native migration from Rabaul (New Guinea) to the United States has just about faded into oblivion, but not quite.

IT all started when a young native
labourer rejoicing in the name
of Leonard started a submarine
cult. (*PIM*, Sept., p. 135).

His original story that a sub-
marine was coming to take them to
America, was changed in November
into one that 12 American ships
were on their way on a similar
mission. The natives who followed
his cult claimed that the submarine
had to turn back because more than
it could carry wished to make the
trip.

However, only a handful of people

waited for the ships compared with
300 submarine waiters of three
months ago.

A Government patrol broke up
the submarine cult, and Leonard
escaped into the nearby Bainings.

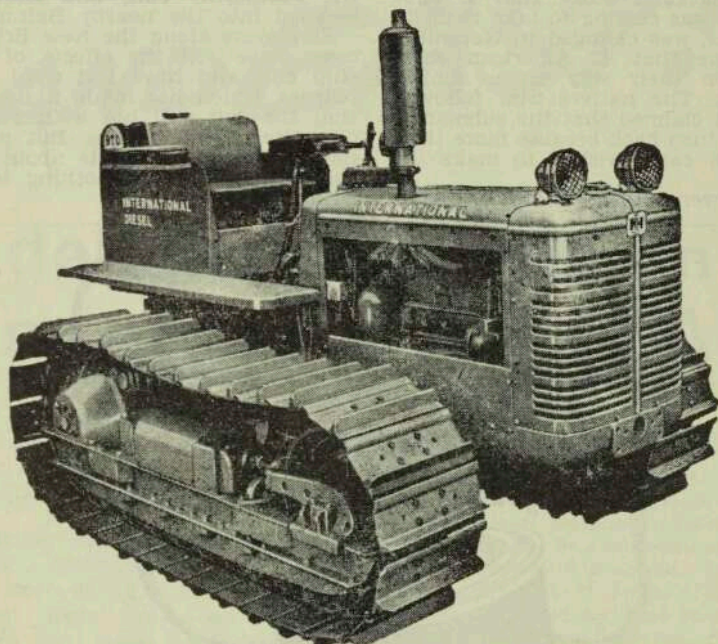
Employers along the New Britain
coast have felt the effects of the
ship cult and have lost good em-
ployees, which has made it obvious
that the cult still has a firm hold
on some of the natives. But many
natives who had doubts about the
submarine will have nothing to do
with the 12-ship story.



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CHOOSE ONE OF THESE POWERFUL I-H TRACTORS



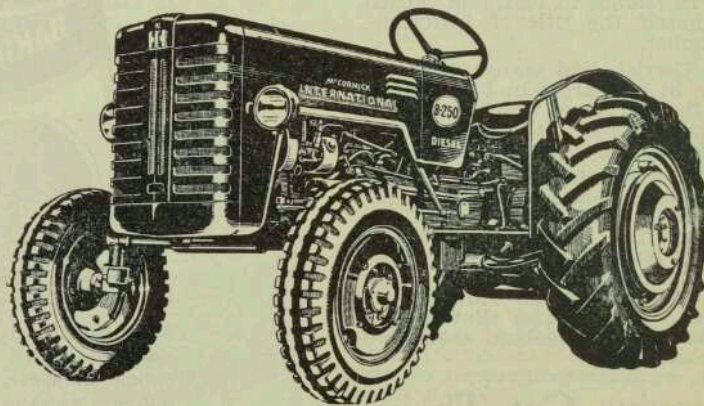
BTD-6

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The BTD-6 is ideal for land clearing, road making, or for farming in wet or rugged conditions.

B-250

The B-250 is one of the most versatile tractors ever. It can be used on all sorts of jobs from hauling trailers to cultivating sugar cane crops, or mowing plantation, public parks or aerodromes. There is a vast range of Australian built matched equipment for the B-250, that will be useful on many applications, including high wheel equipment to give crop clearance of nearly 2 ft. The B-250 is a powerful 30 h.p. diesel tractor with 3-point linkage and a hydraulic lifting system for front and rear attached equipment. It has a rear mounted power take-off and "differential lock" which gives greater grip in hard going.



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Their Pockets are 'Hard Hit'

From a Suva Correspondent

The pocket of the Suva public has been hard hit this year in a series of appeals and carnival weeks, all aimed to raise money for worthy causes. Hospital Week started the rolling, then came a combined John Ambulance-Red Cross carnival week, and finally Hibiscus Week, although the last-named is aimed more for entertainment than for making money.

In between, there were numerous street days to help raise funds to send a team to the Olympic Games, to send a hockey team to New Zealand, to build a grandstand at Buckhurst Park, etc.

Suva citizens have always been generous in their response to appeals, but long-suffering they have begun to ask, "Where will it end?"

An attempt to combine Hospital Week and the Hibiscus Festival met with strong opposition, but it did lead to a useful airing of views which seemed to show that with the times Fiji has experienced this year, mainly because of the economic crisis, the public has just about had enough.

What to do about it is the problem. Almost every city in the world has had to face up to similar problems at some time or other.

Unless some of the appeals are combined, organisations will soon find themselves raising much less than they expect, no matter how noble their cause may be.

NG SEES FIJI

A special display of posters and photographs, directing attention to the institutions, strength and tourist attractions of Fiji, was made at the Lae Show, New Guinea, in October.

As is customary, a small section of the annual exhibition was leased by Pacific Publications Pty. Ltd. for publicising "Pacific Islands Monthly", "Pacific Islands Year Book", "Handbook of Papua and New Guinea", etc.; but this year the organisers devoted virtually all of the space to the Colony of Fiji and the "Fiji Times".

The display aroused a lot of interest among overseas visitors (including the Governor-General of Australia, Lord Dunrossil, and Lady Dunrossil). It was noted, also, that New Guinea natives showed a lively curiosity about the big British Colony.

The photograph shows a portion of the display.

It is a singular thing that, while these annual shows now are part of the life of the Australian territory—there are exhibitions of growing importance in Sogeri (Port Moresby), Goroka, Wau, Wewak, Lae, Kokopo, Buin, etc., every year—there is nothing of the kind in Fiji, yet the development of Fiji's natural resources is of even more importance than in New Guinea.

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If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get **MEENDACO** from your chemist or store today. **MEENDACO** works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

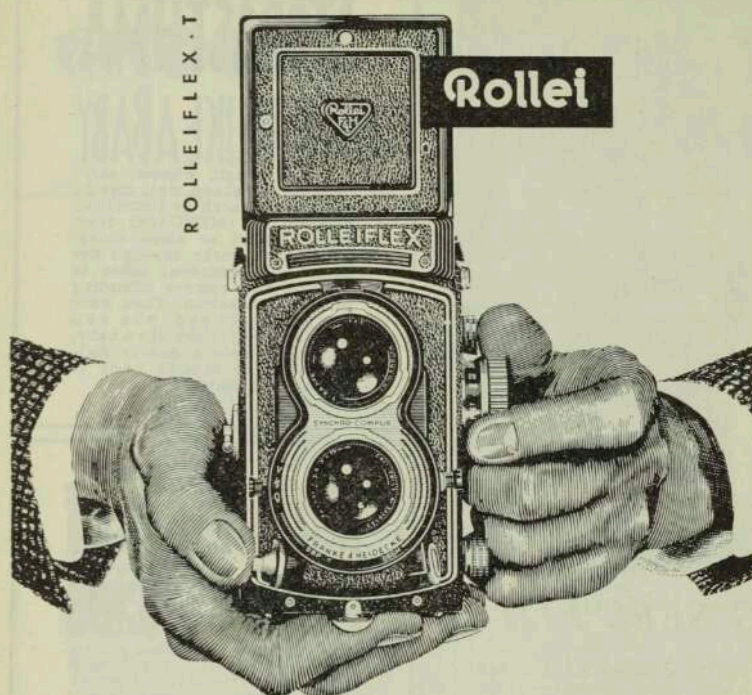
Rid Kidneys of Poisons & Acids

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with **Cystex**—the new scientific discovery which starts benefit in 2 hours. **Cystex** must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get **Cystex** from your chemist or store today.

FIERY ECZEMA QUICKLY CURBED

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called **Nixoderm** that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get **Nixoderm** from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

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Photo shows one of the bungalows built for the mixed race people in Rabaul during Mr. Keith McCarthy's time there as District Commissioner. 2. The only new house in Malaytown. 3. A typical native dwelling built of black iron and scrap materials. 4. Some of the units in the new Hohola settlement near Port Moresby.

Sydneysider

Goes Walkabout

Mother Is Still A Boy's Best Friend

Rabaul, New Guinea.

If you are a native in New Guinea these days the possibilities are endless—you might even wake up one morning and find yourself a doctor, a bishop or a member of the Legislative Council. If you are European and don't like your own future, you can get out. If you are Chinese you can become naturalised and do the same thing. But if you are of mixed blood and some of it native, you are stuck with it, and the indications are you'll be left to rot where you are.

LIKE a lot of other people who have been in and out of the Territory for years and think they know something about it, I haven't concerned myself greatly with this minority group which generally, and in the face of official discouragement, wants to be known as Euronesian.

But the other day, when seeking other information here, I was told that the Department of Native Affairs now had a Welfare Officer—a Mr. T. Daw—and that I might find it worth while to see him and find out something about his job.

I did, and it was. Mr. Daw is an Englishman and if you were inclined to look at it in that light, you could consider him a bird of ill omen. For, since the war Mr. Daw has been in India, Burma and Malaya and to each of them came independence, and his job folded up and he left.

Now he's in New Guinea where there is also much talk of independence—someday. Unlike some Territorians who still say they can't see it happening here, he reckons that he sees exactly the same pattern being repeated in NG as he saw in the other three countries.

The next phase, he thinks, will be when the natives start writing on walls—"Australians—Go Home".

Trouble Fixing

That's as maybe. In the meantime, Mr. Daw's job is that of trouble fixer. It seems that anyone, of any race, can take their problems to him. The mixed-race people have problems oftenest and occupy a fair chunk of his time.

For some reason that I don't know, the local mixed-race people of Rabaul are known as the Kambiu community; the road that leads from Rabaul proper down to their part of the town is called Kambiu Avenue; and their club is the Kambiu Club. It's probably a Malay word, but its significance escapes me.

The place where the Kambiu people live is called Malaytown. Had I ever been to Malaytown? No I hadn't, so we got into Mr. Daw's car in order to catch up with this part of my education. (Over)

beer in handy cans

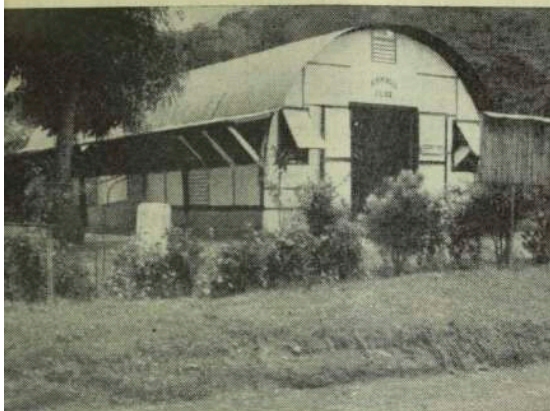


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VICTORIA BITTER

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Steamships Trading Co. Ltd.



The Kambiu Club, in Malaytown, Rabaul. It now has a licence, so it makes a profit and the whole community benefits.

ytown is pushed in between flank of Namanula Hill and Chinatown and has two good s about it—The Club, which is centre of Kambiu activity; and big trees that shade the shacks the sun and screen their un- outlines from passers-by. So s I could see there was only real" house in Malaytown; one was made of standard build- materials and looked like a house. rest were sprawling warrens of iron and tar paper and old of arc-mesh.

e Club is a converted quonset it sits in the middle of a lawn there are summer-house sort rangements outside where you take your drinks if you want to. was mid-week and mid-morn- out some of the lads were there, ing a quiet drink, or playing ghts or talking. Unlike the es, these people have a per- o drink but until about a year when the Kambiu Club got nce, there was always an aver- of about four per cent. of the of them in gaol on charges of ally supplying liquor". Since club has had its licence, no has been in gaol and the club has made a profit of about

en we arrived they bought us s and came around and talked. of these people are prodigious rs, but it isn't silly talk. It's the of long and logical thinking their problems, even though it ably leaves them back where started. As a result, they are

a frustrated group but there are no signs that they're a sullen, militant, subversive or communistic group—all things they might well be. All they want is to know what is to happen to them, and no one can tell them.

"What happens when New Guinea gets independence," I asked.

Mr. Henry Lewerissa bulged his large brown eyes at me, thumped the table and said, I think with a certain amount of relish: "We'll probably all get our throats cut!"

Mr. Lewerissa doesn't live in Malaytown but out on the main road in one of the half-dozen houses that were built for the Kambiu people in "Keith McCarthy's time". Apparently the houses were built first and permission asked after, and there is alleged to have been "a hell of a stink about it". People now think it was a good thing, and that there should have been more of it.

Mr. Lewerissa is also one of about five of these people who are naturalised Australian citizens. How come? Firstly because he himself tackled the Minister about it on one of the latter's visits to Rabaul; and secondly, because he was able to prove that he was pure Ambonese.

That's the crazy thing about

these naturalisation laws. If you are pure Ambonese, or pure Chinese or pure anything else, with a bit of pushing you can get through the hoops and are in. If, on the other hand, you are Ambonese *and* native, or Chinese *and* native or European *and* native you are, as the present regulations stand, forever doomed to stand on the outside just *looking* in.

Hard to Go Native

Deprived of citizenship you may spend 30 or more years in the P-NG Public Service, as some of the men I met had, yet never be more than "temporary"; you can't join the military forces; and your children, although educated in Australia, cannot stay there.

On the other hand, it is almost as difficult to go the whole hog in the other direction and go entirely native and so get some of your mother's land.

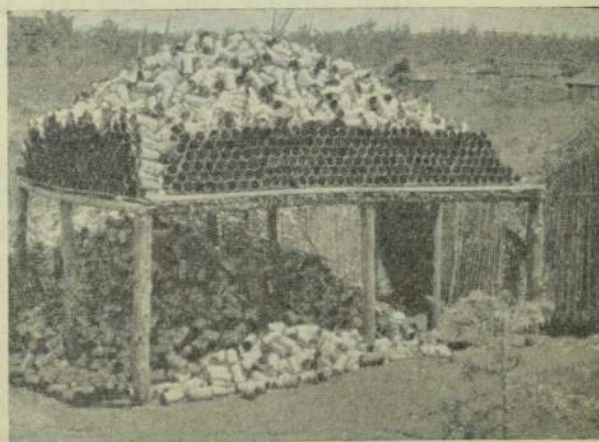
"How do you get to be a native, anyhow?" asked one of our friends. "Put on a lap-lap and run around in bare feet?"

This isn't the New Hebrides where non-natives can legally opt to be a "British" or a "French" citizen; nor Western Samoa, where you can legally choose your status.

One of their people, they told me, had managed to "go native" over on Watom Island where he was working on part of his mother's family land. They were vague as to how he had accomplished this.

They generally don't want to "go native", anyhow. They aren't ashamed of what they are. All they want is to be given the opportunity that has been given to the Chinese—to become naturalised Australians. This isn't because they want to go to live in Australia themselves; most of them would be lost there and they know it. But they want the privilege for their children, and they want it specially now with all this talk of independence.

Our friends saw us off at the



ew Use For An Old Thirst

esenting a thousand or so healthy New Guinea ts, these beer cans are still serving a useful pur- though empty. This lot is in a nursery at Mt. n and they are currently being used to grow alian gum tree seedlings to beautify the ern Highlands. The beer cans are taking the place re more traditional sections of bamboo that uly were used in nursery work. It only needs New Guinea genius to discover a use for used blades now and two of the world's most press- problems would be solved.—JT.

door of the club, with instructions to go and look at the houses. We wandered off under the trees and Mary, a tiny, elderly woman asked us in to one of the rambling black iron houses. It was a place of dimness and many rooms but scrupulously clean and tidy.

A couple of weeks ago I went out to look at the new housing settlement of Holola that the Administration has built for Port Moresby natives in that Never-Never area in the general direction of the race-course. The houses are made of cement and cost around about £1,000 to build. Tenants pay something like 35/- per week rent and

one of them asked us to come in and inspect.

He said he'd just moved in, so probably wasn't organised—but the domestic arrangements were not much different to those in any Papuan house, anywhere; that is, everything took place at floor level.

Round and Round the Circle

That was the essential difference with these Kambiu people. There were beds, tables, chairs and in a simple way, what Europeans expect in their own households.

Mr. Daw looked into a bedroom. "Who sleeps here?" he asked.

Apparently a young man and woman—we'll call them Kathleen and Harry—did.

"No, no, Mary," he said, "It will do. If this goes on, the next thing you know Kathleen will be having a piccaninny."

Mary was equally emphatic; there was nothing of the sort going on, she said. It was all respectable, on the up and up!

Mr. Daw remained unconvinced and was still muttering as he wandered over to another house. "Only a few of these people are legally married," he said, "but they produce numerous progeny. The girls go away to Australia to school—usually at Administration expense—then they come back to these same conditions. They are disillusioned and discontented and before you know it, they're sleeping with some fellow—and then they're pregnant. And so the cycle goes on."

We stood inside a gloomy labyrinthian building that was sort of rooming house. Mr. Daw sounded as gloomy as the place looked. "We had trouble with a fellow who lives in there," he said, nodding to an open door. "He was supposed to be guardian of a nine-year-old niece. Then we found she had gonorrhoea—then we found he had."

We went back outside into the sunshine and things seemed better immediately. Mr. Daw thinks that the root of these people's trouble is bad housing and he's not optimistic on that front. Rabaul has a Council of Social Services—a combination of public bodies like the Cross and Apex and others—the Council has sub-committees to deal with pressing problems. There's a sub-committee on housing right now has Malaytown at the top of its agenda.

But apart from housing the people also want to know what they are going politically. In the last 15 years Australia has managed to swallow North Europeans, Polish, White Russians, Italians, Maltese, Lebanese and half a dozen other varieties of people with no more than the normal amount of digestion.

It's hard to see then why it gives her such spasms to think of extending the same citizenship privileges to a comparatively few mixed-race people in the Territory whose biggest sin is having had parents of mixed ethnic origin.

It is a pretty devious bureaucratic mind that can say that a man whose parents were natives of an island north of New Guinea is worthy of Australian citizenship; while another man who looks, thinks and acts the same as the first, is not—simply because his mother was a native of New Guinea!

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Charges Of W. Samoan Inefficiency: Relief Expected At Last

From an Apia Correspondent

For years there has been public criticism of the inefficiency and financial chaos of some Samoan Government departments. Before the arrival of Cabinet Government, little had been done to investigate matters thoroughly.

HOWEVER, the Government is expected to take stringent measures to cope with a similar situation which has recently been revealed in a report by the Controller and Auditor-General of New Zealand.

It is understood Cabinet will introduce an efficient system of control and supervision which is long overdue. It is certainly essential at this time, when Western Samoa is approaching the day of full independence.

The Auditor-General's report is expected to take West Samoa's public accounts for 1959. The report was tabled at the last session of the Legislative Assembly, and submitted to a special public accounts committee. This committee has made recommendations to the Government on dealing with the situation.

Frank Criticism

The report contains some outspoken criticism. It points out the shortcomings of various Government departments, going back a lengthy period. These shortcomings have meant an appreciable financial loss to Samoa.

The report says that Treasury statements submitted to the Audit Office have been incomplete, and in accordance with regulations. There have been no accounts for receipts from Government business ventures such as the electric power scheme, radio licences and postage development charges.

There was any balance sheet, and some and Expenditure account compared, presumably because the Treasury was unable to cope with the task. (The Audit Office makes the point that the efficiency of the major public services is gravely affected by the lack of experienced accounting staff.)

The Health Department is criticised for confusion and failure in charging for services rendered to the public; and for lack of supervision, resulting in leakages and

theft.

The Public Works Department has not published balance sheets for 12 years, and independent stocktakers last year criticised the department for negligence and lack of control in its stores. Deterioration of stocks resulted in a large write-off.

As from November 1, every bicycle in the Cook Islands must bear an official number plate costing 5/- and is liable for an annual registration fee of 2/6. There is still no charge on horses.

They've Got Prohibition

Storekeepers throughout the Eastern Highlands district of New Guinea have been requested in a circular distributed by the District Commissioner, Mr. H. P. Seale, to refrain from selling plying cards to natives.

The Eastern Highlands District Advisory Council later told a meeting held in Goroka that the move is an attempt to curtail gambling among the people.

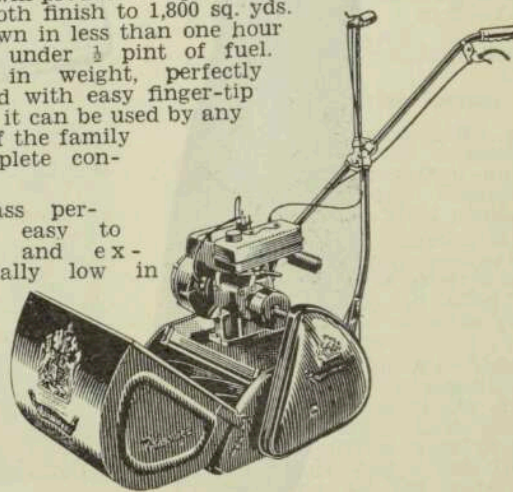
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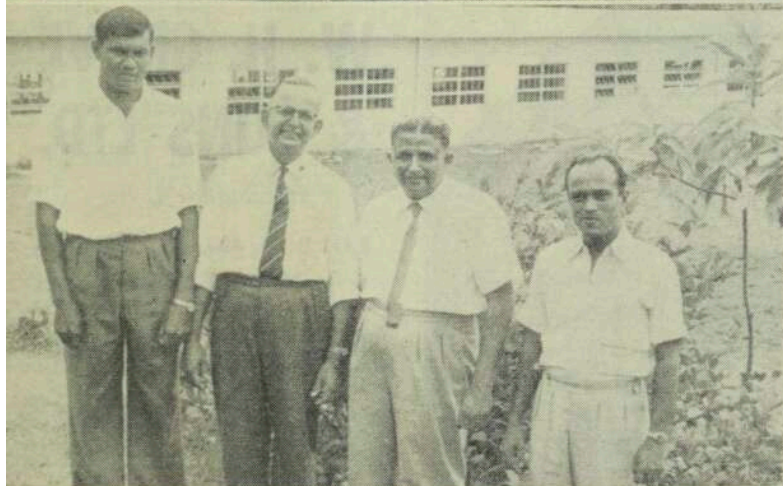


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A SCHOOL WITH THE RIGHT IDEA

Suva's Indian business community actively supports one of Fiji's most useful institutions—the Gujarat Education Society's Mahatma Gandhi Memorial Primary School, Suva. The school is open to all promising students, and it features technical training in some of the higher trades, agricultural education, and the systematic teaching of English—all matters of importance in the training of the future Fiji. The students' gardens are an interesting spectacle. The boys and girls, under the direction of senior master Dhaniram, learn how to grow food on their own plots—and their enthusiasm is such that they keep at cultivating, although frequently robbed by hoodlums who raid the garden at night. Photographs show the school, pupils at work in the gardens, and some of the men who support the school. Left to right—Mr. Pandaram, technical instructor; Mr. Narain Singh, headmaster; Mr. S. B. Desai, a leading Suva businessman, who is secretary of the Education Society; and Mr. Dhaniram.

Cocoa Scheme Success Brings

P-NG Alarm

From a Rabaul Correspondent

The pointers are evident in P-NG that the Administration of the Territory has replaced what was a mild feeling of worry with a real feeling of alarm towards trends in the Tolai cacao project.

NATIVE Affairs officers who nine months ago were optimistic, are now admitting their worry frankly.

Here are the issues at stake:

The Tolai cacao project was established seven years ago by the P-NG Administration in the Gazelle Peninsula area of New Britain. It was designed as a rural developmental scheme for the benefit of the Tolai native race living in that district.

From an agricultural point of view it has been an outstanding success. It has borrowed £220,000 from the Bank of New South Wales (on Government security) and it has used the money to establish a flourishing primary industry, a chain of modern fermenteries, and a successful market for its processed cocoa.

A Financial Success

From a financial point of view it has been equally successful, redeeming its borrowings ahead of time and bringing thousands of pounds into the Tolai community.

But its very financial structure is threatened today because an increasing number of growers are selling their beans to outside fermenteries instead of to the scheme's own fermenteries.

Two years ago the Tolai fermenteries were processing three times as much cocoa as the outside fermenteries. Last year the Tolai fermenteries were processing less than one and a half times as much cocoa as the outside fermenteries.

It is essential for the continued financial health of the project that it handle the greatest possible bulk of native grown cocoa from the Gazelle Peninsula.

The native is selling his cocoa outside the scheme for a variety of reasons, but mainly for extra money.

Outside the scheme he gets an immediate cash payment instead of having to wait for progressive payments from his own scheme. He also avoids paying a levy which operates inside the scheme to finance ad-

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Administration costs and redemption of the bank loan. Either he is too short-sighted to see how his attitude is damaging the scheme or he doesn't care.

The Big Argument

Today's big argument is whether or not the Administration would be justified in passing legislation making it illegal for natives to sell outside the scheme.

One important aspect to be considered concerns the moral rights or wrongs of legislation which at heart would restrict freedom of choice of the individual.

The Rev. Wesley Lutton, Chairman of the Methodist Mission in the New Guinea Islands and one of the best-known missionaries in PNG, believes restrictive legislation would be justified because of its merits.

Says Mr. Lutton: "The Administration must surely have the right to make laws which will protect the Tolai from himself if necessary. It is better to take such a step rather than to let such a magnificent scheme collapse for an inane reason. 'Much as we must protect freedom of the individual, we owe it to the Tolai to stand by him and protect him while he is growing up in the art of business.'"

Another aspect is the fate of the outside fermenteries which are now accepting the native cocoa. Any law which would force the Tolai to sell within his own scheme would mean the collapse of some outside fermentery businesses.

The Administration's responsibilities in the matter are complicated by the fact that the fermenteries concerned could have been refused licences but were not. By sanctioning their operation in the first instance, the Administration has taken a step which is difficult to retrace.

Furious Outcry?

Again, might not the Tolai raise a furious outcry if restrictive legislation were introduced, and thus upset the balance of the industry? There is no guarantee that restrictive legislation would cure the trouble.

Meanwhile the subject has been discussed in the P-NG Legislative Council, and it has also become the subject of a recommendation from Rabaul Town Advisory Council. The Council has recommended that "no precipitate action be taken to bring restrictive legislation".

The Rev. Father James Dwyer, of Rabaul, says: "In this problem we have three conflicting interests—that of the Administration, that of the natives themselves and that of the outside fermenteries. We cannot satisfactorily arrive at a solution until we can reconcile the three interests. I feel this can be done, but not through restrictive legislation."

Father Dwyer's optimism in believing that the interests can be re-

conciled is based on the opinion that when cocoa production reaches its peak there will be enough for every fermentery to process.

Despite what has been said on both sides, the Administration is still alarmed at the situation and it would not be surprising to see the introduction of some controlling measure.

A thorough survey is also being carried out on the factors motivating sales of cocoa outside the scheme.

The next GEIC Colony Conference, a biennial event, is to be held at Nikunau Islands in the Southern Gilberts in 1962. This was decided at the recent 1960 conference at Makin.

Undersea Earthquake Near Kermadecs

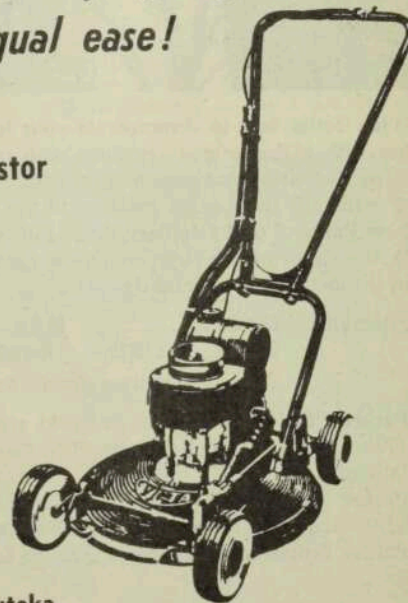
A heavy undersea earthquake occurred along the earthquake fault-line between the Kermadecs and Tonga at about 0700 on November 24.

The shake was detected at observatories in Wellington, Tokyo, San Francisco, Mexico City, New York, Boston, and elsewhere, but there was no report of any heavy shock being felt at the Kermadecs meteorological station or in Tonga, which seemed to indicate that the centre was deep in the earth below the seabed.

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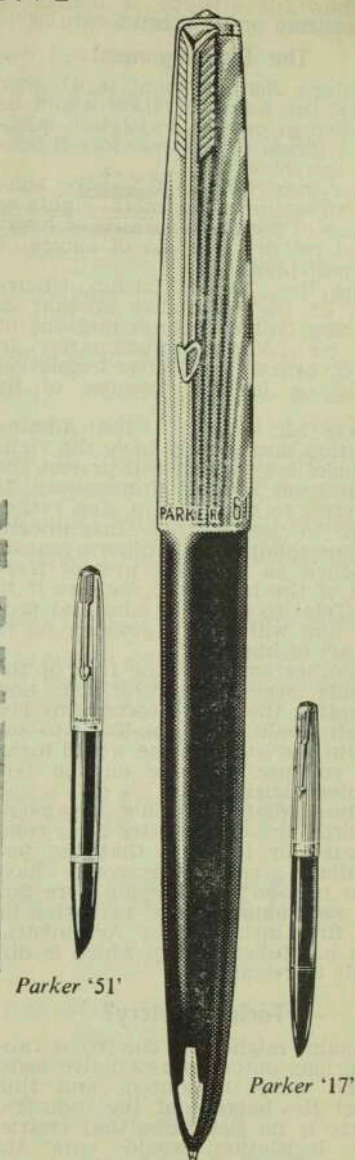
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Dinner Was No Success In That Far-Off Christmas At Misima

ALICE INNES Recalls a Festive Season

Christmas at Misima! Recent new mining developments there underline the fact that there is gold in those hills—and they remind me, too, of my first Christmas at Misima in the 1920's.

THAT was high adventure for me, a mere housewife at a Papuan mining outpost which Bretarte would have found equal to Californian pattern for living. Even today, the local characters end out in my memory like nouettes.

My husband had gone forward to see over Burns Philp's new store at Bwagoia, I had been left at Marai, while a new house, supposedly, was being built for us.

When the time came, I went off to Misima in the old *Tamarina*, with heart full of hope and a cargo of household goods. We struck storms and shipped seas which ruined my boxes of linen, mattresses and cushions, smashed the crockery and played havoc with our foodstuffs, but did not in any way inconvenience the merry mob of huge and aggressive cockroaches which overran the vessel.

We came through the narrow entrance beside the Manawai Lagoon, and even the sorrowful, seas-battered wreck that I then was could but be thrilled at the beauty of that lagoon!

G tenderly the liquid cargo was loaded, an amazing amount of beer and whisky. And then my poor household goods were hurriedly dumped ashore, as reunion celebrations were awaiting the arriving passengers and miners who greeted me.

Surprise! Surprise!

I had a surprise, too. I had no time!

Six months before, a builder had been sent out to build a "manager's residence". The timber still lay there, all eaten by white ants, and the roofing iron had "gone village" to roof pig pens.

So we went high up on a hill to a little native house where the previous manager had left all his organisation to his native household.

And yet soon, with Christmas on us, we set to and had "House Anky" built on a high hill. It was a thing of beauty. I have seldom seen an uglier place—but the view

was superb. And so we hailed our neighbours to come and have a Christmas "housewarming".

The *Guitana* returned from her tax collecting around "The Group", bringing Sir Hubert Murray, and official party, and Dr. Bellamy from Murua (Woodlark Island) as guests of our District Magistrate, Mr. Symonds. There was also the Umuna mine manager and wife, the engineer and wife, the local medical officer (who was to leave so soon afterwards and be so sadly needed!).

Pyjamas and Monocle

From Tauhik, the little bay around the coast, came Bella Boyd of loved memory, who daily worked her claim... there was "Count" Rochefort, arriving in his washed-out pyjamas and his bootlace on his monocle (and who with courtly grace presented me with a real "southern" cabbage he had grown on his mountainside claim).

There was the engineer of the little local train, "Tui Cook", who greeted me in Fijian, to my delight!

A Long Drive To Bondi!

A well-dressed Italian tourist on his way from Hongkong to Australia in November left his aircraft at Port Moresby convinced he was in Sydney.

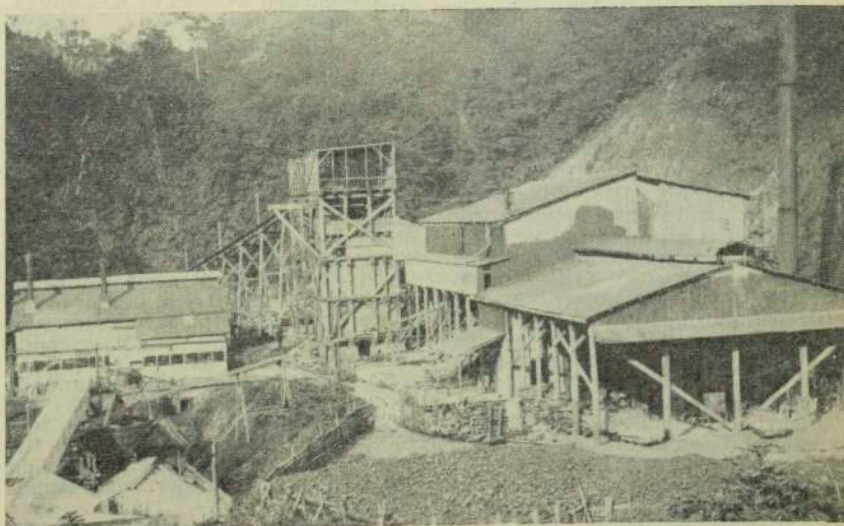
Before he realised where he was, the aircraft, a Qantas Electra, had taken off without him.

Police said the man told them he had not known the plane touched down between Manila and Australia. He had seen all the natives at Port Moresby's airport and "naturally" had thought he was in Sydney.

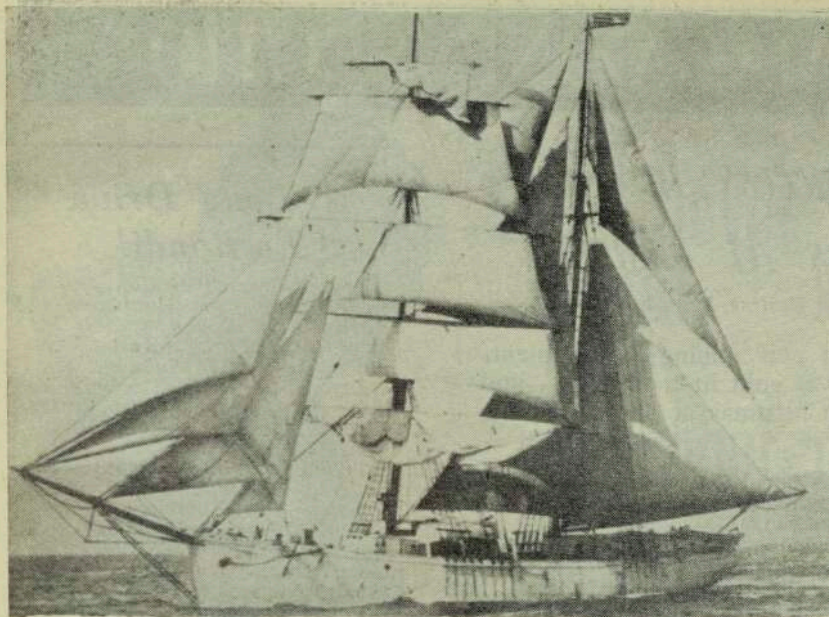
Police said the mistake had been realised when the man called for a cab and asked to be taken to Bondi. The tourist went on to Australia the next day—by air!

Also Patrol Officer Bill Baker and wife Gladys.

There were also "Captain" Teddy Mears, who knew every reef of Papuan waterways, and Sandy Grant with his two treasures... and the gun to keep would-be wooers away from those said treasures. (Sandy said "any courting of my two lassies can be done AFTER they are married". And Sandy's lassies danced only with their hostess on the back verandah, to the tunes from the wheezy old gramophone... the male members



An old photograph, supplied by Mrs. Innes, of the Umuna mine workings at Misima.



Tragic Pacific Blackbirder

This is a black ship in the Gilbert Islands' history. It's the brigantine "Tahiti" in which 270 Gilbert Islanders died in 1891. The vessel was built in California in 1881 for the San Francisco-Papeete mail run, via Taiohae. After some years in that service she was withdrawn and entered the blackbirding trade. Captain Fred K. Klebingat, of San Pedro, who supplies the photo, says she was found bottom up by the ship "Roselle" off the American coast and inquiries revealed that she had been bound from the Gilberts to the coffee plantations of Central America with her human cargo at the time of her loss. All hands were drowned.

of the Christmas party being wary of Sandy and his gun!)

Sandy told me, I remember, that he was sluicing very successfully on his mountainside and hoped to take his family "home" to Scotland and make ladies of them. But there was the problem of his native wife—she would not "be wishful for to travel" being a locally born native, and as she had saved Sandy's life years before his loyalty to her had meant that he needs must forego his return to his native heath.

From the Lappapai Mission came apologies from the Rev. Ron. Andrews and his wife; they were busy with the many festivities of their school and hospital. There was the sad little story there of the long expected "Christmas Gift" cases, sent by some well meaning, but rather stupid members of a small church group—huge cases costing so much in freight and promising a wealth of good things, but found to contain hundreds of old-fashioned curling pins, out of date corsets and such unusables. Thus there were long hours of frantic endeavour on the part of both of my clever and good friends of the Mission to make toys and clothes for gifts, when these

Christmas boxes proved so tragically useless.

Apologies also came from the opposite end of Misima, where brave Madam Bernier was nursing her very sick husband and also coping with "pig" and neighbouring village garden worries at Khuhbuga.

Unexpected Guest

And there was one unexpected guest . . . a very sick prospector; none other than our dear old George Arnold. He had been ill in his isolated camp in the mountains for some time, then was carried gently down the ranges along the coast and up the hill to us. Few men of Papua and, later New Guinea, were as well known and so well loved; George then so weak and ill, deserted by Lady Luck, lay for many weeks in our little spare room and his gentleness and kindness made him very dear to us.

So Christmas at Misima brought us guests or messages in 1920.

I could not claim that we had "champagne and caviare nor the Yule log" . . . as a matter of fact the Christmas dinner was something of a flop.

Ships were rare; there was no

(Continued on p. 99)

Do You Remember?

The "grimmiest Christmas that the British people have known for hundreds of years"—that was the prediction for Christmas, 1940, according to a "PIM" editorial of December that year. The unhappy prediction turned out to be right. Here are some extracts from that issue of "PIM" of 20 years ago:

"Is There Oil In Papua? Drill Soon Will Give the Answer." So said a heading in that issue—echoing exactly the Australian newspaper posters of 20 years later. Today, the question revolves around the drilling at Iehi, and everybody's hopes are with it. In 1940, drilling was just about to commence on a site on the Vailala River, and hopes of a successful find were high. "If there is actually commercial oil in Papua it should be found on this occasion," said "PIM".

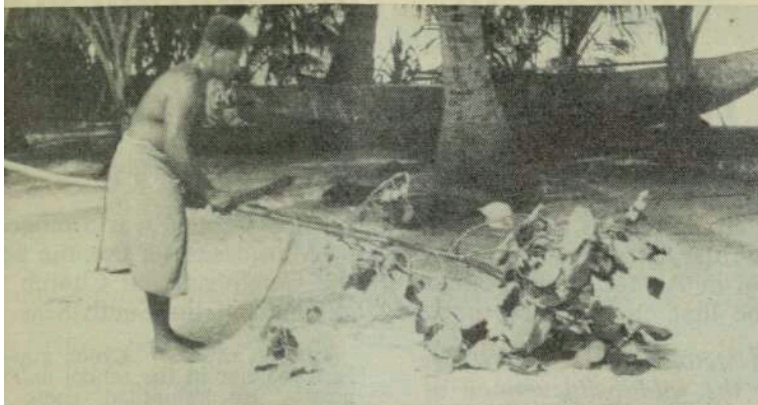
Pitcairn had a new issue of stamps, which brought comment from the experts. They liked them, but some took umbrage over the title on the stamps being given as "Pitcairn Islands", rather than "Island". Somebody pointed out that if the four small islands in the Pitcairn group had to take their names from the largest island, why shouldn't the Gilbert Islands be named after the chief island of the group, and be called "Ocean Islands"?

Fiji was asking for the return of the threepenny piece. The Legislative Council was told that when new coinage of Fijian design was introduced in 1934 to replace British currency in use for 60 years, the threepence had not been included because the then Governor, Sir Murchison Fletcher, believed that coins of smaller denomination made for cheap prices, small profits and quick turnover. Sir Harry Luke, Governor in 1940, reminded the Council during the discussion on the threepence that the matter of coinage was one for the Secretary of State, and he didn't think the Council could do much about it. But the report of the debate would be sent to London.

A Rarotongan reader, Ralph Ingram, wrote to the editor complaining that a recent cold spell there had awakened memories of better days. Oldtimers were insisting that sweaters and blankets were once unheard of and that in the last few years the weather had been going to the dogs.

Considerable quantities of cocoa from the New Hebrides and coffee from New Caledonia were going into the Australian market as a result of the war. The French colonies had been given the same tariff concessions as British Empire countries.

A cutter, "Wing On" was found wrecked on a reef off Vanua Levu, Fiji, containing an emaciated young woman, barely alive, and the bodies of a man and a woman. The cutter had left Seattle a few months earlier for the Marquesas, with four people aboard. It had blown off its course and had continued for 5,000 miles without sighting land. The master had also died en route and had been buried at sea.



A NEW DRESS FOR LAMARTOE

Mortlock Island girl Lamartoe wanted a new dress to wear. And no sooner said than done—almost. A Mortlock weaver, Tavi, got to work and made it from go to whoa, while Rabaul man Gordon Bladen photographed the various steps for *PIM*. Lamartoe is seen wearing the dress on the right.

In the first picture Tavi prepares a limb from a type of hibiscus from which the weaving fibre is obtained. He cuts the limb from the tree, removes branches, peels off the outer bark and takes one inch strips of the inner bark, which is then soaked in the sea. This is then scraped by a turtle shell scraper, washed and hung out to dry, and afterwards dyed.

Tavi then gets to work on his weaving, with the Polynesian loom fastened to the side of his house. The completed fibre cloth is always given to wives, sisters or girl-friends and is worn on festive occasions. The Mortlocks are north-east of Bougainville. The origin of its loom is obscure.



The Wild, Wild Women Of The Marquesas Didn't Break The Spirit Of Mr. Crook

By R. A. Langdon, Author of "Island of Love"

William Pascoe Crook, the first missionary to be left in the Marquesas Islands, was a pioneer in more ways than one. Besides being the first European to live in the Marquesas, he was the first person to establish a boarding school in Australia, the founder of the Congregational Church in Australia, and he helped to print the first books ever printed on an island in the South Seas.

R. W. Robson, in his article in October "PIM", left Mr. Crook somewhat uncertainly among the wild, wild women of the Marquesas. He said that, after the mission ship "Duff" sailed back to Tahiti in 1797, Crook appeared "to have gained approbation as a hard-working, conscientious missionary".

THIS was not quite the case. Crook was a conscientious, hard-working missionary all right, but he did not gain the approbation of the natives.

After the *Duff* sailed, the Marquesans gave Crook a pretty rugged time. They would have nothing to do with his attempts to Christianise them, and they soon stole all his clothes.

Nothing was heard of poor Mr. Crook until the end of his first year in the Marquesas when an American sailing ship put into the island of Tahuata in search of an anchorage.

Not finding one, the captain decided to go on to Nukuhiva. But just as he was leaving, he saw a naked "native" paddling out to his ship in an outrigger canoe.

He paid no attention to him until the "native" called out to him in English.

Surprise turned to astonishment when the "native" clambered aboard and introduced himself as William Crook, sole representative in the Marquesas of the London Missionary Society.

Crook Was Stubborn

The captain, after listening to a tale of woe, tried to persuade Crook to leave the islands in his ship. But Crook, who was the stubbornest of missionaries, said he would accept a passage only as far as Nukuhiva, where he would try his luck again.

Crook stayed in Nukuhiva for a year, but he made no more progress there than he had done in Tahuata. When a whaler called at Nukuhiva, he jumped at the chance of being taken off.

A Marquesan called Timotiti went to London with him and was exhibited there for the benefit of the missionary society. But he pined away and died before attracting much attention to his heathen islands.

A journal which Crook kept during his two-year spell in the Marquesas is now in the Mitchell Library, Sydney. As Crook was the first European to live in those islands, the journal is of particular interest to anthropologists.

Went To Sydney

Crook's reverses among the Marquesans did not diminish his missionary zeal.

In 1803, when he was 28, he accepted a call from the London Missionary Society to take up mission work in the projected settlement under David Collins at Port Phillip Bay.

He reached Sydney in November, 1803, but by that time the settlement at Port Phillip had been abandoned.



**R. W. Robson told the story in
October of what happened
when the first Christian
missionaries in the Pacific met
the wild and beautiful women
of the Marquesas. Here,
R. A. Langdon supplies a
colourful sequel which also
happens to be of historic
interest.**



In this situation, Crook got a job as a teacher in the school at Parramatta. He remained there until Governor King sent him as a storekeeper with William Paterson's first expedition to settle northern Tasmania. However, the expedition was forced back by bad weather and Crook's appointment was cancelled.

Back in Parramatta, Crook took up teaching again and set up Australia's first boarding school.

An advertisement in the *Sydney Gazette* for August 19, 1804, stated that pupils would be "taught to read, speak and write the English language with accuracy and propriety" and that Mr. Crook would "attempt to store their minds with the general knowledge . . . making every part of education as pleasant as possible".

Founded Church

During the rule of Governor Bligh's opponents, Crook was given the job of conducting divine services and baptisms. He moved to Sydney where he opened a boarding school for young ladies on the corner of Hunter and Bligh Streets.

In 1810, Crook founded Australia's first Congregational Church in this schoolhouse. But Governor Macquarie, at the instigation of Samuel Marsden, the Colonial Chaplain, immediately rebuked him for administering the Lord's Supper while an unlicensed and an unordained clergyman.

However, Crook's church continued in existence until 1816, when he left Australia to take up missionary work in Moorea, Tahiti's sister isle. This was just after King Pomare II of Tahiti had succeeded in imposing Christianity on the natives of Tahiti and Moorea by force of arms.

Crook had learned something of the mysteries of printing during his sojourn in Australia, and in Moorea he helped to print the first books ever to be printed on an island in the South Seas. These books were a Tahitian spelling primer, a Tahitian catechism and a Tahitian version of the Gospel of St. Luke.

In 1818, Crook crossed over to Tahiti, where he opened the first

They've No Community Of Interest (She Says)

It will take some time to bridge the gap and get the majority of the New Guinea natives sufficiently educated to be able to meet with others and form a community of interest. This is according to Senator Nancy Buttfield, of Adelaide, addressing the Australian Senate recently.

What's more, she had had an experience in New Guinea, she said, which illustrated what she was talking about. Her point was, she said, that there was no discrimination against natives in New Guinea because there was no community of interest. However, they were a charming people, and it was a delight to see their naturalness.

Here is her experience, as related to fellow members of the Senate:

"I was standing in a Highlands area, having a picnic lunch and talking to the District Officer and, as always happens, a mass of natives came around us.

"I had no stockings on and the natives were around my legs, pulling the hairs. I took no notice. They were evidently rather amused. They had not much hair on their legs, and I thought at perhaps they were being educated.

"Before very long the natives were examining my clothes. They pulled my skirt up, examining what I had on.

"I said to the District Officer, 'This is getting embarrassing'.

"He replied, 'You would be more embarrassed if you knew what they were saying'.

The point I am trying to make is this: How can I sit down and talk with people who are so amused that they have to pull my hairs on my legs? I had nothing to talk to them about."

on station at Papeete, now the capital.

stayed in Papeete until October 1823, when he left to establish a mission on Tahiti's Taitapu peninsula. The post at Papeete remained unoccupied for two years. George Pritchard (later to be killed in the trouble following Tahiti's annexation by France) took over.

Back to Marquesas

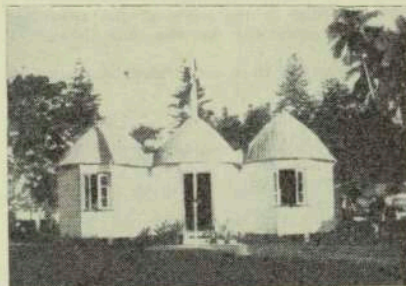
Crook apparently did a good job in Papeete, for the missionary said: "It is to be feared that the people received much moral instruction during the time the post was kept from the intercourse of the vessels which entered the harbor subsequently to Mr. Crook's departure."

In 1825, Crook visited the Marquesas again with a couple of other preachers whom he left to carry on where he had left off in 1799.

When Crook returned to Tahiti, he remained at Taitapu for five years. He then went back to Tahiti with his wife and nine children.

He resumed his teachings and pastoral work in Sydney, and after he built a small Congregational Church at Watson's Bay. This was done in 1841, by which time he was 66 years old and in bad health.

His last years were spent in Melbourne where he lived with a son. He died there on June 14, 1846.



UNUSUAL. This unusual three-sectioned building, standing in grounds close to the Royal Palace in Nukualofa, is the new headquarters of the Tonga branch of the Girl Guide Association. It was recently opened by Queen Salote, who cut a ribbon across the door with a pair of golden scissors (lower photo). After the opening, the Queen sent the Guides an enormous roast pig for their feast.



What Bird Is That?

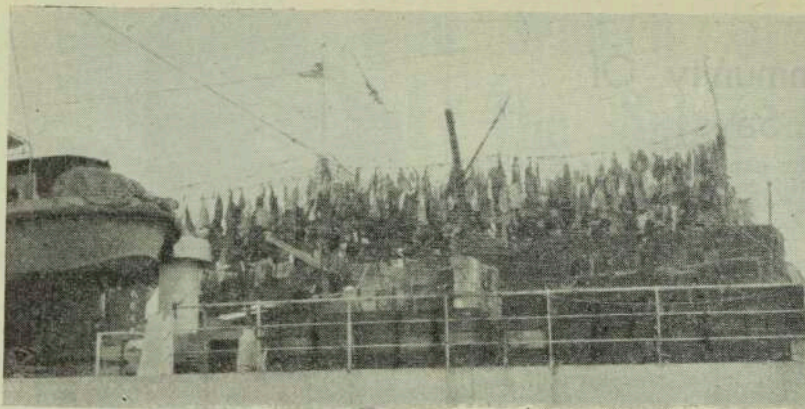
When Trans Australia Airlines took over the internal air services in Papua-New Guinea that were formerly run by Qantas, they gave them a name—Sunbird Services—and painted the controversial bird itself on the tail assembly of its DC3 aircraft.

The TAA Sunbird has a dark bib, a yellow vest and undercarriage and looks a bit like a fat, coloured sparrow.

No sooner had the new insignia been painted on the planes than a lot of local experts whose total time in the Territory added up to thousands of years, said they had never heard or seen a Sunbird and didn't believe there was such a thing.

If there isn't, there should be—according to Neville W. Cayley's book, "What Bird is That?" The yellow-breasted Sunbird is distributed over north-eastern Queensland, Celebes, New Guinea, Admiralty Islands and the Solomons. Anyway, that's what Mr. Cayley says and he goes on: "Usually in pairs, flitting about the flowering trees and shrubs seeking insects and nectar . . . it has the true humming bird habit of hovering near flowers."

The female is all bright yellow underneath, but the male has a bright blue bib in addition. As these birds are apparently no more than six inches from beak to tail, and as all birds are difficult to see in the tall, rain forest of the Territory, it isn't all that surprising that few people know them.



A Story of Fijian Hospitality

Two Friends For Dinner

By Inez Hames

Alite picked up a sharp-edged shell from the mats on which she was sitting, and scraped firmly along the mid-rib of a long pandanus leaf, split it into narrow pieces, adding them to a heap in the corner.

ALITE was a good Fijian housewife. Moments must not be wasted. In spare time pandanus leaf must be prepared and mats woven. Some of the mats in her house were her work, and some were her mother's. But all were well done.

In this roomy home they covered the whole area from wall to wall, and also the large bed at the upper end of the room. Bundles of mats, too, were stored overhead in the house-rafters, ready for emergencies, such as weddings or funerals. The mat-covered bed, a table, two easy chairs and a large wooden safe were the only articles of furniture in the house.

Turu, master of the house, husband of Alite, lay asleep on the floor-mats, between two opposite doors, midway down the house, where a pleasant draught of air cooled the tropical atmosphere.

Suva Would Be Better

Though mats were laid on earthen floors, they were soft and springy, for Alite had renewed the dry fern under them only yesterday, carrying it for a mile on her back from the hillside where it grew.

"Wake up, Turu," she said. "Don't be so lazy. The children will be home from school soon, and you haven't even started your day's work."

"I know," he said, awakening. "I

hate village life. I get so lazy. If I were working on a job in Suva, I'd be all right. I'd work hard." He stood up, a strong, muscular, well-built Fijian man.

"I'll catch a fowl," he said, "and then go and get some taro from my plantation. You'll want them for

SOUP IN SUSPENSION

That's soup hanging up there—shark fin soup! "PIM" man Jim Shortall took the photograph recently in Suva where the shark fins were hanging to dry on lines aboard the Japanese tuna mother ship "Tenyo Maru".

these European visitors tomorrow. "I should think so," said Alite good-humouredly. "They're my friends. You'd better hurry up."

Turu, clad only in khaki shorts, stepped out into the sunshine. Alite also stood up, a tall, lithe figure. She tightened the sulu round her waist.

Alite loved village life. This home she was proud of. The high rafters were trunks of trees, as were the posts that supported the roof. Rafters and roof-poles, wall-poles and thatch that covered them, reeds that made such pretty patterns on the walls, and sinnet that tied them into place—all had grown in near-jungle and forest. Only £100

(Continued on p. 97)

CROSSQUIZ

(For Solution see page 91)

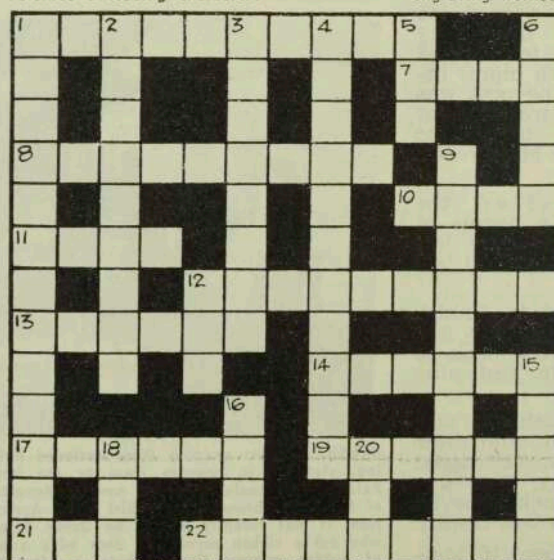
— A C R O S S —

- 1.—Who composed the music for the two ballets "Petrouchka" and "The Fire Bird"?
- 7.—What is the name of the television award equivalent to the film industry's Oscar?
- 8.—Which river constitutes the boundary between USA and Mexico?
- 10.—What animal is often used by cartoonists to signify Russia?
- 11.—Who was England's Prime Minister at the time of the Suez crisis?
- 12.—What title was given to Richard I of England?
- 13.—What is the term for the drum-beat calling soldiers to their quarters at night?
- 14.—In which Shakespearian play was Polonius a leading character?

- 17.—Who said, "The quality of mercy is not strained"?
- 19.—Which system of weights and measures is used universally in scientific work?
- 21.—The timber of what tree was formerly used for making water-pipes?
- 22.—In what class of swimming does John Konrads hold practically every world record?

— D O W N —

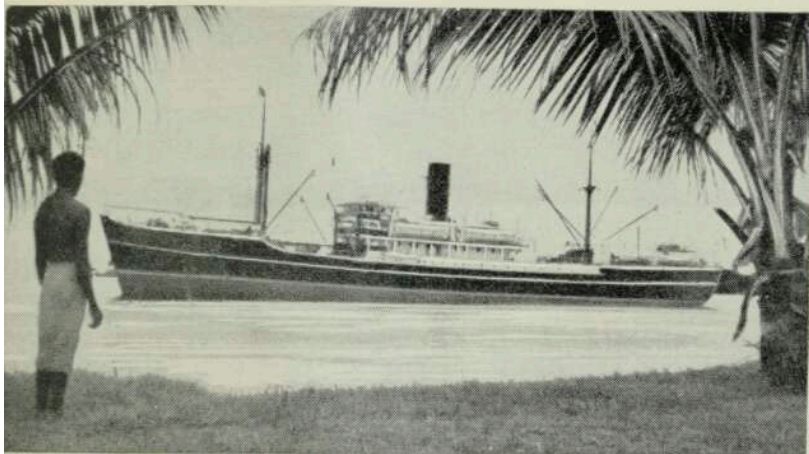
- 1.—Which famous film star made her screen debut at the age of three in "Red-haired Alibi"?
- 2.—In which opera by Verdi does the Duke of Mantua appear?
- 3.—What is the term for a hollowed-out engraving worked on a semi-precious stone?
- 4.—In which village in Norfolk is there a Royal country residence?
- 5.—What is the monetary unit of Japan?
- 6.—Who was the leader of the Peasants' Revolt under Richard II?
- 9.—What is the science of obtaining metals from their ores and applying them to the uses of man?
- 12.—Which New Zealander is famous on Fleet Street as a political cartoonist?
- 15.—Who was the Greek goddess of fortune?
- 16.—What is a peruke made of?
- 18.—What does the sign of the zodiac, Aries, mean?
- 20.—A watering-place in Germany or measures used in typesetting?



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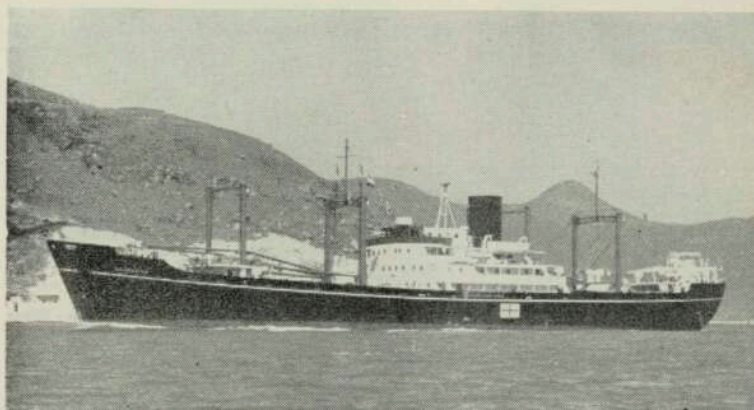
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Sorting-Up Of Islands History

By 1500 AD, most of the world—except the Pacific Ocean—had been seen and charted in rough outline by European sailors.

SPANIARDS and Portuguese had come down around Africa, and across the Indian Ocean, and strated the archipelagoes of the Indies, and looked out east- over the great ocean.

1513, the famous Spaniard, ez de Balboa, crossed the ama Isthmus at Darien, and ed "amazed" at the Pacific n, stretching endlessly west-

it none could even guess at lay between the East Indies the Isthmus of Panama.

1519-20, the Portuguese navi- r, Ferdinand Magellan, led e ships around Cape Horn, ted Magellan Straits, crossed Pacific Ocean from east to , and recorded the first cir- navigation of the world. He d a new world of Islands.

According to a new book, *The istory of the Pacific Islands*, en by Andrew Sharp, over 100 gators and explorers from pe entered the Pacific Ocean een 1500 and 1850 AD, and dis- red, charted and described the sands of islands which com- the countless archipelagoes of North and South Pacific Ocean. arp has done a remarkable job.

has examined hundreds of ished books, manuscripts and ry references relating to Pacific oration; collated and compared checked the recorded facts; thus has produced a book which us, in handy, accessible form, full list of the explorers who overed the Pacific Islands, de- of their ships and particulars their voyages.

is a book which every man who es about the islands in the e, or makes plans for them, have available for reference.

the first couple of centuries acific Ocean exploration, these ds were quite haphazard. e did find early publication a place in libraries; but most o have been buried deep in archives of a dozen countries. he following centuries, some e searched for, examined, com- d, and used for the correction innumerable errors in material dy published. But the printed ds bristled with inaccuracies inconsistencies.

t. Sharp apparently has de- i years to research, and now

gives us a complete history of this 350 years of exploration, accurate as far as seems humanly possible. His footnotes, indexes, biblio- graphies make the way easy for other researchers. If they doubt the conclusions of Mr. Sharp, they now can easily go over the same track for themselves.

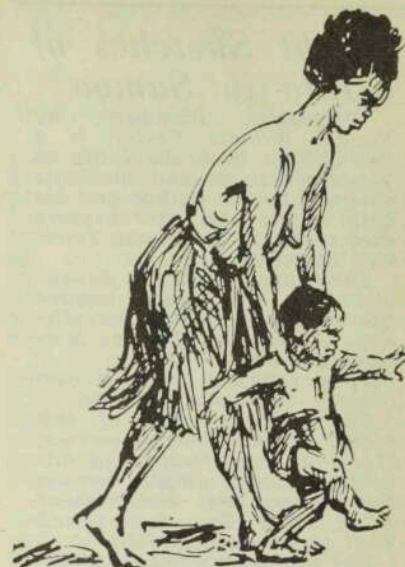
(DISCOVERY OF THE PACIFIC ISLANDS. Published by Oxford University Press. Australian price, 73/-.)

The Unofficial Historians of The South Pacific

AND on this subject of Pacific history, latter day historians will probably never be able to repay the debt they owe to the old missionaries of the London Mis- sionary Society who were prodigious writers as well as being stern realists and enthusiastic savers of souls. Modern missionaries are not nearly such dedicated scribblers.

However, two current LMS workers in the field have done something to repair the neglect in the last month, and each has produced a small book from widely different parts of the Pacific.

One of them by a comparative newcomer to the Pacific, Bernard Thorogood, concerns the Cook



One of the many delightful black-and-white drawings by Milein Cosman in Constance Fairhall's book, "Some Shape of Beauty", which is reviewed on this page.

Islands; the other is about Papua and is written by a veteran of almost 30 years in that field, Miss Constance Fairhall.

Mr. Thorogood sets the theme of his book with the title—*Not Quite Paradise*. The idea of the South Seas being Paradise has been the war-cry of second rate novelists too long, he says; often with no know- ledge at all of Pacific conditions they have written tales that stir the wanderlust of city workers who think of the far flung island, so serene in the Pacific, as a place of music and dancing "where life is easier and the girls, always seduc- tive in grass skirts, are easier".

There are the other type of paradise seekers also—the seeker

AN ODD COLLECTION OF STORIES

"Happy Families Are All Alike" is the title of Peter Taylor's collection of short stories with an American setting, but the real clue to what this book contains is the rest of the quotation from "Anna Karenina"—"every unhappy family is unhappy in its own way".

MOST of Peter Taylor's charac- ters are unhappy, "sick", and in fact downright queer. So that when you have read this book you'll probably feel you have had a bigger dose than you want of the kind of "sick humour" that for some extraordinary reason is popular on the long-play discs and in some cartoons these days.

Author Taylor tells of all kinds of nastiness in the woodshed—brother and sister with a sexual problem and children who can see through it; a negro who is allowed to get into all kinds of trouble be- cause it is good for the souls of his

white benefactors; a negress who looks forward to being married in her mourning clothes; and exploits of various assorted St. Trinian's type kids.

Peter Taylor is a clever writer who goes about his job in a master- ful way. He can certainly create a picture of horror, but it's not the kind of horror of an Edgar Allan Poe. Taylor's is a creeping kind, and after reading some of his stories you feel a bit dirty.—SI

(HAPPY FAMILIES ARE ALL ALIKE. Published by Macmillan & Co. Australian price, 20/-.)

Bright Sketches of Life in Samoa

"Polynesian Paradise", by Ronald William Taylor, is a well-written book about life in Western Samoa, and incidents observed by the author and his wife during the several years they spent in the Trustee Territory as missionaries.

They lived first in Savaii; and then Mr. Taylor became the principal of the Seventh-day Adventists' Vailoa Missionary College.

They returned to their own country (Australia) in 1956.

The publishers say of this record of a missionary's service: "It is a truly fascinating adventure story, simply because the author's zest and humour make every day a surprise." That is not exaggeration.

The book is not only readable but, because of its author's missionary conscience, it also is a dependable record of village life in Samoa in the middle of the 20th century.

One notes the usual technique of the American publisher—the use of the word "Paradise" in the title. We have had a score of American-published books in recent years, with "Paradise" worked into the name-plate. Life in the Islands is very pleasant—but the Islands are no nearer Paradise than is San Francisco or Timbuctoo.

—R.W.R.
POLYNESIAN PARADISE, by Ronald William Taylor. Our copy from Pacific Press Publishing Association, Mountain View, California.

who imagines the South Seas as an ecclesiastical paradise. A paradise of fine church buildings which dominate the scene and the village life that is centred on the church and its services.

"They have seen pictures of plump pastors with their crowds of adorable children. . . . Church people in the home country think of the mission as a success story just about to be concluded."

Thundering Like a Giant

But the situation is far otherwise and one can almost hear the voices of the missionary giants of the past—the Lawes and the Chalmers and the John Williams—when the author thunders: "Young men and women find the sophistication of Hollywood a more powerful incentive than the simple preaching of village pastors. There is holiness in the islands, there is honour for God, there is a living church; but there are self-satisfaction, materialism and the age-old sins of the flesh still to be conquered."

But having got this off his chest, the author settles down to giving a

very human, entertaining and sometimes amusing account of contemporary life in the Cook Islands, setting out its problems, secular and religious.

He discusses all manner of things, from the fact that missionaries are the sitting targets for anthropologists who consider that they are meddling with "delightfully interesting old customs"; the vagaries of the comings and goings of the Maui Pomare, that regulated all life in the Group; right down to such entertaining local customs as the Big Wedding.

"The big families in Rarotonga," he says, "rejoice in display. You see this at weddings and funerals. At the church before a wedding the groom's party rolls up in hired cars; the rolling often takes a long time,

for it is not just a best man, but a retinue. Depending on the bigness of the affair, there may be up to a dozen groomsmen, all in navy blue suits with white garden buttonholes. They stand around looking awkward till the girls arrive. The bridal party may have 12 bridesmaids, with a pair of little flower-girls, all handsomely gowned. Some of the local belles are often asked to be bridesmaids and so collect quite a wardrobe of dance frocks.

"This large group of young men and women fill the front pews and the rest of the church is almost empty, for guests do not usually bother to attend such a minor part of the festivities as the service; they line up for the feast.

"This is held in a packing shed

The Naughtiness That Shocked Grandmama

The thing I like best about the collected works of Colette was the motion picture *Gigi*.

HOLLYWOOD, and all it stands for, has taken the blame for a lot in the 20th century world which is apt to forget that, on the credit side, it has performed one task for suffering humanity: It has cut culture down to handy, bite size so that it can be swallowed without undue effort by the strictly uncultivated.

For those of sturdier spirit who can take things like Colette straight, in the original French or translated, Messrs. Secker and Warburg, the publishers, are also doing their bit. They now have 14 volumes in their Works of Colette, Uniform Edition, the last of them, *Claudine Married*, just recently with us.

It was first published in Paris in 1902, as *Claudine en Menage*, at a time when the essential wickedness of French novels was a firmly established tradition in the island across the Channel. In those days, however, if you wanted to read Colette you had to read her in the original. So far as our researches show, there was no translation into respectable English published for many years after that.

Probably if you had already digested the other two Claudine stories, *Claudine at School*, and *Claudine in Paris*, you could more easily cope with the girl *en menage*. But having picked the story up in its third episode, all its allusions to the past, wicked though they might be, fall on barren ground. The subtle reasons—if reasons there be—for Claudine and new husband to revisit Claudine's old school are lost; and the continual harking back to Fanchette, the cat, and Melie, the servant, are mere distractions.

No one who has graduated to contemporary literature in the era

of such works as *Peyton Place* are likely to find Claudine's description of her early married life and her desire to be dominated by her middle-aged writer husband "so brutally honest, so shockingly frank that modern writers on the subject might reasonably blush"—as the blurb on the dust jacket tells them they should.

The fact is that nothing dates quicker than the "wickedness" of a past generation and in spite of the promise of the dust jacket, this particular episode in Claudine's life has about the same effect on this reviewer as her first encounter with *Lady Chatterley's Lover*. I discovered the latter with a certain amount of excitement in a bookstall on Cologne railway station in 1955, and read it on a railway journey right across Germany—only to discover with disgust that it was an expurgated edition with all those passages containing the little four-letter word we've been hearing about so much lately, replaced by the traditional row of asterisks.

Whether the missing words—which we've been assured can be found written on the walls of all State school lavatories—could lift that story to the point where an edition of eight million paper-backs went off like hot-cakes, we may now soon find out. But without them the Lawrence classic rarely rises above a corny account of out-moded conventions and old social and political theories.

It is one of the unanswered conundrums of literature that books that are considered classical can be so infernally dull.

(CLAUDINE MARRIED. Published by Secker and Warburg. Australian price, 17/-.)



Typical Islands lass, a Rotuman, was photographed recently by "PIM" reader C. S. [unclear], who is chief engineer in the LMS missionary vessel "John Williams VI".

open area filled with tables resting on orange boxes. Boxes are also seats and provide the basic port for the 400 or 500 guests. The door as they go in, gifts for couples are put in a large box. The families keep a good eye on this, hastily supplying a new sitting box when one is filled. This impersonal atmosphere is the voice of the orator as he goes back into memory, producing the family origins, its ties and lineage and proving the and groom to be an excellently matched couple."

That's Papua

Miss Fairhall, a missionary nurse in Papua since 1932, is much more used to seeing her natives through coloured spectacles than Mr. [unclear]. Her small book—*Some of Beauty*—consists of a collection of pieces about people and events in almost every district of Papua. Most of the stories have a religious motif and reading the books, and taking them at face value, one might assume that there is a great deal more religious sliding in the Cooks than in a.

Nevertheless, Miss Fairhall has descriptive ability and a talent for producing authentic atmosphere in this introduction to a story:

Today is a typical Delta day. Coleman lamp failed last night; refrigerator went out because girls forgot the kerosene; the bus won't work and the typewriter has twisted its ribbon. I seem always dirty just wrestling these things. Oh for a man in the place! When I came up to hospital for morning tea at past six, I found only hot in the teapot and when I did it out looking for the tea-

(Over)

ONE THAT CAN'T BE CLASSIFIED

It gets off to a slow start but improves on longer acquaintance, this unclassifiable book, called "The Two of Us", written by a young woman with the improbable name of Mercedes McCambridge.

MERCEDES contracted a hasty war-time marriage, but when husband returned after it, they found they were strangers, in spite of the fact that they were parents of an infant son. The marriage fell apart at the seams, and in 1947 Mercedes decided to travel to get it out of her system.

She took five-year-old John along with her, and John becomes the gimmick of this story which is part travel book, part personal reminiscence and partly of the theatre and allied arts.

Mercedes, before her marriage, had made a name for herself in radio, with less successful sorties into the theatre and films, and the sensible thing, when the marriage cracked up, would have been to carry right on from there. Instead, she decided to travel around the world by the longest route for the least amount of money—something that requires the constitution of an ox, the disposition of an angel and a highly developed sense of adventure at any time. Both Mercedes and John appeared to have these talents in full measure, running over.

This was 1947, a year when international travel had not recovered from war-time restrictions, and when people who did so merely for

pleasure were regarded as pests who should be sternly discouraged. Mercedes and son, therefore, find themselves flying in beat-up old DC3's whose doors fall off on take-off; and on un-reconverted French steamships (as *passagers de deuxième classe*, 50 to a dormitory), which the newspapers of the time were fond of calling hell-ships.

In such fashion they progressed down through the United States to Miami and beyond to the West Indies; and from Martinique 15 days across the Atlantic to Southampton and London, and from there to the Continent and back again.

According to Mercedes, whether you are facing the facts of life amongst 50 cabin mates—not more than six of them white, and all of them *de deuxième classe*; or doing the art galleries of Italy; or the theatres of London; there is no more delightful travel-companion than a five-year-old boy.

There is not one five-year-old of our acquaintance whom we can tolerate for longer than a Sunday afternoon car ride, but that's maybe because all of them have plain, ordinary parents and haven't had the advantage of being brought up by an actress who, if the picture on the back of the book is any criterion, is quite a dish.

(THE TWO OF US. Published by Peter Davies. Australian price, 20/-.)

Down Amongst The Dead Men

THRILLER readers this month have the choice of *Runaway Corpse* and *Dead Man Running*.

Or they can read them both; similarity begins and ends with the titles.

Runaway Corpse (The Case of) is, of course, by Erle Stanley Gardner with Perry Mason, Della Street and Paul Drake going through their usual paces and the whole thing ending with Perry's usual brilliant performance in court.

Perry Mason fans don't care that there is a certain repetitiousness about the famous lawyer and his cases. The fact that he can solve anything in the end—even though in the early chapters he will have run foul of the District Attorney and the local police department, and to have been in imminent danger of being thrown into gaol himself for interfering with the processes of the law—all add up to a certain charm for the addict.

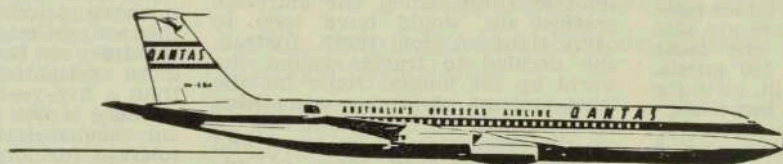
In this particular case, Perry's

clients are a cat and mouse team of vociferous aunt and timid niece who is married to the Corpse. The Corpse himself is no better than he should be, and not as permanently dead as might be expected.

John Blackburn's *Dead Man Running* follows the now well-worn path of taking British military secrets behind the Iron Curtain. But this story is a variation on the usual theme in that it's a sort of Burgess and Maclean in reverse. Peter Carlin was shanghaied while in Russia on legitimate business and the stage set back in England to make it appear that he had done a flit. He was as good as dead and no one expected him to escape and return. How he did and what he discovered in clearing his own name provides the action in the story, and during it the reader meets some strange characters.

(THE RUNAWAY CORPSE. Published by Heinemann Ltd. Australian price, 15/6. DEAD MAN RUNNING. Published by Secker and Warburg. Australian price, 18/9.)

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a dead cockroach lay in the of the pot and waved its me."

is, of course, the other side ledger: "All the same, the s astonishingly lovely in the ag, and there is a poinciana n full bloom outside my v."

aps fail and house servants hot water instead of tea er Papua—but probably the al thing, whether you are ary, patrol officer, or some- st earning a living, is that s still a poinciana to bloom, river to look astonishingly

unts of life in the Pacific in th century written by old nissionaries are amongst the referred-to books in *PIM*'s . It seems a good thing to t the present generation of eld workers is keeping up ssion's subsidiary role of re- of contemporary life in the

Fairhall's book is illustrated ne amusing black-and-white gs by Milein Cosman.

QUITE PARADISE, 5/- Stg. SOME OF BEAUTY, 3/6 Stg. Both books lished by the Livingstone Press, eret Street, London, SW1.)

Years Before Columbus

s long been a possibility that Vikings discovered America uries before Christopher us who is usually credited e feat. The late Nevil Shute one of his novels on this and now another English Henry Treece, uses the same for the third of his trilogy Vikings.

Norsemen were still pagans 00 years after the birth of by when the rest of Europe ng been christianised; and he French and English burnt in their churches and asked o be preserved from these the devils themselves were incredible adventures on orthern seas, visiting their ebridean neighbours, and g further on to Iceland and and. Of such stuff were their made at a time when the rest urther Europe cared little he Vikings were at so long r saw nothing of them.

aeologists have discovered ey take to be Viking symbols ed on a stone in Minnesota prow of a longship has been n one of the great lakes of America. Treece has taken ncidents on which to build al novel of the two friends, Sigurdson and Gaint Grum- who pushed out into un- seas mostly because they nknown.

whatever the Norse Sagas have told, the novelists seem convinced that it was a one-

way traffic and that although the Norsemen saw America they did not return home to tell about it.

Sigurdson and his Vikings joined forces with the fierce red men they discovered on the seaboard of the new land, and with them journeyed along rivers and huge lakes to the Sacred Quarries, west of what we now call Lake Superior. It is here Sigurdson finds his own Valhalla.

Mr. Treece is a schoolmaster and has a string of historical novels, adult and for children, to his credit. His particular interest is Celtic history.

In the present book, which would be suitable for adult or youngster, he has adopted quite successfully something of the style of the Norse Sagas.

(VIKING'S SUNSET. Published by Bodley Head Ltd. Australian price, 13/6.)

If You Are Tired, Why?

WOMEN who spend a lot of their time being unaccountably tired might find it a good investment to outlay a modest sum on a small

book recently published that tells them why they are.

The book has the unromantic title of *Women and Fatigue* and was written by Dr. Marion Hilliard, a specialist in gynaecology and obstetrics in Toronto, Canada. She died in 1958—but from a rare type of cancer, not tiredness.

Like surprises that are wrapped up in unexpected packages, there is a lot of good common sense in this little book quite apart from its main subject matter—that of fatigue. Considering the amount of time that most females spend in considering their own femaleness and swopping notes with members of their own sex on the same topic, there are probably more misconceptions about female psychology and physiology than about anything else. A good straightening out is called for on several occasions in a woman's life and Dr. Hilliard with her brash way of writing, her sense of humour and long experience is just the one to do it.

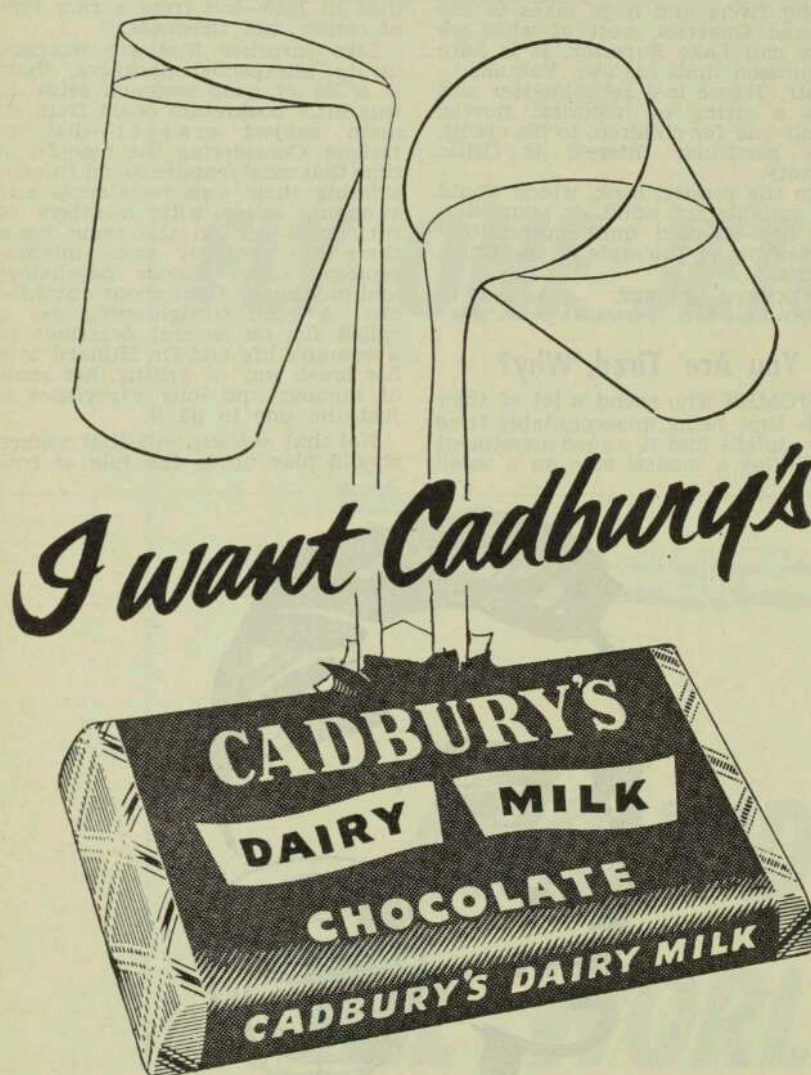
Not that she suggests that women should play up to the role of frail



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creatures; to the contrary. But being recognised the fact that although fatigue is not peculiar to women, women do have particular fatigues born of their own biology. She is advised on how best to deal with the problem.

A woman's store of energy rises and falls capriciously during her monthly cycles but particularly during the three great crises of life. These should be handled, the doctor, with understanding, humour and intelligence.

In addition, modern women more than biology to contend with—especially if she takes on additional roles such as that of assistant breadwinner or car woman. It probably isn't for nothing that in primitive society the natural division of labour leaves the tasks that require a constant low output of energy to the women, while men deal with the short high energy jobs and the emergencies.

The male is more adept at keeping six ideas going at once; the female, like the camel, much more susceptible to having a straw break the ultimate damage. How many times have we seen a woman who successfully manages a household, children and a job go completely off at the pockets or without crying general mayhem in the rest of the cistern?

Dr. Hilliard isn't against caring women, even when they try to combine it with being a wife and mother. She merely tells how to accomplish it without cracking off at the pockets or without crying general mayhem in the rest of the society.

(WOMEN AND FATIGUE. Published by Macmillan & Co. Australian price 13/3.)

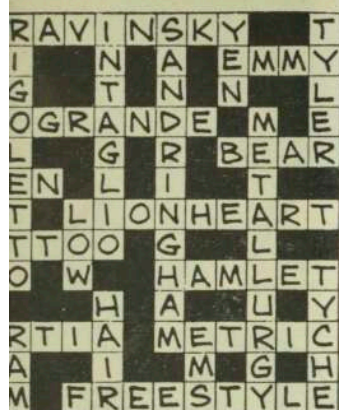
Some Christmas Books For The Small Fry

FIRST-CLASS quality books for the young continue to come from the Australian presses. If we'd recommend for Christmas the small and the smaller fry, Patricia Wrightson's *The Rocks of Honey* and Judith Wright's *The Mountains Played*.

Patricia Wrightson's book is an adventure story about Barney W and Eustace the aboriginal boy who go looking for a mysterious stone axe, guarded by the Rocks of Honey of aboriginal legend. It's an intelligent book, this, and one that advanced school child would enjoy.

The Day the Mountains Played is one of the younger picture-book variety with some big appealing illustrations, many of them in colour by Annette Wright. Australian aborigines are the theme here. In the long-forgotten days before the white men came, two little boys lived with their tribe near the long yellow beaches of the north and when enemies came to force the tribe from their hunting ground

QUIZ SOLUTION FROM P. 80



boys enlisted the aid of the rains. It's an attractive proposition.

ROCKS OF HONEY. Published by and Robertson. Australian price, 13/6. **THE DAY THE MOUNTAINS** Published by the Jacaranda. Australian price, 13/6.

Novel With A ating Plot

SENTINEL, Rene Hardy's novel translated from the French, is a fascinating plot which now gets lost in the telling. It's set in 1943, and the crippled submarine *Moro*, escaping from the free port of for emergency repairs. The crew are faced with the of being interned if they exceed 24 hours amnesty to which vessels are entitled, or leave the and face destruction at the of a British naval cordon for them outside. To matters, *Moro* has on board an naval frogman with the sk, yet unperformed, of slip-to Gibraltar. The book tells of the 24 hours which the decision has to be and although there is much rest, the reader feels that the e could have been a little aut, the atmosphere a little realistic than the author s it. A love story which rs through the tale never s to be taken seriously.

SENTINEL. Published by The ead Ltd. Australian price, 17/-.)

To Be An ustralian

John O'Grady scooped the as Nino Culotta in *They're eird Mob* and *Cop This Lot*, icult for anyone to write a australian novel and not be of imitation; or not to be by comparisons. Vizzers came to Australia umatra in 1929 and therefore

can be said to be a very ancient New Australian. His life, after he got here and up to the outbreak of World War II, follows so closely that of his hero, Peter van Berkel, in *She'll Do Me*, that it's a pretty fair deduction that the appearance of the novel now and not 20 years ago was influenced in part by the overwhelming success of Nino Culotta's adventures.

The thing that set a different tempo in the cases of Nino and Peter was the economic climate in which each found himself on arrival. Vizzers makes it a point that the best migrant is not the one that acquires wealth soon after arrival, but the one who, after years of adversity, can look affect-

tionately at Australia and say, "She'll do me".

Peter's story covers the period between the Depression year in which he landed up to the time he sailed away again on a troopship from Fremantle at the beginning of the War as a member of the 2nd AIF.

Apart from that, his experiences with wild Australians and his reactions to their peculiar language, ingrained customs, their hobbies and their sacred institutions are much as Nino's.

He got himself a room in the boarding house of Mum Mullins—"bloody old nympho"—at 15/- a week for bed and breakfast; learned about SP bookmaking; the ways of pubs and barmaids who presided

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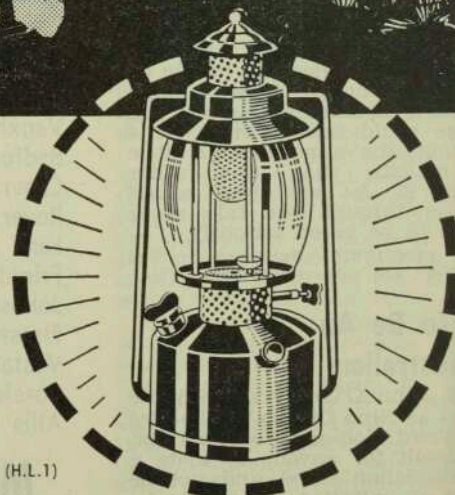
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ver, and the virtues of beer posed to those of plonk which reaper, quicker but inferior. earned what it was like to be on to an over-gorged labour and what it was like to odd-cut scrub or sweep floors living. Finally, of course, the of a European education and personal talents won out, the novel closes with silver

is a story with a lot of and it's aided and abetted department by New Cale- born Emile Mercier's ag black and white drawings. LL DO ME. Published by Jacaranda Ltd. Australian price, 19/6.)

Wrinkled Up Face

world is composed of two ads of people, (a), salesmen; and (b), people who don't want anything but can be per- By following the rules, and all, by being *sincere*, (a) has ge on (b) all along the line. s made abundantly clear in book called *How Top Sales- Sell in Australia*, by W. R. am. Mr. Gresham is the ing-director of International pondence Schools.

ne first part of the book, Mr. um tells you in 10 chapters o be a good salesman—the es you should have, how to e your sales talk and even o wear. The last section conf- f a number of case histories a by top salesmen who have y sold things like travel and iver-tising and motor spares,

is a book whose distribution

Fiji In Brief

the exact purpose of the small age book called *The Story of Fiji*, written by the late G. K. and recently published, d be hard to define. School- tourist fare, general iture? It would probably e any of these purposes well gh, if all that is required is per-ficial view of the colony's ry and geography and you to dismiss the possibility it has any problems what-

the book is quite excellently uced, with coloured cover numerous Fiji Public Re-ns Office photos sprinkled ngst the letterpress.

has, however, no index h means that it's a case of r nothing: You read through ot or leave it alone.

THE STORY OF FIJI. Published ford University Press. Australian 10/6.)

should be restricted to those who practise or aspire to practise the craft of selling. Let loose amongst the general public—who are presented as a lot of wet hens with no minds of their own—it would be more likely to build up acute sales resistance. For example, such trade secrets as "Methods of Closing the Deal" make fascinating reading if you happen to be permanently amongst the (b)s.

There are, we are told, at least seven approved methods of asking for the order including The Assumption, The Last Chance, The Surprise—and so on. In the first method, when the salesman reckons he has softened up his victim sufficiently and the fellow is ready to buy, he picks up his order book and says: "What are your initials Mr. Blank?" Or: "I'll telephone this order immediately, Mr. Blank."

If Mr. Blank doesn't protest, the sales is "automatically made".

Apart from the constant exhortation to be *sincere*, the book is full of bits of potted wisdom like: "The only place 'success' comes before 'work' is in the dictionary."

And there are bits of verse that are positively overwhelming:

*A smile is quite a funny thing,
It wrinkles up your face,
And when it's gone you never find
Its secret hiding place.
(First verse)*

*And since a smile can do great good
By cheering hearts of care,
Let's smile and smile and not forget
That smiles go everywhere.
(Third verse)*

I've always suspected that salesmen were a tribe apart, and this book proves it.

(HOW TOP SALESMEN SELL IN AUSTRALIA. Published by Angus and Robertson Ltd. Australian price, 25/-.)

This Month's Weird Lot

KATHLEEN SULLY has about eight novels to her credit and is described as a writer of "originality and power"; a "primitive amongst novelists"; and numerous other praiseworthy things by famous reviewers on the *Sunday Times*, *Observer*, *Tatler*, etc. By this you can conclude—if you know the signs—that Miss Sully is strictly not for the bourgeois.

And your conclusions would be correct as far as *Skrine*, the latest of her masterpieces, is concerned.

Skrine is a long-haired vagabond who wanders around England murdering people for small morsels. Mind you, it isn't the kind of England that it once was. It's been hit by "Something", and although what is never said in plain words, one supposes that it was some kind of H bomb. The leafy lanes and the green grass and the trees are gone, and what remains bears a close re-

IF YOU LIKE BEER
YOU'LL LOVE
**GOLDEN
LAGER**

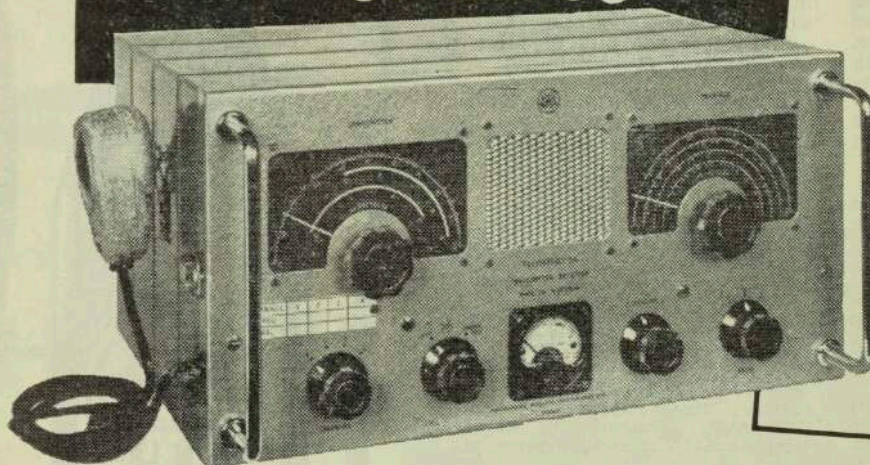


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ance to the country around era Rocket Range. As protec- against the Skrines, people more regular habits have got er in sort of walled towns illages, which in turn makes cult for Skrine.

he book opens, he has just red an old woman for one te and is sitting there amid solation quite cast-down and to make up his mind to bury lthough why he should bother clear.

a later stage, her spirit and of the other people he's killed o follow him and out of his t he is reborn and finds God. mething.

is all a bit above our head would be right down the alley ple who like the "culture"

American TV series called vilight Zone and the products Robert Herridge Theatre, also currently shown on ABC Tele-

NE. Published by Peter Davies. an price, 17/-.)

's New in Paper Backs

GRAND SOPHY, by Georgette

Like all of this author's period it is full of the blue blooded acy—and Sophy, who having been up as part of an army of on in Europe (after the Peninsula cuts everyone down to near-enough today's world of trade unionism ack is more often right than his seems an unlikely one in which gallants and their ladies could

But the Heyer novels seems more then ever. (PAN GIANT).

G LOVE, by Johannes Allen. As

s are considered such interesting o doubt many readers will like ow a 17-year-old meets up with ow "three men entered her life". nager is Danish which may make le thing more tolerable for those el such goings-on can't happen (GREAT PAN).

NO MAN WRITE MY EPITAPH.

ard Motley. This is the sequel ck on Any Door" which told the Nick Romano who went to the chair for murder. The new novel the child of that murderer and in the Chicago slums with a drug mother and his efforts to break- his environment. Of it is has been said that it is "... rough, meaty ... an undeniable chunk n life"; and that the author "pins rs back with the brute force of ing". (PAN GIANT).

7 YEARS SOLITARY, by Dr.

one. The author spent seven s a prisoner of the Communist hrown into prison as an "English parently for no other reason than e had had an English governess alld in Budapest and spoke the . Because careers for women aited when she had to make the t the beginning of this century, se medicine, but only because she was to be preferred to the only ive—teaching. Being a doctor helped her survive her ordeal,

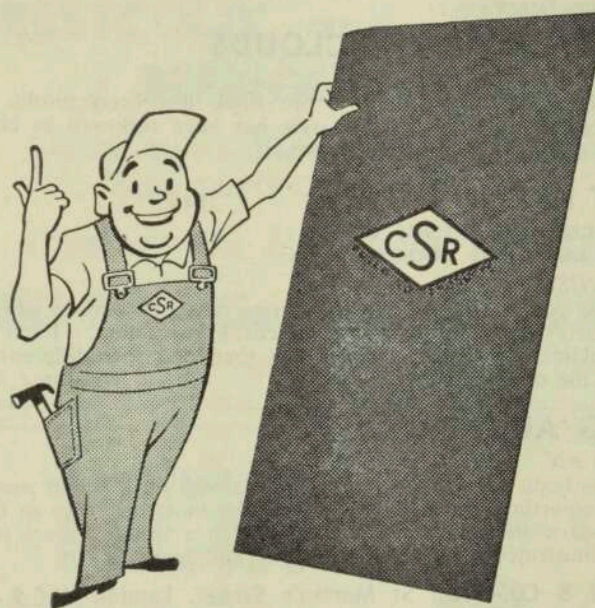
however, that and a particular type of courage and tenacity that had the Reds baffled. (GREAT PAN).

THE PROMISE OF NIGERIA, by Sam Epelle. Britain's largest African colony became independent only in October this year, but the Nigerian author of this book jumped the gun a few months beforehand and compiled this assessment of the country that could give Ghana a run for African national leadership. The book is an original—specially written for Pan Books. The author is active in public relations work, is a writer and poet of some note in his own country, and a broadcaster. He has travelled widely in Western Europe. His book gives something of the history of Nigeria and its build-up towards independence; he outlines the problems of the present and the progress the new

country hopes to make in the years ahead. (PAN GIANT).

THE BOWMAN TOUCH, by Hartley Howard. Featuring the "dynamic private eye, Glenn Bowman". It says so on the cover. Strictly for those who like their crime stories mixed up with females who go in and out in the right places even if they do pack a gun. (FONTANA).

THE SURE HAND OF GOD, by Erskine Caldwell. Any connection between God and the behaviour of this writer's old Southern style females is strictly fortuitous. And in this particular number where a plump, warm-hearted widow and an eager-to-learn teenage daughter go man-hunting together, it's the men who need the help from On High. (GREAT PAN).



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BEGINNER'S LUCK, by Paul Somers. Hugh Curtis was a brand new newspaperman and when he was told to go down into the country and try to find out what has happened to the cannon ball stolen from Ludden Castle, he thought it was some sort of joke. What happened next was a first-class murder mystery. The way Somers tells it, being a newspaper reporter is easy, interesting and very rewarding. Maybe we've been working for the wrong paper. (FONTANA).

MEMOIRS OF A TATTOOIST. Like a dragon on your back or a couple of anchors on your wrists? Terribly conventional desires, according to George Burchett who practised in London for 55 years and in his time tattooed such exotic items as pints of beer, plates of roast duck, wills, and copies of famous paintings

on gentlemen's fronts and backs. For the fair sex he performed all-over lacy patterns of butterflies and flowers from neck to knee and even beyond. Hundreds of stories go to make up the reminiscences of the greatest tattooist of our time; but even George doesn't explain successfully why civilised man (and woman) goes for this kind of primitive self-adornment. (GREAT PAN).

A CASE FOR INSPECTOR WEST, by John Creasey. Over 20 million Creasey who-dunnits have now been bought by satisfied fans—a fact that speaks for itself without any embroidery from mere reviewers. (GREAT PAN).

MISS BUNCLE MARRIED, by D. E. Stevenson. This may, as we are informed, be a sparkling comedy of life and love,

but the fact is that things have not been on a bit since this was first published in 1936 with the result that it seems as far out of this world as one of Quaint Olde Movies circa 1933, that Australian Broadcasting Commission is now suitable for Channel 2 via (FONTANA).

THE TALENTED MR. RIPLEY, Patricia Highsmith. This is a Jekyll-Hyde up to date, but now they call it schizophrenia. Mr. Tom Ripley takes talents with him to Europe and then a romp all over Italy and France, plenty of scope. A dissection of criminal minds with a European thrown in. (GREAT PAN).

THE CASE OF THE VELVET CLAW Erle Stanley Gardner. When trouble up for Eve in the small hours of the night—someone had shot her husband—it was natural that she should ring Perry Mason. A bit too natural, thought Della (who, as everyone should know by now, is Perry's confidential secretary). (GREAT PAN).

THE MILLIONTH CHANCE, by J. Leasor. The late Nevil Shute told us something of the tragedy of the R101, that giant dirigible which ended its life on a French hilltop on October 4, 1930. Those of the 48 who had travelled in it on a French hilltop on October 4, 1930. Leasor goes into the whole episode of the blunders that led up to it in considerable detail. Within seconds of the crash the R101 was a raging hole from which only six escaped with their lives. It was the end of Britain's attempt to enter this field of air travel. (GREAT PAN).

CALAMITY TOWN by Ellery Queen. Perry Mason's big rival. He went to a quiet town looking for a place to write his book. But it was not to be. He stepped right into someone else's murder. (GREAT PAN).

THEY FOUGHT FOR THE SKY Quentin Reynolds. This is the story of the fighter pilots of World War I—the men who first wore wings, and usually not very long in the frail contraptions of wood and wire that passed for fighter planes in 1914-18. With a collection of illustrations of the first air fighters—human machines otherwise. (PAN GIANT).

THIS IS THE SCHOOLROOM, Nicholas Monsarrat. This is the first published novel of a man who waited some time to become a best seller—“The Cruel Sea” after War II. This novel is the story of a young man with a social conscience who matured with the Depression of the 'Thirties and who he must go off and tilt at windmills in the Spanish Civil War. First published in 1936. (PAN GIANT).

DYNASTY OF DEATH, by Taylor Caldwell. A long (832 pp) complex novel, vigorous and dramatic as it follows the fortunes of two families, the Bouchards and the Barbours, who control a firm of armaments manufacturers. From a small concern in the mushrooming of the war it grows into a world of nations and becomes responsible for the death of an enormous scale. (FONTANA MONARCH).

THE TROJAN HORSE, by Hammy Innes. Refugee Paul Severin, an Australian Jew, finds himself wanted by the British Yard for a murder he did not commit and wanted also by Nazi agents for a new diesel engine which could transform war in the air. Suspense builds up as Severin's story, discovers that promi-

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le in wartime England are working
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e of Qantas' always-interesting
azine, *Airways*, is devoted en-
y to the airlines' 14 years of
eering history in Papua-New
ea. Qantas bowed out in Sep-
ber. TAA and Ansett-ANA took
the Sydney-NG service and
took over internal operations
The *Airways* story includes some
nificent colour and black and
e pictures that show what
es P-NG flying unique in this
d. We've always thought that
tas didn't get full credit for the
it did for the Territory. After
ag this issue of *Airways*, others
be inclined to agree with us.

Fijian Hospitality

(Continued from p. 80)

e had cost—not for building
rials, but for food for the men
had built it.
t that miserable place they had
in when Turu had worked in
. How Alite had hated it. True,
had earned £3/0/6 a week as
s. But 10/- of it had to be
out each week for a room 12 ft
ft, and sharing that outside
r-tap with two Indian families!
Turu liked it, and the children
to a better school there.
te took six empty bottles and
them in a basket, slung the
et on her back by long home-
e plaited ropes and set off to a
um for water. Primitive were
illage arrangements.

Visitors Tomorrow

e stepped over the door-sill,
wed a path out of the village,
a bank to a stream, and filled
bottles, swung the basket full
bottles onto her back, held the
ed cords, and, bent with the
nt of the bottles of water,
ed her way with her bare feet
ne narrow path, and along the
to the village, and into her
en where she placed the bottles
ully in a corner. There was
water supply for the next few
t.
t these visitors tomorrow. Turu
said they were interested to see
Fijians lived. She must go
get firewood. (Over)

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Alite's kitchen was a detached hut a few yards from the house. The walls were bamboo, the roof leaf-bamboo, the floor hard earth. The furniture nothing at all. One old, heavy mat was spread near the place. Two fern-trunks half embedded in the earth made a square hearth for a fireplace. On two large logs rested two iron bars. On the hearth stood two kerosene tins.

In one corner of the room stood a cane-knife and a spade, and in the other was the basket in which the pieces of water had been carried. "First, firewood," thought Alite. "I'll go and get some." She called to a ten-year-old boy passing the door. "Get me some nuts. Where's Tom?"

"In the house," said Jo. "Get out of your school clothes," said Alite, "and help me." She walked up a tree, holding by one hand, and threw down nuts, which Tom and he grated. All got to work after a quick meal of boiled yams. A fire was stoked, a camp oven placed over the embers piled under and on it, poultry roasted in it, then yams. Prawns were brought from the stream, coconut sauce made, and yams cooked.

They worked all night. When the big house was tidied, all went to the river and bathed and rested to put on their neatest, cleanest clothes.

A hospitable welcome was given them by Jim and Nora McIlloy, of New Hebrides. There were smiles and handshakes and obvious goodwill. "How nice to see how the Fijians are living," said Nora, as they left. "And how pleased they were to see us."

Jim started up the car engine. "What a lazy life," said Nora. "Housework, and just one room!" Alite, Turu and the children just lay down on the mats, and were fast asleep.

Misima Christmas

(Continued from p. 76)

In the generation, village pigs ate anything that attempted to grow in my garden, village dogs killed my two cats and ate the hatching eggs, organised wild pig hunt of the village before had failed to capture a useful pork, and the storms prevented fishing.

We searched the surrounding trees and shot a couple of stringy birds, so "chicken broth" was on the menu.

But we did have a ham. It was a ham, and although we had no tables I did brighten that ham after finding a picture of a beautifully decorated Virginian in glowing colours, in the pages of my treasured *Ladies Home Journal* (what joy those journals were to my isolated years!). That ham was crosscut and cloves and it was basted with brandied baked apples and candied yams.

So when my ham was most proudly borne to the table by the Rossel Island boys it had peaches and yams, too. But the peaches were right out of the tins, and the yams were not the type of yams one candied at all.

Not Quite the Same

Said my husband, as he sharpened the carvers to attack the ham, and his eyes lit on the dessert peaches: "What the blazes is this! They have served the pudding with the ham!"

"Just serve it!" I hissed. We all set to—washing the meal down with the warm ale and siporacum-gins. It was followed by real home-made Christmas pudding, and

that, at least did hold a hint of the real thing!

But it was our first Christmas at Misima—a Misima which may yet rise phoenix-like from the old show, and I fancy there will be many cheerful ghosts lingering along the ridges and down the lovely gullies, rejoicing that their old hopes blossom. There may be a new generation of pioneers, with refrigeration and comforts undreamt of by my contemporaries—but there will be no more generous hospitality, more delightful gatherings and greater friendships than we knew during that first Christmas reunion, and others like them, of our Misima days.

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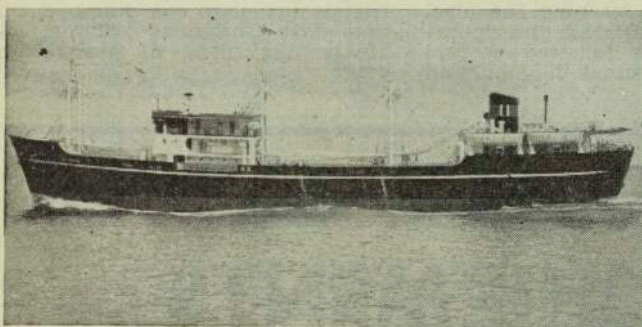
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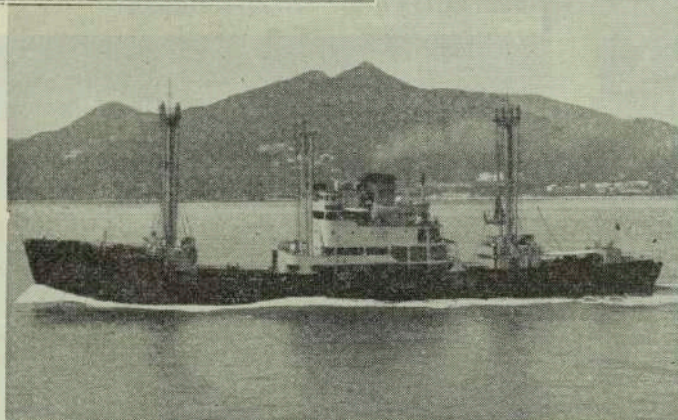
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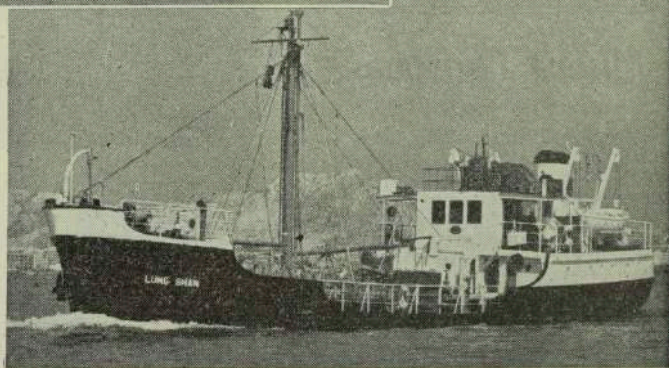


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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

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

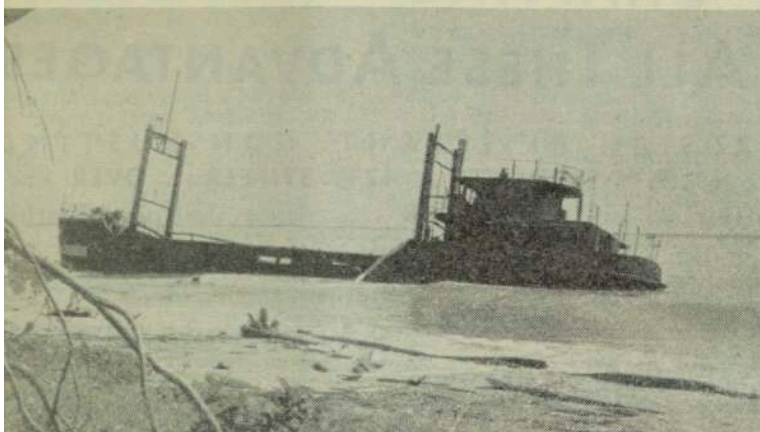


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burnt-out hull of the "Busama" still decorates the beach between Boram and Wewak, New Guinea, as this photo taken in November shows. "Busama", 225 gross tons, and owned by New Guinea Industries Ltd., of Lae, and used mostly for transporting petroleum products to outposts, blew up off Wewak on May 21, 1959, while unloading drums of petrol. Fifty-one people were killed. (See "PIM", June, 1959, and item p. 111 this issue).

Perhaps in the not-too-distant future cargo and passenger vessels will be plying up and down the great rivers of New Guinea from their very headwaters to the sea at speeds of 60 knots and more. It could be done today, if the trade were opening.

The great English banana importing company of Elders & Ffrench has lately ordered a hydrofoil for trial purposes from the Norman Ltd., for use in the New Guinea Cameroons.

The midget, 19 ft in diameter, will not carry much, but it will probably be the fore-runner of a bigger craft which the company hopes to use for transporting cargo from the plantations to the loading points some miles away.

Designers say that this first hydrofoil should lift its own empty hull in cargo and travel at about 60 knots at a height of 12 inches above level ground or at half that height with the cargo loading. Cost is estimated at about £2 per pound of unladen Cushioncraft. The same time Saunders Roe have just completed a much bigger model under their trade name of Hovercraft. Weighing 25 tons it is designed to carry 68 passengers at 60 knots. This one is equipped with four Blackburn gas turbines, two of which drive the hydrofoil, and the other two drive the aircraft-type propellers to give the forward motion. The turbines have a combined horsepower of 3,000.

Another type of craft suitable for sheltered waterways is coming to the fore overseas, especially in the USSR and Norway. It is the hydrofoil, the hull of

which rides clear of the water on a pair of fins as it gains speed.

Vessels of this type of up to 500 tons and carrying hundreds of

In The News This Month

Aafje	Maui Pomare
Adios	Melva
Alferez Campora	Moana Roa
Aoni	Montoro
Bass	Namolata
Bellbird	Ngaloa
Ben Gunn	Ninikoria
Bloemendaal	Northern Light
Borrachita	Oiseau des Iles II
Busama	Parcorali
Charles H. Gilbert	Patsy Jean
Dobiri	Port Fairy
D'Vara	Port Townsville
Ewen W. Allison	Queen Elizabeth
Fiesta	Ratu Jiona
Foxton	Readwill
Fraser	Red Witch
Free Flight	Revel
George Peat	Riso Maru No. 15
Hawaiian Rancher	Sere-ni-wai
Inaha	Shirrabank
Jean R	Siren
Karen Margrethe	Si-Ye-Pambili
Karusu Maru No. 11	Stardust
Kayalami	Sumatra
Kolo Maru	Sungel-Billa
Koraka	Tangaloama
Koyo Maru	Tarawera
Kylie	Taveuni
Leaky Tiki	Tenyo Maru
Lellani	Tiare Maori
Liro	Tiburon
Mainiro	Trade Winds
Malekula	Universe Apollo
Manu Rere	Universe Daphne
Marco Polo	Viking Ahoy
Marie Celine	Wanganella
Mariner	Whence
Marua	

A Room With A View

The Hongkong and Whampoa Dock Co. Ltd., which has built a number of vessels for this part of the world—the Gilbert & Ellice Islands Colony's *Ninikoria* is one of them—is now making it easier for customers.

According to an attractive brochure recently distributed, accommodation right near the company's docks at Kowloon is now available for officers and crew waiting to collect new ships or have current models docked, refitted, etc.

The accommodation is in a quiet terrace above the dockyard—far enough away to eliminate noise, but close enough to eliminate transport problems, too. According to the illustrations, officers' quarters are up to first-class hotel standards; single or double rooms have air-conditioning and bathroom. All this adds up to quite a thing in Hongkong, where the tourist industry is booming and there are about four prospective customers to every hotel room.

passengers are already in operation. Once cruising speed of about 50 knots or more is achieved only very shallow draught is involved, but the rivers of New Guinea with their huge quantities of driftwood would seem to present hazards for this type of craft.

Neither the hydrofoil, nor the Cushioncraft-Hovercraft types can be operated in rough seas, but both would seem to have future applications in certain Islands' areas.

• **A BIG ONE:** Now plying the waters of the extreme western Pacific is the world's largest non-passenger ship, the American-owned tanker *Universe Daphne*, of 107,030 tons deadweight cargo capacity and about 75,000 tons gross (*Queen Elizabeth* is 83,673 tons gross).

The keel was laid on October 14, 1959, in the former Japanese naval dockyard at Kure, which is now leased by the American-Greek, Daniel K. Ludwig, head of National Bulk Carriers Ltd. The giant tanker was launched less than nine months after commencement, and was delivered on time charter to a Japanese company, Idemitsu Kosan, on November 11.

Now running oil to Japan, the ship is believed to be registered in Liberia, and carrying a Japanese crew and American officers. She is one of a series of approximately similar tankers. *Universe Apollo* of 104,520 tons deadweight and 72,132 tons gross was put into service last year. They are single-screw vessels driven each by 25,000 hp steam tur-

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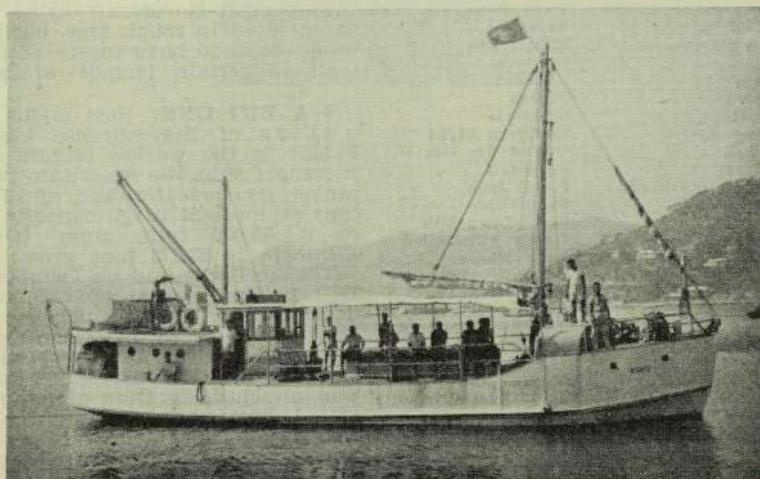


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at a service speed of 15½ knots are costing £A5,750,000 each. The *verse Daphne* is 949½ ft long, 11 ft in beam, and draws 48½ ft when loaded.

GETTING AROUND: In Auckland in November, as chief officer of the Bank Line vessel *Shirrabank*, he arrived from Makatea with a cargo of phosphate, was Mr. Johnson, who for a number of years was harbour master and pilot at Makalofo, and jointly master of the Tonga Copra Board's former *Aoniū* (now named *Trade*). After leaving Tonga, Mr. Johnson worked for a time in Australian coastal shipping. He joined the Bank Line in June, 1958, and joined his present ship at Durban in May,

Johnson is one of that select group holding a foreign-going seaman's ticket in square-rigged sail as well as in powered vessels. There is much opportunity to acquire sailing qualification today. He spent the necessary time in Cape Town before World War II, when he is still only in his early 30s. A few years after the war, phosphate loading at Makatea was a lighterage, but now ships are loaded by single cantilever tube—two at a time—at the rate of 500 tons per hour. Under good conditions lighterage used to be at the rate of not much more than 200 tons per hour working all hatches.

BUYING THEIR OWN: The Nippon Company of Osaka, which has branches and representatives in all Pacific Islands ports and whose owned vessels are well known, is reported to be purchasing vessels of its own. They are believed to be second-hand ships. In recent years the company has purchased vessels of Japanese, Finnish, Swedish, Hongkong, South Korean and Liberian registry on time charter. The ships now being prepared are understood to be comparatively modern and capable of uplifting cargoes of coal from New Zealand's West Coast across river bars, as well as serving Islands ports.

GONE FLYING: Mr. Ken Windsor, who for some years has been radio officer-purser in *Maui* on the New Zealand-Cooks route, has moved ashore to become a flying instructor with the Auckland Aero Club at Mangere Airport. In the future, Mr. Windsor is even building up his flying time ever his ship came to port, but by the time that the "Pom" made her last voyage he was to step into a flying job. Dan McMahon, who came from the UK as radio officer in the new *Moana Roa*, has returned to the Union Company's *Tarawera*. Mr. Wally Clutterbuck, formerly senior signals officer with the

RNZAF and very well known in Fiji, has taken over the new ship. He had made relieving voyages in *Maui Pomare* last year.

• CHANGING THE GUARD: The big Taiyo tuna mothership *Koyo Maru*, which left Japan August 16 and has been operating in the Fiji area since September 1, handed over her fleet to the company's *Tenyo Maru* No. 3 north-west of Viti Levu on November 23 and headed back home to prepare for her next job with the Antarctic whalers. *Tenyo Maru* No. 3 was on her second 1960 tuna mothership stint which will continue through into next February.

The Japanese university team, which was to have returned to Japan in the Banno ship *Parcorali*, departed instead in the much roomier *Koyo Maru* to see something of mothership operations en route.

• MORE KOREANS FOR PAGO PAGO: According to a Japanese fishery newspaper, the number of South Korean tuna longliners delivering fish to the Pago Pago cannery was to be increased to ten vessels by the end of 1960 "as a result of difficulties with Japanese crews while ashore in American Samoa". The number of Japanese longliners would be decreased accord-

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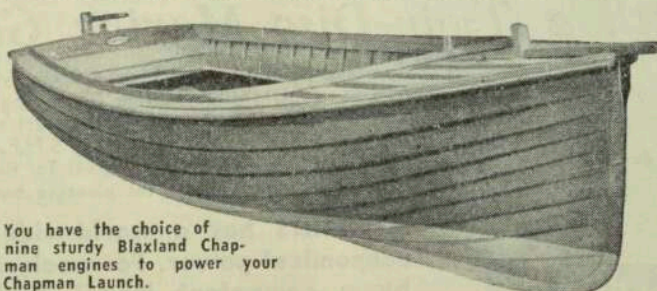
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Three to the Rescue

Three Rabaul-based ships went to the rescue of the 66-ft pler-type coastal trader "Leilani", also out of Rabaul, when "Leilani" grounded on a reef off the New Britain coast in November.

"Leilani" went on to Melekeke, near Stockholm Plantation, in darkness. Water flooded the hold and engine room.

The coastal trader "Inaha" was first on the scene, and managed to take off some of "Leilani's" cargo. "Mainiro" arrived later but was unable to "Leilani" clear.

The tug "Jean R" provided pumps to correct "Leilani's" 30° list, and towed "Leilani" after she had been on the beach three days. "Leilani" returned to Rabaul under tow of "Mainiro".

"Leilani" is owned by Mr. J. J. Lin, of Rabaul, and skippered by Captain C. H. (Pip) Bolton. Bolton is the ship's master who earlier this year received a Queen's Award for gallantry for devotion above duty when "Bellbird" burnt and sank at Cape Archway, New Britain, five years ago.

There had never been more than three South Korean craft moored at Pago Pago since they arrived there in 1958, until re-

cent Japanese newspaper report that the American Samoa Government had received an understanding from the Korean boatmen that two Samoan fishermen would be placed aboard each vessel to aid in fishing techniques.

HAVING FUN: As predicted last month, Captain Leslie Boulton, 26 years master of the Islands' *Mai Pomare*, and his crew of 11 were having their troubles delivering two ships to the Tasman Government from Auckland in November.

The 354-ton *Sumatra*, towing the 385-ton vehicular ferry *W. Allison*—which served in the New Guinea area during the war under the name of *George Peat*—put back to Auckland with cargo to repair leaks in the bow.

The ships left Auckland on November 5 and got as far as North Island. The ferry was noticed to be leaking by the head.

Emergency repairs were carried out in heavy weather, and the tow was back at Auckland on November 10. *Sumatra* sailed again November 18—but with the long tow and prevailing winds across the Tasman, first to Eden, more could

well be heard of this operation before the job was completed.

• **FOR NEW HEBRIDES:** The 35-year-old steel motor vessel *Kooraka*, temporarily under Suva registry but soon to be transferred to Vila, New Hebrides, left Auckland on November 28 en route to the New Hebrides under the ownership of Mr. Geoffrey Seagoe, of Vila.

An ideal type of Islands craft, with shallow draught and ample cabin passenger accommodation, the ship had been purchased from Coast Steamships Ltd. of Adelaide. Built in Scotland, *Kooraka* was employed by American Forces during the war so probably served somewhere in the Islands at that time. She will now trade within the New Hebrides.

Mr. Seagoe said that he had made application for a new name for the vessel. The three names submitted, in order of preference, were *Aldebaran*, *Undine*, and *Efate*. Lloyds Register does not show any other British vessel bearing the name *Aldebaran* at present, and this is the name that was approved for the ship.

• **UNSATISFIED CUSTOMER:** Also in Auckland in November was Cook Islands shipowner and Legislative Councillor D. C. Brown looking for a second-hand vessel. He later returned to Rarotonga per Voyage No. 1 of *Moana Roa* without a ship, and disappointed that he had missed *Kooraka*, which was particularly suited to the Cook Islands trade on the score of draught and passenger accommodation.

He said that he had found the second-hand supply of vessels of this size and type in New Zealand and Australia was very restricted. The *Kooraka* transaction was completed by Sydney shipbroker Captain Kennedy. The delivery was by Captain Ron Barnett and Chief Engineer Bob Fluker. Captain Barnett delivered *Foxton* and *Aranui* from Auckland to Papeete earlier this year.

• **CALLING HER NAMES:** Mr. Anthony Bambridge's *Foxton*, mentioned above, now bears the name *Namoiata*—not *Namiota* as was earlier forecast. Mr. Bambridge is understood to be negotiating for the purchase of another vessel to add to his small Papeete-based fleet. Among his various interests Mr. Bambridge holds the lease of the British Caroline and Flint atolls north of Tahiti which he operates as copra plantations.

• **BACK IN SERVICE:** Mr. D. C. Brown's 128-ton ketch *Taveuni* was back in service in November after undergoing a major refastening and redecking job at Pago Pago. Heading back for her home base at Rarotonga the vessel called at Pukapuka, Rakahanga, Manihiki, and Suvarrow. She was to uplift a team



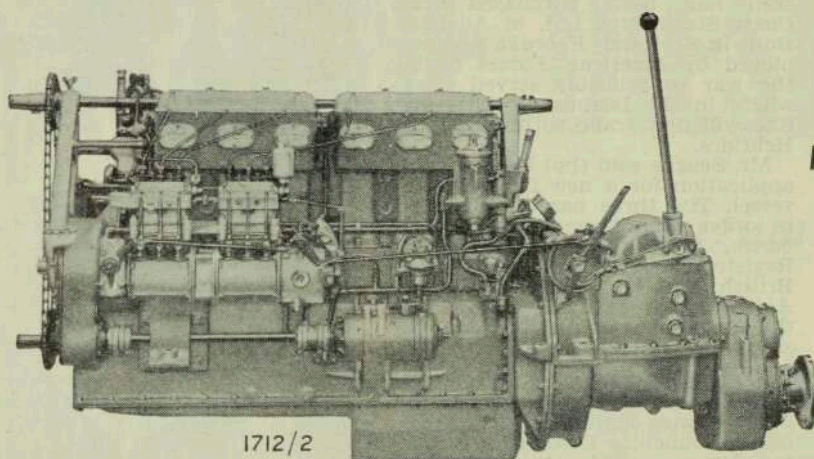
When three year old Liza Anne Lopez is not at the local kindergarten she plays on the pier at the Cruising Yacht Club, Sydney—but always with her life jacket. Although she's sailed the Pacific in a small yacht, she can't swim. Liza is the daughter of Gordon and Roberta Lopez, of the *WHENCE*, seen above in Sydney after a leisurely trip across the Pacific from California.

Photos: Alan Fitzgerald

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lanihiki divers from the latter and return them home for the season of the hurricane season a successful 6½ months of shell g there.

so returning to the Cooks ser- in November was the 169-ton, -masted yacht-cum-trading l *Tiare Maori*, which has been up in Papeete for some time wing an engine breakdown. Pacific Trading Company re- y advertised their Penrhyn d property as for sale, and are reports that the schooner, back in service, is also on offer. incident with reports that Cap- Hugh Williams' Rarotonga- t, Noumea-built, 135-ton *Dobiri* t be sold to Tahiti, there was news that Captain Williams' ous vessel, *Melva*, now lies idle arwin.

SOLD AGAIN: *Liro*, ex *Maria Mar* ex *Kokoda*, has changed s again. As *Kokoda*, this 220- wooden vessel was purchased BP's in New Guinea in August, by Captain Emile Savoie and ates of Noumea. Two months she was resold to Mr. A. edous, of Vila, and the name i *del Mar* so recently given, eplaced by *Liro*.

w the vessel has been pur- d by M. Janin, of Noumea, but as her present name and res- in the New Hebrides inter- trade.

e name *Maria del Mar* was eferred to the New Zealand- ased vessel *Marua*, by Captain e, and it is now reported that vessel is again for sale. If sold would relinquish her present , which Captain Savoie retains is own ships.

REPORTED PURCHASING: agnie Francaise des Phos- s de l'Océanie, the company ting the phosphate workings akatea Island, French Poly- and which is now establish- a new township and major anese project at Forari, asa Bay, west coast of Efate e New Hebrides, is reported eking a vessel for use in con- n with that project. A wharf eady been established. s company—generally known FPO—owns perhaps the est looking vessel in the South c Islands trade today, the lined, 500 ton, French-built, ear-old *Oiseau des Iles II*. ally operating as a supply e between Papeete and Makatea or labour recruiting duties, this has made one or two voyages e New Hebrides in connection the new mining project. Her tive predecessor, *Oiseau des* a three-masted, steel schooner old to Mexico in late 1957.

ROUBLE DOWN BELOW: y-four hours out of Lautoka, for Dunedin, the nine-year- single-screw Port Line

motor vessel *Port Townsville* suf- fered a broken crankshaft on Oc- tober 29. Following some improvisa- tion, the 8,070-ton ship, with ten passengers aboard, was able to limp slowly south to a point about 160 miles north of Auckland, where the company's *Port Fairy* took her in tow. The big shaft could not conveniently be replaced in New Zea- land so three of the engine's six cylinders have been blanked off for the voyage back to the UK. As a three-cylinder motor, the engine should still drive the ship at nine knots instead of the usual 15 knots.

• **STILL ON THE MOVE:** The US Fish and Wildlife Service re- search vessel *Charles H. Gilbert*, based on Honolulu since 1952, was

out on her 50th cruise in October-November, heading for Christmas Island, the Marquesas, Tuamotus, and Tahiti on a biological study of yellowfin and skipjack tuna. On similar research cruises the 105-ft, 188-ton vessel has logged 175,000 miles since she took up the Hono- lulu station.

She was lengthened by 28 ft in 1953, a year after she was built at Tacoma, and more recently has been fitted with a special observa- tion chamber below her bow, and windows in her bottom plates near the stern, from which a close study of tuna can be made under the stimulus of different kinds of bait fish and equipment. She has also been fitted with experimental long- line fishing gear, and with gill nets

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Leaky Tiki' Lost On Pacific Drift

The raft, "Leaky Tiki", of reka, California, came to a sticky end 100 miles west of San Francisco in October, while attempting to drift to Australia.

The raft, which consisted of 24-ft pontoons, a decking, a mast and sails and four outboard motors for emergencies in landing, had left reka on October 7 and had drifted all well to a passing vessel five days later. Another fishing vessel found parts of the raft on October 23, indicating that it had broken into many pieces.

The crew—Chas. Aylen, 36; Wald Travitski, 35; and Jerry L. 26, were unaccounted for. No signals had been reported in the emergency transmitter. There was no receiver.

The raft had supplies aboard for a three months voyage—much would certainly have not ended a voyage to Australia on the basis of other raft voyages.

Up to the end of November, nothing more had been heard.

midwater trawling nets.

One of her recent cruises was as part of a joint US-Japan study of tuna spawning grounds between the Hawaiian Islands and Japan. Results of this cruise are being evaluated.

Charles H. Gilbert is commanded by Captain William Tanaka and Paris as chief engineer. She has a crew of 11.

CRUISE PLANNED: Huddart's 9,876-ton Tasman service liner vessel *Wanganella* is scheduled to make an Islands cruise next year, leaving Auckland June 1 and returning there July 17 after stops at Suva, Apia, Vavau, Nukunono and the Bay of Islands north of Auckland. In 1958 and 1959 the *Wanganella* Islands' Winter Cruises were held at Wellington.

LEAVING IT ALL BEHIND: A laundry king, Frank, was reported to have purchased the well known 35 ft. twin-passenger launch *Sere-ni-ty* in October. The craft will continue to operate a service from Suva to Levuka as well as other charter work.

TROPICAL WHALING PLANNED: According to a Tokyo report in November the Nitto Whaling Company has been unsuccessfully seeking a licence from the Fishery Agency to allow it

to purchase the 10,725 ton Dutch whaling factory ship *Bloemendaal* (ex *Willem Barendsz*, ex *Pan Gothia*, built in Sweden in 1931) and engaged in whaling operations in the Central Pacific. The exact area of operations was not stated.

At present Japan sends whaling expeditions to the North Pacific, and also engages in sperm whaling in the tropics for a month or so prior to the opening of the Antarctic whaling season each January.

The Antarctic whaling fleets have lately been moving south through Island areas. The Nitto operations, if licensed, would apparently be confined to the Central Pacific area, but as the whales migrate from the

Arctic and Antarctic to the tropics any operations in the latter area would effect the polar operations and add to the present admitted problem of over-exploitation of the world's whaling resources. That is, as regards baleen or non-toothed whales with their edible oil (as opposed to the toothed sperm whales, which are less sought after).

• **TRADE WINDS MOVING SOUTH:** The Tonga-registered, 120-ton ketch *Trade Winds*, with Athol Rusden in command, which has lately been in the New Hebrides-New Caledonia area, was expected to return to Auckland in mid-December for dry-docking. The ketch left there last March 21 and has

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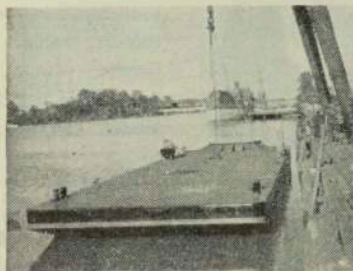
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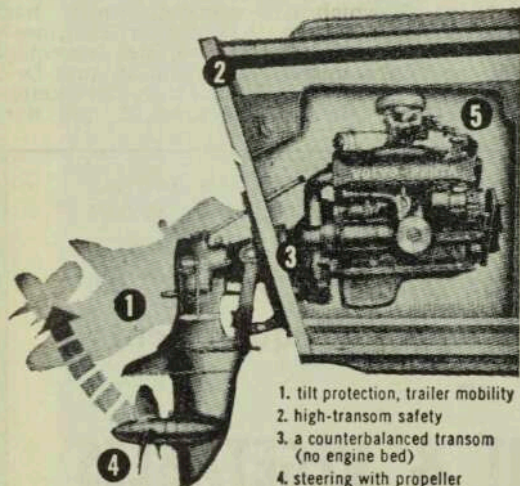
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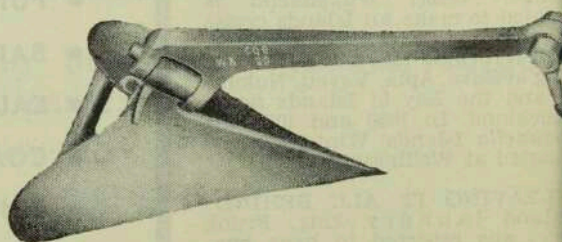


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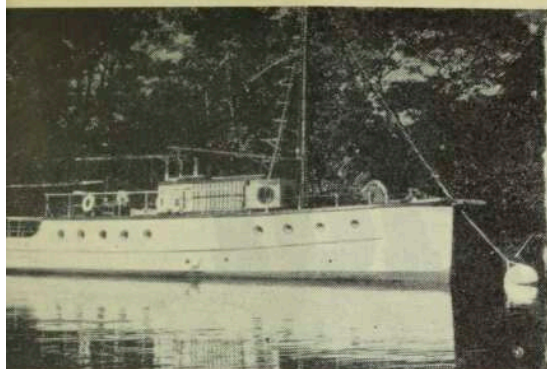
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The 60-ft TANGALOOMA, built in Brisbane in 1938 and owned by Mr. Eric Snook, of Madang, New Guinea, is available for tourist charters to local islands, lagoons and reefs. It usually does a 3½ hour cruise morning and afternoon when the BULOLO is in Madang. TANGALOOMA was used by Lowell Thomas, the American radio commentator, when he was in P-NG filming the Sepik River for TV.

visited Tonga, Fiji, Samoa, Ellice, as well as the New Hebrides and New Caledonia. The near-old Suva-built trading vessel is said to be still for sale.

NEW SHIP FOR RAN SUR-

The Royal Australian Navy's ship officially joined the service in November. The ship, the *Bass* is the Royal Australian Navy's fourth survey vessel and is the seventeenth the total number of survey ships at present in commission.

The ship is a 90-ft general purpose vessel, completed at Walkers Shipyard, Maryborough, Queensland, this year. In Sydney she had been equipped for survey duties, and will begin her new career by operating in Victorian waters early in 1959.

The survey ship has a complement of two officers and 14 ratings. The captain is Lieutenant F. T. Edwards, assuming his first command after experience in several ships.

MEDAL FOR COURAGE: A courageous thing was done in 1959, when the coaster *Busama*

blew up in Wewak harbour, New Guinea, while unloading drums of oil. There was a big death toll.

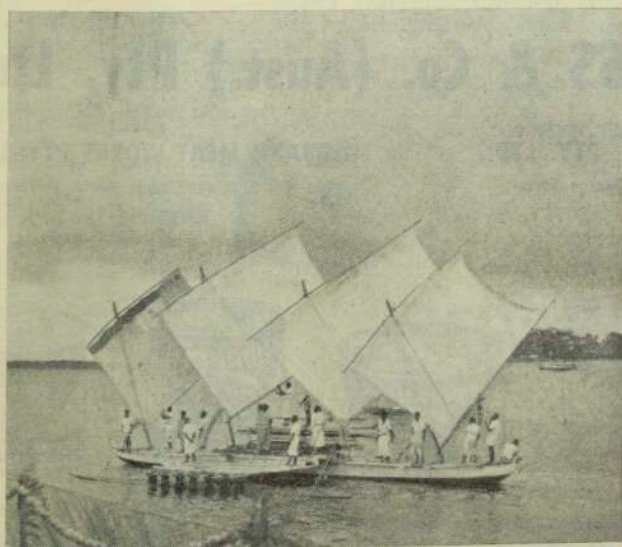
Cadet John Edwards was in charge of a *Malekula* launch, a quarter-mile away, when the ship exploded and fire spread everywhere. Edwards took his launch to within 20 yards of the *Busama*, through a barrier of blazing oil. While successive explosions occurred, Edwards rescued one European and several natives; and, later, he returned to seek survivors.

Little was said about this act at the time. On November 25, in Sydney, Third Officer Edwards, aged 20, now of the *Montoro*, was formally presented with the Bronze Medal of the Royal Humane Society.

• **MOANA ROA IN SERVICE:** NZ Islands Territories Department's new *Moana Roa* left Auckland on her first commercial voyage to the Cooks on November 10. She had made a special run to Tauranga to load timber for the big housing project at Niue before taking aboard her general cargo and passengers at Auckland. Another timber loading for Niue was planned for Voyage No. 2, scheduled to leave Auckland

THE SHOW

Recently at the District show, New Guinea, this 60-foot motor sailing vessel was specially built for the Bipi Island and is owned by the co-operative. It can carry 10 tons of cargo, and generally takes copra to market.



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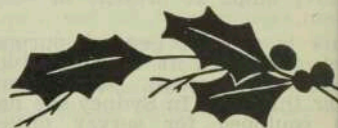


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t December 13. Mangaia was another port of call on the two voyages. Her predecessor, *Maui Pomare*, new ship will not operate to strict schedule. In the Islands despatch is governed by weather conditions at open anchorages, and the New Zealand end if a delay day or so means the difference between a poor or a good cargo, the ship will wait. This management is never very satisfactory for passengers, but it is a situation that cannot very well be changed.

At least passengers will now know there is a roomy and comfortable ship on the run, which can bridge the ocean gap between Auckland and Rarotonga in five days.

MURDER CHARGES: Islands were involved in murder cases in November. In Wewak, Guinea, Domingus Kedabak, seaman from Netherlands New Guinea, was remanded at the District Court at Madang on a charge of having murdered Petrus Metekong—chief officer of the *Bila*. Kedabak is a member of the crew of the 600-ton Dutch ship, and it was alleged that following an argument over a pair of shoes, Kedabak had swung an axe at Metekong, which had hit the chief officer on the head.

Pago Pago, American Samoa, Nobuyuki, 24, from the Japanese longliner *Riso Maru No. 1*, returned to Japan to stand trial for the knife murder of a sea-crew member aboard the longliner *Karusu No. 11*.

ARBOUR NEARER: Another step towards the development of a port for a small ship harbour at Mangaia was made in November when the Rarotonga Island Council voted the expenditure of £600 on a second-hand steel barge sections supplied from the Ministry of Works in New Zealand. When put together, these separate barges will form a 3 ft x 12 ft barge drilling rig.

Islands of Cruising Yachts

Indonesia looks after visiting yachtsmen. It is, in fact, a pretty good place to visit.

That's according to Mr. & Mrs. J. Field of the yacht *D'VARA*, writing from Singapore after a trip through the Indonesian archipelago from New Guinea. What they may or may not be typical, but certainly interesting. Here it is:

"We were leaving Sorong in Dutch New Guinea, intending sailing straight to Timor, and thence across the Indian Ocean. However, we could make no headway against the monsoon once out of the New Guinea coast, so we turned west to the passage between the Buru Islands. Off the passage a squall struck and we took shelter on a sandy beach.

Fortunately, some Indonesians came ashore and suggested that we go to their village with them. They were very friendly, but in the morning insisted that

we see the chief of the village. He in his turn called in the military, and we were taken over to Ceram and interviewed by the garrison commander, and others. After three days they sent us to Area Headquarters in Ambon.

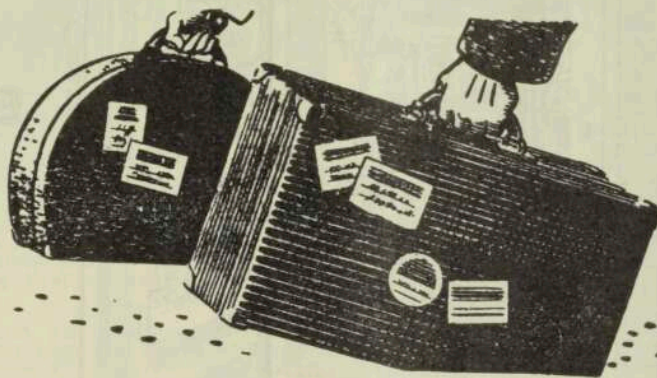
"Although we had no visas or papers for Indonesia, and notwithstanding the fact that the Moluccas are a closed area, under military control, we were cleared and given the freedom of the city.

"We spent two delightful weeks in the Moluccas, then sailed for Dili in Timor. Spent nine days there and attended the

celebration of the 500th anniversary of Prince Henry the Navigator.

"From Dili we passed up through Alor Strait and along the north coast of Flores to Reo Baai. Couldn't get up the river to Reo, as it is too shallow, so went on to Bima in Soembawa. From there to Buleleng in Bali for 10 days, then Surabaya for nine days, and Djakarta for 30 days.

"In all these places we were welcomed with open arms and everybody went out of their way to help us. It was impossible to have a meal on board and anything



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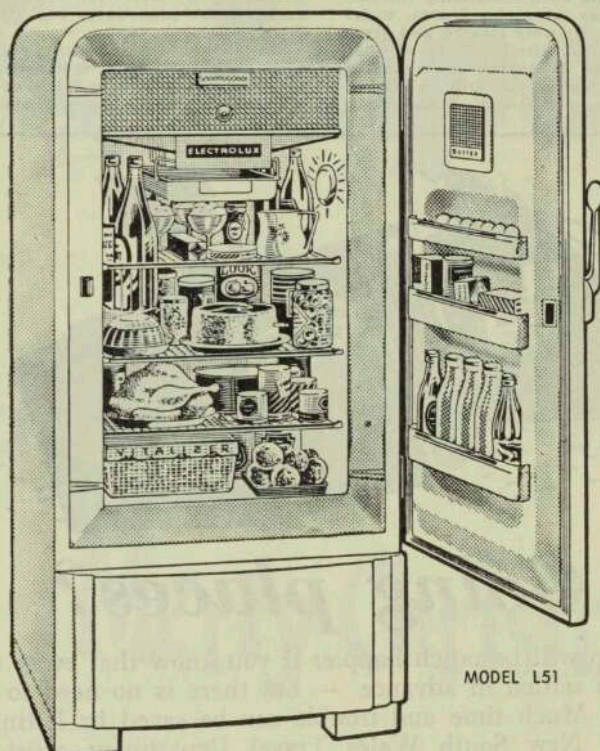
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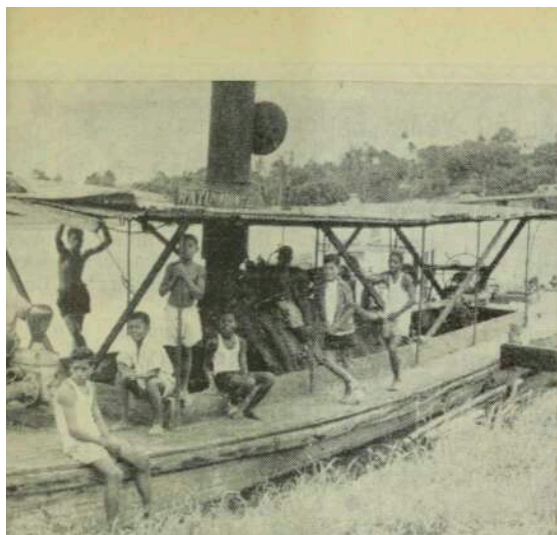
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RIVER BOAT

With the removal of the sugar-mill from Nausori, Fiji, the old, wood-burning, steamboats which were used to carry loads of sugarcane along the Rewa River have gone into disuse. In this photograph the steam-barge RATU JIONA is tied up to the bank not far from Nausori, a highly satisfactory playground for a group of Fijian and Indian boys.

required doing to D'VARA was immediately taken in hand.

In fact, we have very fond memories of the island and would like to revisit there in the future. Naturally, there are a lot of petty restrictions, but if you are willing to go along in the ways of the country and just take it easy, everything smooths itself out.

For anyone else who is interested, it is necessary to have a visa, one for either one or three months. Permission for them comes from Djakarta, so a lot of time is needed when applying. A visa can be further extended once in the country. Coming from the United States, probably the best place to get a visa is in London, which is quite a pleasant spot to spend a few days. Also needed is a Permit for Indonesian waters. These are issued by the Indonesian Navy, and must be obtained from Djakarta. From Singapore we will cruise up the coast to Penang thence via the Malay Islands to Ceylon."

WITCH, 40-ft American yacht, reported with sails blown out and assistance 700 miles ENE of Honolulu on November 15. With owner Paul, his wife and children Clyde, and Messrs. J. Smith and W. aboard, the yacht had cleared 65 days previously. She was sighted by the freighter HAWAIIAN which reported the yacht's arrival to the US Coastguard. The frigate FRASER also stood by at that time. A tow was being made at that time. The yacht was originally heading for Tahiti.

URON of Santa Barbara with Edita Vessey aboard, which had left October 19, reached Auckland on 4, after a rough passage. Future definite, but the 40-ft by 11½-ft is likely to remain in Auckland at least a month—perhaps much longer. Mrs. Vessey, a Samoan, could permit to remain longer.

YE PAMBILI, the South African ketch owned by ex policeman W. and R. Gowan, reached Auckland on 11 from Suva, and BEN 41½-ft ketch from Mystic, USA, and Mrs. H. M. Horn and daughter Carlile and A. aboard, arrived from the same port on November 10. These two have been the same route since Panama. Edmund, who joined at Rarotonga, of the Sydney converted 29-ft yacht READWILL which suffered

serious damage while entering Avarua last June.

BEN GUNN and **SI YE PAMBILI** will remain in New Zealand waters for some months.

• **MARCO POLO** with Axel Pedersen lonehanding arrived at Gronigen, Holland, on November 3, on the next stage of his voyage to Denmark. He purchased the yacht in Auckland and left there in July, 1958. He has had companions on some stages of the cruise.

• **PATSY JEAN**, 28-ft ketch of Auckland, at present based at Rarotonga where owner Don Silk and family and companions are fitting out the Suva-built ketch **SIREN** (which has been up on the beach since October 4, 1951), made a week-end cruise with friends to Manuae Island in October. The 120-mile return run to Rarotonga with a fair and fresh trade wind, was made in 23 hours.

• **VIKING AHOY**, the sturdy motor-sailer which has been in Fiji waters for some years, and preparing to voyage south to Invercargill, NZ, where her owner now lives, for a long time past, is now reported to be remaining at her Suva berth at least until the end of the current hurricane season.

• **MANU RERE**, 34-ft schooner of Newport Beach, Cal., with owners Wesley and Louise Herr, Henry Lucas of Tahiti, Helen and Phil DeVita, and Jim Bell aboard, sailed for the Marquesas, Tahiti, and westward in September.

• **ADIOS** with Tom and Janet Steel of Newport, Cal., was reported still at Darwin in mid-October. They left Noumea last April and called at Port Moresby—with which port they were favourably impressed—and Thursday Island. They plan to continue the voyage towards Cape Town next April, with probable calls at Christmas Island, Cocos, and the Seychelles. Ideas of heading north to Southeast Asia ports have been abandoned due to the political situation in some of these territories. Friends should address mail to 840, 34th Street, San Francisco.

• **KYLIE**, 39-ft steel yawl of Sydney, which left that port April 23, was in New Caledonian waters in September and planning to head for Fiji. Calls were made at Port Stephens, Port Macquarie, Ballina, and Brisbane—where a month was spent, and Harry and Patsy Fink have been enjoying their stay at Noumea which they consider an ideal cruising area, though food prices ashore are very high.

Also in that port recently has been the yacht **NGALOA** manned by French Canadians Matty and Clare Luhtanen. This yacht commenced its voyage from Sydney on August 29, 1958, and was reported overdue bound Wellington, NZ, but arrived off Onehunga, September 29. Exactly three months later **NGALOA** left that port to sail round to Auckland and was again reported overdue. A course was apparently laid directly for Noumea.

The Finks report that Noumea now has an excellent yacht jetty in the Baie des Pêcheurs. The yacht club will build a clubhouse adjoining this pier when funds are available. Mr. "Bibi" Hubbard has been the driving force behind the pier construction. It has fresh water and bowser facilities.

• **MARIE CELINE** of Nantucket; **SKAAL** of Norway; **AAFJE** of Sausalito; **FREE FLIGHT** of Honolulu; **MARINER** of San Diego; **KAYALAMI** of Honolulu; **KAREN MARGRETHE** of San Diego; **FIESTA** of Panama; **BORRACHITA** of Santa Cruz (West Indies); **REVEL** of Auckland; **STARDUST** of Sydney; and **ALFEREZ CAMFORA** of Montevideo, were all lying in Papeete in the last week of October.

• **NORTHERN LIGHT**, 45-ft Norwegian-built ketch with Australian journalist Eric Jessup lonehanding, left London last August for Spain, Cape Verde Islands, Panama, and Sydney via Island ports.

• **WILD GOOSE II**, 136-ft. converted YMS returned to Honolulu, November 14, after owner Max Wyman attempted to return the boat to Seattle but met with rough seas. **WILD GOOSE II** was the vessel which brought four-year-old Cecelia MacCauley from the Cooks to Honolulu recently, where she flew on to Minnesota for an operation on her heart. She died the day after the operation ("PIM", Nov., p. 13).

• **AWAHNEE**, cutter, left Honolulu, November 11, for NZ via the Islands with owner-skipper R. L. Griffith.

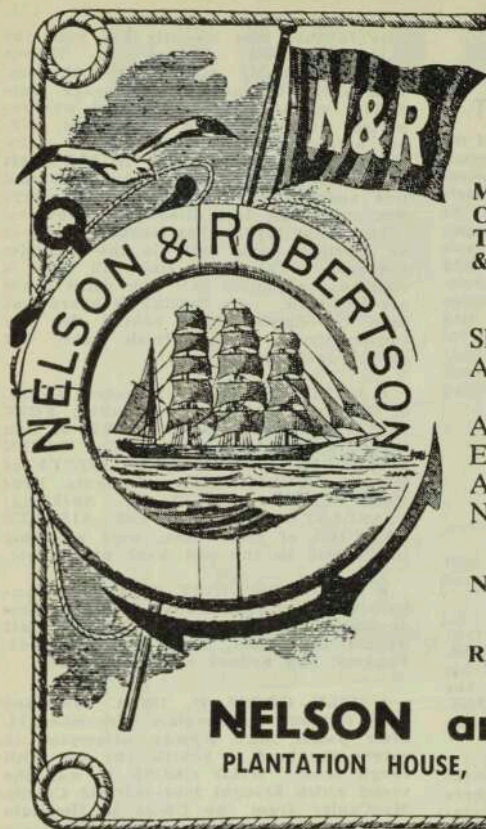
• **FLYING FISH**, 60-ft. staysail schooner (previously listed as a ketch) arrived Honolulu, November 14, after a pleasant cruise in French Oceania.

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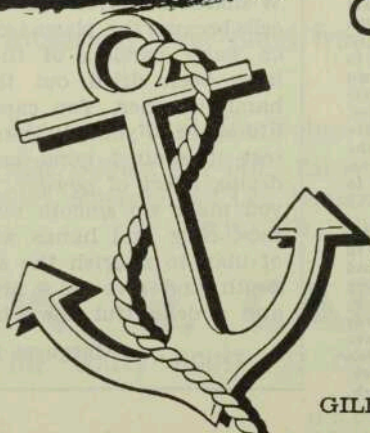
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

3 Council 'Won't Be Asked Discuss Target Date'

Netherlands Minister for the Interior, Mr. E. H. Toxopeus, said at the end of his November tour of that it was not true that he told the chairman of NNG's national political party, Parna, that subject of a target date for government would be one of the questions submitted to the territory's new Council when it is dissolved next year.

New Guinea newspaper reported in November that this was one of the subjects discussed with a *(PIM, Nov. p. 135)*. Mr. Toxopeus said he "regretted" that one of the talks with the party chairman, Mr. H. Wajoi, had been shed, because he had conceded the talks confidential. However, he said he had definitely noted that the question of a target date would be put before the Council because the matter concerned Council only, and it would be the Council's authority to make a decision.

Mr. Toxopeus also denied having said that NNG would be asked to grant independence by 1970. Such a period would be short.

Self-determination without a firm economic basis is a farce," Toxopeus added.

Nevertheless, later, back at The Hague, a source quoted a Government spokesman as saying the NNG Council would be asked about a fixed target date.

The announcement started some running in some places.

A senior Administration officer with many years' experience in native affairs said in Port Moresby: "The implications of the proposal are far-reaching. I can't say how it can fail to affect Australia's position in Papua-New Guinea."

It would cause major discontent in Papua-New Guinea.

The Administration will be asked to push development at full-neck speed," he said. "It will face grave consequences of mounting restlessness among the people."

The officer said the announce-

ment indicated the Dutch wanted to pull out of West New Guinea as soon as possible.

"It costs them plenty and gives them nothing in return," he said.

"Apparently they have only stayed this long to save face with Indonesia."

The announcement also was criticised by native MLC, Reuben Taureka, president of the Papua New Guinea Workers' Association.

He called it a dangerous move which could lead to a native dictatorship in West New Guinea.

Old Echo Of The 'Joyita' Mystery

The ill-fated *Joyita*, which caused a world-wide sensation late in 1955 when she disappeared while on a voyage from Apia to the Tokelau Islands, is still in the news. The motor-vessel, now owned by a group of Vanua Levu planters and lying on the beach at Nasova, near Levuka, was mentioned in a recent case in Cardiff (Wales) before a divorce court commissioner.

The wife (or widow) of the captain, Mrs. Ismay Beatrice Miller, aged 48, asked the court for a decree on two grounds—presumption of death or, alternatively, desertion.



The "*Joyita*", as she looked when she was found drifting in Fiji waters in 1955.

Her husband, Captain Thomas Henry Miller, was master of the *Joyita* when the crew and passengers disappeared. The *Joyita* was discovered later, derelict, about 90 miles north of Vanua Levu, with no sign of the crew or passengers. Nothing has been heard of them since.

According to court evidence, Miller went to New Zealand and his wife and family were to follow. In May, 1951, he stopped sending money or writing to his wife, who had not seen him since. The court granted Mrs. Miller her decree.

After a court of inquiry at Apia, which never really settled what had happened to the *Joyita*, the ship was offered for sale at Suva, and was sold to a group of Vanua Levu planters in July, 1956.

At sea again early in 1957 trading between Vanua Levu and Suva, the *Joyita* grounded on the notorious Horseshoe Reef in the Koro Sea. After she floated off she was towed to Nasova and laid there for some

JONA GOT IN THE SWIM

Jona Qoro, 23, a Fijian seaman, won the admiration of a tough Sydney detective after a swim of more than a mile, fully clothed, in Sydney Harbour. But this did not stop the detective from hauling Jona before a Magistrate in Sydney's Central Court on a charge of assault.

It transpired that Jona, a stockman from the "*Delfino*", had assaulted a taxi driver after a dispute over the fare. Jona struck the taxi driver in the stomach during the struggle, and tore the man's shirt.

According to the detective, £13/10/- in the pocket of the man's shirt fell to the roadway, and as the taxi driver called for help Jona ran away and dived into the harbour.

Jona crossed the harbour at one of its narrowest points close to the famous bridge, rested at some moorings, and then went on to the "*Delfino*".

Describing Jona's swim, the detective said: "He swam more than one mile. It was a fantastic swim while fully clothed".

The Magistrate, who probably shared the detective's admiration for Jona, imposed a fine of £2 and ordered Jona to pay £5 compensation to the taxi driver.

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months while temporary repairs are carried out. Finally recommissioned in October, 1958, she resumed trading and little opened to her for 12 months. Then, in November, 1959 she grounded on a reef at Vatuva, near Makogai. This time she was to make Levuka under her own steam, but the attempted trip to Levuka was a nightmare. Off Kaba Point, after taking in much water, she turned back, and after staying at the main Levuka wharf for a short period she was towed to Suva, where she now lies beached. It has cost her owners a small fortune.

A. E. Waddingham Will Be a Farmer Now

From storekeeping to cane, bee and poultry farming is a big step, one which Mr. A. E. Waddingham plans now that he has retired from Burns Philp (SS) Co. Ltd. after 31 years' service with the firm. A member of a well-known Fiji family, Mr. Waddingham and his wife will spend their retirement at Nadi Point, which overlooks Nadi Bay, the Yasawas and the cane fields of Sabeto.

Mr. Waddingham, who is now 59, served with BP's in many parts of the Colony in accounting, merchandising and managerial capacities. When he went on 12 months' retirement leave on November 30 he was manager of the Lautoka branch of the firm. He had filled that post since 1947.

He leaves at a time when the firm is under way an extensive modernisation programme of the Lautoka store. The contract, worth about £150,000, is one of the biggest building contracts ever undertaken in Fiji.

His wife is the daughter of Mr. W. Garnett, of Suva, a member of another well known Fiji family. Three of their four children now live in New Zealand, and the fourth is employed by the CSR Company at Lautoka, maintaining a family tradition, for his father, for a short time, and his grandfather also, worked for that company.

Mr. Les Pearson has succeeded Mr. Waddingham as manager of the Lautoka branch of BP's.

Direct Service Soon to New Guinea

Papua and New Guinea and the British Solomon Islands are shortly to have a direct shipping service to the United Kingdom and the Continent.

Andrew Weir and Co. Ltd. announced recently (*PIM*, Oct., p. 54), the Bank Line will begin the service with regular monthly sailings from Suva, commencing in January,

the first vessel in the direct ser-

vice will be *Ashbank*, which will load at Antwerp, Amsterdam, Bremen and Hamburg between December 27 and January 2, and at London between January 3 and 5. She is expected to reach Port Moresby about February 9 and thereafter will call at Samarai, Lae, Madang, Rabaul, Kavieng (if inducement) and Honiara. *Ashbank* will be followed, on the same route, about a month later by *Avonbank*. (See Shipping Timetable section).

The vessels will carry general cargo southbound and probably load most of their northbound cargo at Australian ports.

Freight and other information may be obtained from the loading brokers, Bethell, Gwyn & Co. Ltd., 138 Leadenhall Street, London, EC3;

or the owners, Andrew Weir & Co. Ltd., 21 Bury Street, London, EC3. Papua and New Guinea agents are Burns Philp (NG) Ltd.; and BSIP agents are BSI Trading Corporation.

Two London directors of the Bank Line, the Hon. A. C. R. Weir and Mr. J. C. Hawkes, have recently been visiting Australasia and some of the Pacific Islands. Mr. Hawkes, with Captain W. M. Reade, of the Bank Line's Sydney office, were in Papua-New Guinea in November.

The Bride Price Is Causing Them Worry

Some of the Tolai native women of the Gazelle Peninsula in New

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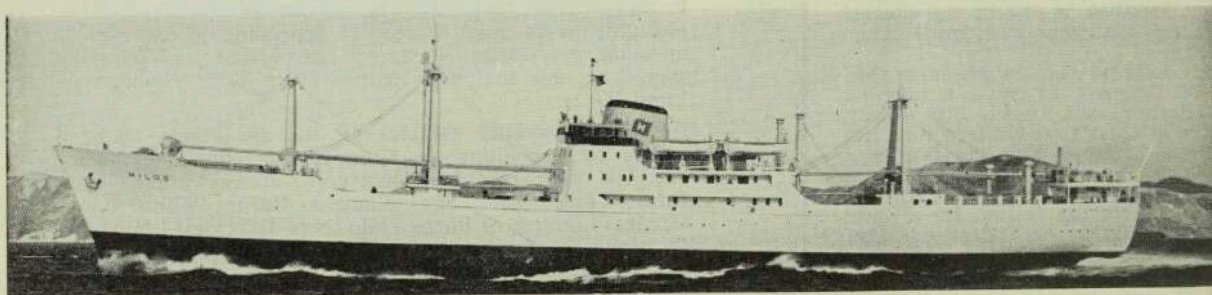
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THEY WANT TO BUY THE "BOUNTY"

The New South Wales Government is interested in Hollywood's re-creation of the mutiny ship *Bounty*—and may try to buy it.

The new *Bounty* is MGM's 1960 version, built in a Nova Scotia shipyard to take part in a new *Bounty* film, to be shot partly in Tahiti. Marlon Brando will play Fletcher Christian.

The 1960 version is bigger than life size—118 feet at deckline compared with the original *Bounty's* 85 feet—and she is very much unlike the original down below, where she is powered by a pair of 300-hp diesels.

She was launched in August, and the reason she was scaled-up in size was to permit a great deal of comfortable accommodation for the nine officers and 22 crew (see *PIM*, October, p. 87).

In Sydney, in November, the New South Wales Minister for Tourist Activities, Mr. Kelly, said he would ask the State Government to buy the *Bounty* for use as a tourist attraction in Sydney Harbour.

"Things of this nature attract the attention not only of visitors to Australia, but of Australians themselves. We are too prone to forget these things. I think putting the Bligh ship in Sydney Harbour is the sort of gimmick that tourists like."

The suggestion that the Government should buy the ship originally was made by the Sydney *Daily Telegraph*.

ain are using their daughters as marriage bait to get money from visiting natives according to recent report in Rabaul.

The report came from New Guinea island natives who were attending a meeting in Rabaul of the Sul Foreign Natives Council. Council looks after the interests of natives in Rabaul who are not locally born.

Speakers told the meeting that sometimes a man from the more remote New Guinea districts would come to Rabaul to work and find that he had attracted the interest of a young Tolai girl. Realising that he had been led into a trap he would save money and pay the bride price to the girl's mother. As soon as the money was paid, girl and mother would disappear.

But Tolai natives who heard the story were faintly contemptuous of the business. It was rare, they said, and in any case a man should be sufficiently alert to see a

There was little comfort in the story of one of the Tolais. "If you want to save your money keep away from families who want to take it," said.

The story focuses attention on the bride price custom which still exists in many districts but which is undoubtedly dying out in the progressive districts.

Port Moresby a survey is being conducted by native communities in an attempt to solve problems associated with the custom.

Factors being determined are whether the bride price should be reduced, the general popularity of the custom among modern native people, the advantages of the custom, the possibility of placing a limit on the price, and the possibility of sharing the money over the family group.

Younger men in Hanuabada

Village, Port Moresby, have advocated complete abolition of the bride price but the women still favour it.

The custom is still very prevalent in New Ireland and fairly prevalent in New Britain.

Split in NNG's Parna Party

A report from The Hague in November said that there had been a split in NNG's multi-racial political party, Parna.

This had resulted in Nicolaas Jouwe being ousted from the party by the chairman, Herman Wajoi.

According to the report, Wajoi had supported the idea of a tripartite conference between the Netherlands, Indonesia and the Papuans on the future of NNG, but Jouwe was opposed to the proposal. Wajoi, reportedly, had sent a letter to the United Nations containing a proposal for a conference between the three Governments and Jouwe had wanted it withdrawn.

Wajoi wrote to Jouwe rejecting him on behalf of the party and advised Jouwe to set up his own party.

Nuclear Power Has "Little Effect on Aust. Defence"

Papua-New Guinea was still "very important" to the defence of Australia, the General Officer Commanding Northern Command, Major General T. J. Daly, said there in November.

He rebuffed suggestions that nuclear weapons made the Territory obsolete as a front line of defence.

He said: "I would not like to make comparisons between now and 20 years ago as to just how important the Territory is to Australia. But let me say it would be very uncom-

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fortable for us if an unfriendly power lived here."

General Daly was making a farewell tour of the Territory before taking over as Adjutant-General at Army Headquarters, Canberra, next January.

He was accompanied by the Secretary for Army, Mr. B. White, and the Director-General of Medical Services, Major-General A. J. Clyne.

General Daly told a Press conference in Port Moresby that the possibility of nuclear warfare made little difference to Australia's defence policy.

"Australia is not a major political power or a huge war machine," he said. "What benefit or advantage

could be obtained by her total destruction by nuclear weapons?"

"I believe that if Australia does become involved in a major conflict it will be of the Korean War type.

"That is why Papua-New Guinea is undoubtedly very important to Australia's defence," he said.

General Daly was then asked to comment on a report by the Executive Council of the Returned Servicemen's League to the League's National Congress in Melbourne last month.

The report claimed that the defence forces in Papua-New Guinea were "quite inadequate".

He said: "It is so easy to say that a country is wide open.

Samoan Cabinet 'Caretaking'

West Samoa will hold elections for a new Legislative Assembly on February 4. Electors will vote for 45 seats in 41 Samoan constituencies and five seats for European representatives.

The old Assembly was dissolved on November 7. The Cabinet will carry on in a caretaking capacity until a new Assembly is elected.

"I suppose you could say that about many countries.

"The Governments assess the risk and threat involved and then concentrate their defences at strategic points," he said.

General Daly said who was to say what were Papua-New Guinea's strategic points?

"Australia cannot afford to spread garrisons all over the country. We therefore rely on defence treaties and a strong, hard-hitting mobile army force."

New Airstrip For Savaii, West Samoa

An area has been surveyed near the village of Safotu, on the island of Savaii, for the construction of an airstrip in preparation for establishment of a regular air connection between Faleolo airport on Upolu and Safotu on Savaii.

A 5,000 feet runway on level and smooth volcanic grounds will provide a satisfactory landing ground for the Prince aircraft of the Polynesian Airline. The village of Safotu is providing voluntary labour for the construction of the airstrip under the supervision of the airline's operation manager.

Some "Out of Pocket" Expenses For Councillors

The Fiji Government plans to revise the system of allowances payable to members of the Executive and Legislative Councils, and the Standing and Select Finance Committee. The present allowance, which has been in force for some years, will be replaced by a subsistence allowance, and an allowance for each day that members attend a meeting.

Those who live at home and attend meetings from there (in effect members who live in Suva or nearby) will receive a daily allowance of £4/4/- a day. Others will receive £8/8/- for each period of 24 hours, and £4/4/- for less than 24 hours but more than six hours.

All members, except those from the Eastern Division will receive expenses and travelling allowance of £100 a year (£150 in the Eastern Division).



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sion). Travelling expenses to things will also be paid. Telegraph and telephone facilities urgent public business will be able at the public expense.

Agricultural Industrial Filled in Fiji

disturbed by industrial rumblings the last 12 months or so the Fiji Government has appointed an industrial relations adviser, who has already taken up his duties. The adviser, which carries a salary of £2,400 a year, plus a £300 post allowance, has gone to Mr. L. H. Nicklin, of Birmingham (UK) who was engaged on similar work in Uganda for 12 years.

Mr. Nicklin's appointment follows recommendation by Mr. E. Parry, Deputy Labour Adviser to the Secretary of State for the Colonies, who visited Fiji this year.

His main task in Fiji, where the industrial know-how (by New Zealand and Australian standards) of employers and employees, is a low standard, is to strengthen the Labour Department, and assist the transformation of its role in industrial relations so that it may play a more active part in the development of amicable relations between both sides of the industry. Mr. Nicklin will have a hard job, he must succeed in his work if the unionism is to develop in Fiji along lines which will be of benefit to the growing Colony.

Hands Man To Come For Sentence

Frederic Vercoe, well known as a photographer in both Western and American Samoa, was expected to show up for sentence in Sydney Quarter Sessions in December on charges relating to the kidnapping of an eight-years-old Sydney boy, named Thorne. (PIM, Sept., p. 10)

Vercoe pleaded guilty in the lower court at Sydney to a charge of having attempted to obtain, by false pretences, about £25,000 from the father. The boy was later



REMEMBRANCE. Remembrance Day services of November 11—Australia's commemoration of the Armistice of World War I, were held in Papua-New Guinea this year as usual. Here is the scene at the Memorial Gates, Ela Beach, Port Moresby. In front is the P-NG Administrator, Brigadier D. M. Cleland, and behind him, on the right, is the Commissioner of Police, Mr. C. Normoyle.

found dead but it was not alleged that Vercoe had taken any part in the kidnapping or the murder, or knew anything about the crime other than what he had read in the Press.

When he pleaded guilty, Vercoe was committed for sentence in the Quarter Sessions at Sydney due to start in October and to finish in December.

Big Scrap Clean-Up To Begin in NNG Soon

The Dutch Administration is negotiating with a Japanese firm for the salvage of a minimum 120,000 tons of scrap from Netherlands New Guinea territorial waters.

The Administration's Sub-director of Finance, Mr. L. G. Hoornweg, said in Port Moresby in November that the estimated worth of the scrap was £3,000,000.

Mr. Hoornweg was in Port Moresby from Hollandia for talks

with senior Australian Administration officers. He was accompanied by Mr. J. R. Hommes, a financial adviser to the Dutch Administration.

Mr. Hoornweg said there were "certain details" of the contract which had to be discussed with the Australian authorities.

He said the Japanese firm involved was the Japan Netherlands Salvage Company of Tokyo.

It already had been sold the sole rights to investigate all sunken shipping in Western New Guinea waters.

The Dutch Administration hoped work would begin in the first six months of 1961, he said.

Mr. Hoornweg said about 80 ships

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..... Margaret Merrill.

HE WANTS TO REMOVE THE COUNTRY HOTEL LOOK

The Town Hall of Suva, with some justification, has often been likened to an Australian country hotel. Not even a coat of paint or external renovations have ever been able to completely dispel this view.

But Mayor Charles Stinson has plans for a civic centre, costing about £300,000, in association with a reclamation project. He is rather reluctant to name the exact site, but somewhere between imaginary extensions to Gordon Street and McArthur Street would not be far from the mark.

The plan necessarily is long-term and may take 10 to 15 years to complete. But because of increasing activities more space has to be found for staff, and Cr. Stinson's civic centre plan involves construction of a two-storey building next year to house revenue offices, the Town Clerk's staff and the council chambers.

Some people think the plan may eventually save the ratepayers money, as piecemeal additions and temporary buildings do not represent permanent investments.



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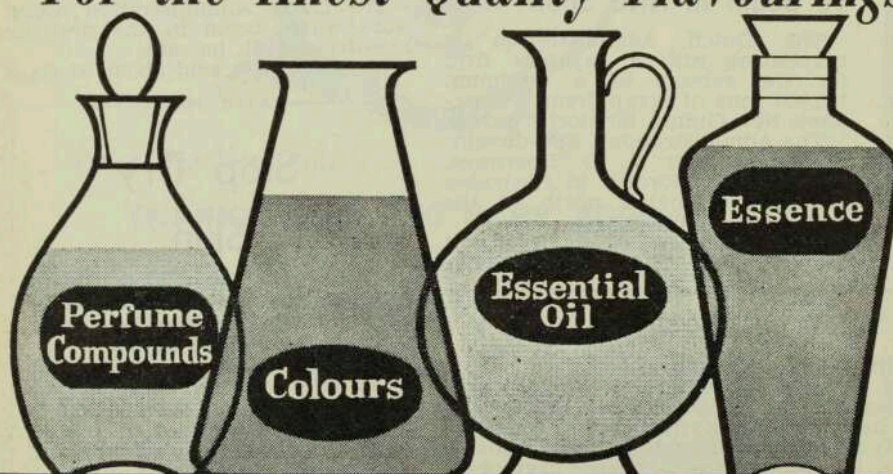


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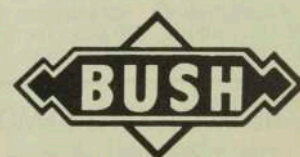
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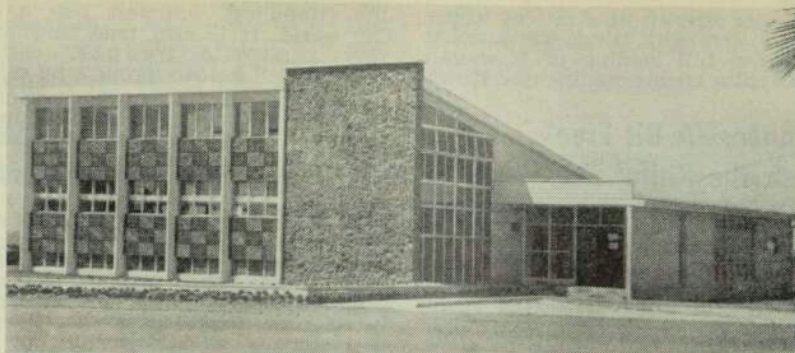
been sunk in the Territory's waters during World War II. The bulk of it was Japanese. Only a small part of this—about 120,000 tons—could be salvaged. The rest was in water far too deep to be treacherous. Hoornweg said about 60,000 tons of shipping had been sunk in the Pacific. Most of the wreckage was near Biak, Sorong, and Makassar. He added: "We will have a better idea of just how much shipping can be salvaged when the Japanese firm completes an extensive survey next year."

"Spy Planes" South Pacific Visit

American U2 aircraft, virtually unheard of before Francis Gary Powers was shot down over Russia before the scheduled Summit Conference in May, have made their appearance in the South Pacific. Three of the U2's passed through the RAAF base at East Sale, in Victoria, Australia, where they were used for upper air sampling. The planes the aircraft took were sent to the US for testing for radioactivity and fallout in the atmosphere. On one recent flight a U2 got to within 100 miles of the Antarctic continent. The U2's created great interest at East Sale, and the American pilots found themselves surrounded with questions from members of the RAAF.

Will Get a Permanent Council Building

The idea is catching on. Papua-New Guinea has a brand-new air-conditioned chamber for meetings of the Legislative Council. Now the Territory has approved a plan for permanent accommodation for the New Guinea Council, which will be inaugurated next year, in Hollandia. The NNG Council in about two years will be accommodated in a new building in the centre of Hollandia, alongside Humboldt Bay. The heart of the new two-storey building will be the council chamber, measuring 98 ft by 75 ft to seat 48 members, plus the public of course, the Press. An added feature as far as the public and press are concerned will be the provision of an electric translation device with headphones. Port Moresby has a headphone translation service, but in its case, the facilities for the public were inadequate right at the beginning. The NNG architects have given attention to the surroundings. A beautiful garden with a pond has been designed for one side of the building. On the other side there will be a large parking space, while



Designed by an Australian architect, Mr. A. Deller, Apia's new O. F. Nelson Memorial Library, is the most handsome building along the town's famous seafront. The library also includes rooms for meetings. The building cost £15,000—provided by the NZ Government, the Nelson family and the West Samoa Trust Estates Corporation. Lower photograph shows the NZ High Commissioner, Mr. J. B. Wright, speaking at the official opening. See story below. Photos: Samoana

a fountain will ornament the inner court.

Until the plan becomes a reality the New Guinea Council will use a hall in the centre of the city. This hall, now in the process of construction, will have to be completed by March 15, 1961. It will provide room for 28 representatives, plus the audience of 150. It will be equipped with a translation device.

Apia Gets a Modern New Library Building

West Samoa's modern new Nelson Memorial Library was officially opened on November 5.

The Nelson family donated the land near the Apia clock tower on which the library is built and contributed £5,000 towards the cost of the building. The NZ Government gave another £5,000. The library perpetuates the memory of the late Mr. O. F. Nelson, an outstanding Samoan citizen.

The modern style of the new building is an attractive addition to growing Apia. The interior is spacious and airy, and the library contains a wide selection of general literature.

Speakers at the opening ceremony were the High Commissioner, Mr. J. B. Wright; the Minister for

Education, The Hon. Tuatagaloa, and Mr. E. Annandale, general manager of O. F. Nelson & Co., representing the Nelson family.

Cooks Tomatoes May Take Wings

If the Rarotonga airstrip could be brought up to standard to handle modern aircraft, it might well be an economic proposition to air-freight tomatoes and possibly other produce to New Zealand, Mr. D. C. Brown, MLC, said in Auckland in November.

Mr. Brown said that Tasman Airways had expressed interest in these possibilities and had indicated a possible freight rate that would easily permit the landing of tomatoes in NZ at an economic price at certain times of the year.

But a reasonable freight rate would depend on the use of large aircraft, and at present the Civil Aviation authorities would not allow such aircraft—even freighter aircraft—to operate into Rarotonga.

An indication that aerial freight rates can be competitive, the New Zealand meat industry announced in November that it has made arrangements for trial shipments of meat to be sent to the United States soon in American

freighter aircraft at a rate of 7d per lb, by arranging that the aircraft obtain a full loading of Hawaiian pineapples on the southbound flight.

Tongans 'A Bit Free With the Knife'

On holidays in Sydney, where he was once a barrister, and also at one time Mayor of North Sydney, Tonga's Chief Justice, Mr. Justice Hunter, took time off to give a Press interview in which he talked about Tongan crime. The Tongan islands had a fairly high crime rate, he said.

"It's true that Tongans are among

the friendliest, happiest people in the world. It is also true they are very passionate people, easily aroused and fiercely proud", he said.

"It needs only a heavy kava drinking session or an argument over land to make a Tongan violent. Tonga is virtually free of what you would call full-time or professional criminals. Premeditated crime is also unknown to Tongans—for example, I have never had to deal with a case of poisoning. But whenever I see the words "causing grievous bodily harm" on a court list, I know that behind the charge is a story of a sudden flare-up.

"Some Tongans are a bit free with the use of knives, but they never

seem to try to kill a victim merely mark him for life."

P-NG Will Have a Child Welfare Ordinance

Legislation giving Papua-New Guinea a child welfare ordinance has been introduced to the Territory's Legislative Council.

The Assistant Administrator, J. T. Gunther, said what little legislation already existed was "obsolete and could not cope with the increasing perplexities of Territorial life".

The bill will be debated at the next sitting of the Council in 1961.

US "Brain" Helps Process NG Reports

An electronic brain in Washington, USA, is now regularly processing information which New Guinea observatories are collecting on earth tremors.

Mr. G. A. Taylor, volcanologist in charge of the central observatory at Rabaul, said in November that this scheme was part of the mutual assistance research programme in New Guinea.

America was processing in the electronic brain the information from New Guinea together with information from other parts of the world.

In return, America sent back New Guinea the results of the search.

Mr. Taylor said research work in New Guinea and America was using the information to study earth tremor effect known as local anomaly. This existed when earthquakes travelled between the points at speeds from those expected.

One example occurred when America held nuclear explosion tests in the Pacific, the shocks reached Rabaul ten seconds "behind schedule".

Papuan Desiccated Coconut Gets a Clean Health Bill

Australian imports of desiccated coconut were in trouble again in November—but this time the Papuan coconut had a clean bill of health.

Around 1953, the young Papuan industry was almost wiped out when disease was traced to some desiccated coconut which had been exported to Australia. The Ceylon coconut virtually took over.

In November, the Australian National Health and Medical Research Council in Canberra recommended that import of desiccated coconut into Australia should be permitted only when there was satisfactory evidence that it had

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Smallpox Suspect At Niue

Because of a suspected case of smallpox at Niue early in November, the Union Company's "Tofua" had to overcarry cargo and 15 passengers. Later, the Niue population was vaccinated against a general outbreak, but further cases had been reported up to late November. Contacts with the young girl patient were isolated. "Tofua" took aboard a canister of vaccine at Tonga and dropped it overboard to a shore at off Niue, continuing her voyage on to Samoa. Some days later the RNZAF made two Sunderland flights from Fiji with further supplies of vaccine sufficient to vaccinate the whole population. The Niue incident also caused a smallpox scare in Fiji, and the Health Department there advised vaccinations. Between November 10 and 19, there were more than 28,000 vaccinations in Fiji.

Manufactured under hygienic conditions. The Council was told dysentery had been discovered in a number of consignments, and many consignments had been destroyed. There was no doubt that harmful organisms had not escaped notice in other consignments. The consignments were not from Fiji. The meeting was told that fully hygienic means of manufacturing under hygienic conditions had been adopted in P-NG with steam sterilisation.

Moresby Playground a Kick In It

Army Bomb Disposal unit in Moresby unearthed 18 live mortar shells in the playground of a Port Moresby primary school. The shells were fused and rusted and described as "extremely dangerous". The children apparently had been using the shells as playthings for years. The shells were found at Kila Moresby primary school, two miles from the town. A 10-year-old reported them to the school officers during a "bomb disposal" lecture. The officers have been touring all Moresby schools in a drive to clear caches of old war-time ammunition. The Army's Bomb Disposal unit was notified and in nine hours 18 shells were found. They were later dumped in Port Moresby Harbour.

An Army spokesman said that many old ammunition dumps still existed around Port Moresby. The big problem was to find them.

They're Making Way For The New "Oriana"

The imminent arrival at Suva of the great new P & O liner, *Oriana*, stirred the port authorities into action. Earlier there had been some doubts about the ability of the *Oriana* to get alongside King's Wharf.

Dredges have now increased the depth along the frontage at low water to a minimum of 34 feet, which will allow any liner now operating in the Pacific to get alongside the wharf. The *Oriana* is due at Suva on January 24 on her maiden Pacific voyage.

Further dredging may be necessary within the next 12 months to allow Suva to handle an even bigger liner than the 40,000-ton *Oriana*. This will be P & O's *Canberra* which will be in the Pacific in about a year's time.

Will Attempt Climb Of NNG Mountains

A Wau geologist, Mr. D. B. Dow—originally of Auckland—will be one of six mountaineers to attempt to climb the 16,500-ft Carstensz Range of Netherlands New Guinea next June.

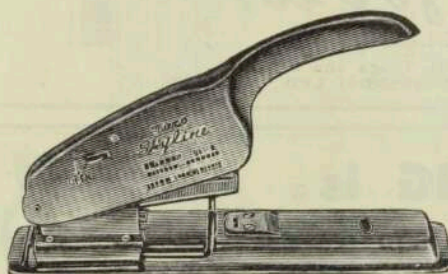
The attempt is being organised by the New Zealand Alpine Club and the party will be led by Mr. C. K. Putt, of Sydney, chairman of the Australian section of the club. Others in the group will be Messrs. T. Barfoot and D. E. Cooper, of Auckland, and Messrs. P. Temple and D. J. Macdonald, of Christchurch.

The five Carstensz peaks are part of the Nassau Mountains overlooking the Arafura Sea, and are said to be the only glaciated peaks in the whole of New Guinea.

The advance guard of the expedition will leave New Zealand in April and the remainder of the party will assemble in New Guinea in June.

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Mr. Monk Saw Some Discrimination

One of the most striking contrasts between Australian and Netherlands New Guinea was that in NNG there was no racial discrimination, as operated in the Australian territory.

The president of the Australian Council of Trade Unions, Mr. Albert Monk, said this in Melbourne in November after returning from a visit to both Territories as member of a delegation (*PIM*, Oct., p. 18).

Mr. Monk said that Papuans on the NNG side attended the same schools as Dutch children without the segregation operating in the Australian territory.

NNG natives could also be supplied with liquor but in the Australian territory this was forbidden. "I saw no evidence of drunkenness by Papuans in Dutch New Guinea and the Papuans in Aus-

tralian territory bitterly resent the discrimination there," added Mr. Monk.

Problems of a Suva Hotelier

Mr. W. H. Rafton probably did not bank on flooding when he built a new hotel at Suva on high ground this year. Apparently he was unaware of an area next to the hotel from which water cascades freely after heavy rain.

A recent unusually heavy fall of rain soon disillusioned him and his wife when muddy water seeped through a side door of the hotel and flooded the foyer to a depth of two inches, before spreading to the dining room, a store room and one of the bars.

Mr. Rafton made a public complaint which brought some action, but along with the other owners, who spent £130,000 to convert the

building into a hotel, he did not know who would pay for the damage.

The owners have also had trouble from nearby blasting which is designed to remove a soapstone face. The walls and ceiling of an upstairs room have been cracked by vibrations from the blasting. But the owner of this land will look at any damage caused by the blasting.

Mr. Rafton probably knows now that running a hotel in Fiji is not always a bed of roses.

Radio Noumea "Might Suffer Interference"

An Auckland report says radio listeners in the more distant parts of the territory of New Caledonia, such as Wallis and Futuna and perhaps other areas—may find some interference to their reception of Radio Noumea later in 1961—though this is by no means certain.

The New Zealand Broadcasting Service plans to establish a 2 kilowatt transmitter at Kaitia in the far north of New Zealand, call sign 1XA, on the same frequency as the Radio Noumea broadcast band outlet—1400 kc/s. At about the same time a similar station, call sign 1XE, is to come into operation at nearby Kaikohe, on 1220 kc/s, although this frequency is not used by any Islands station.

Fortunately, Noumea has an alternative shortwave outlet at 6035 kc/s, which serves more distant listeners, but this is subject to some interference at night at present.

What of the Future, Ask P-NG Officers

The Public Service Association of Papua-New Guinea, in November was seeking talks with the Minister for Territories, Mr. Paul Hasluck on the future of the Territory's expatriate officers.

It wants assurances that the Territory's 2,200 white public servants will be protected when the country becomes self-governing.

In a statement, the Association said it would press for talks as soon as possible.

It was time, the statement added, that the Australian Government policy on compensation for loss of career was determined.

President of the Association, Mr. W. A. Lalor, said a number of officers now being recruited in Australia could expect to be replaced by native officers before reaching their retirement age.

He said the Association's recent annual congress had voted for the introduction of safeguards similar to those introduced by Britain to protect her officers in colonial territories.

These were when the Territory became self-governing, pensions and conditions of service for officers would be safeguarded and compe-



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tion paid to those suffering premature retirement. Under recent British proposals incentives to continue to serve or self-determination had also been offered Public Servants. 'Congress considers the British approach a realistic one,' Mr. Lalor said.

It wants the Australian Government to provide similar assurances." About the same time the P-NG representations were made, the Netherlands Minister for the Interior, Mr. E. H. Toxopeus, announced in Hollandia that all government officers of Dutch nationality, whether sent from the Netherlands or engaged locally, should be given status equal to that of Government officials in the Netherlands. A bill would be brought to Parliament as soon as possible, which would include a guaranteed transfer for the officials to the Netherlands upon termination of their duties.

Rewai Told a Story

Rewai, the Papuan, looked down through the clear water of the New Britain North Coast and he saw a strange sight.

Two feet below the surface a plate was floating, and on the plate was a steaming meal. Happily enjoying the meal was a big, fat, lazy fish. So lazy, in fact, was the fish that it allowed Rewai to reach down and pick it away. History doesn't say what happened to the plate with the food on it, but Rewai waded more happily with his slippery giggling prize.

He lit a fire and cooked the fish. When the flames from the fire leapt up—and soon afterwards the copra belonging to New Massawa plantation was a heap of ashes.

That was the story which Rewai tried to tell when he appeared in court at Rabaul charged with having burnt down the drier. But the last part of the story which the prosecution was prepared to accept was that the drier, in truth, was a heap of ashes.

Later Rewai admitted having burnt down the drier deliberately. He said he had piled copra husks against one wall, lit the husks, and waited to make sure that the fire spread to the walls of the drier. Rewai said he had done this because the manager of the plantation, Mr. E. Taylor, had hit him. Lalor admitted hitting Rewai, who continually run away from the plantation and refused to work. Mr. Justice A. Mann said he could understand how Rewai had felt, and believed Taylor would have been better advised to send Rewai home in the piece.

At the same time he found it impossible to condone Rewai's action which had destroyed property and endangered life. He sentenced Rewai to four years' hard labour.

A Busy Time For Islands Cruising

The Islands Cruise business appears to be booming as never before, with no one taking any more notice of hurricane seasons or wrong times of the year.

Another newcomer to the field this summer will be the New Zealand Shipping Company's 21,867 ton *Rangitane*, normally on the UK-Panama-NZ run, and which in 1959 has been making some calls at Papeete.

Rangitane was scheduled to clear

Auckland on December 23 and cruise to Nukualofa and Suva, returning to Wellington on January 2.

The Orient Line's *Orsova*, will make another Island cruise in February, sailing from Wellington on the 7th, calling at Auckland, Nukualofa, Suva, Sydney (4 days) and returning to Auckland by March 1.

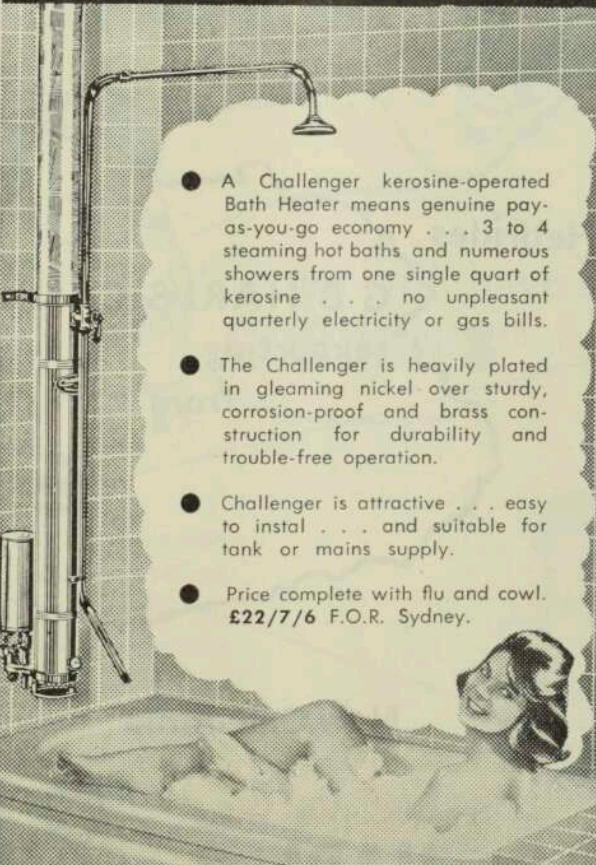
As earlier reported, the German liner *Seven Seas*, 12,575 tons, will leave Wellington on January 7 for Auckland, Papeete, Pago Pago, and Suva, returning to Wellington on January 29.

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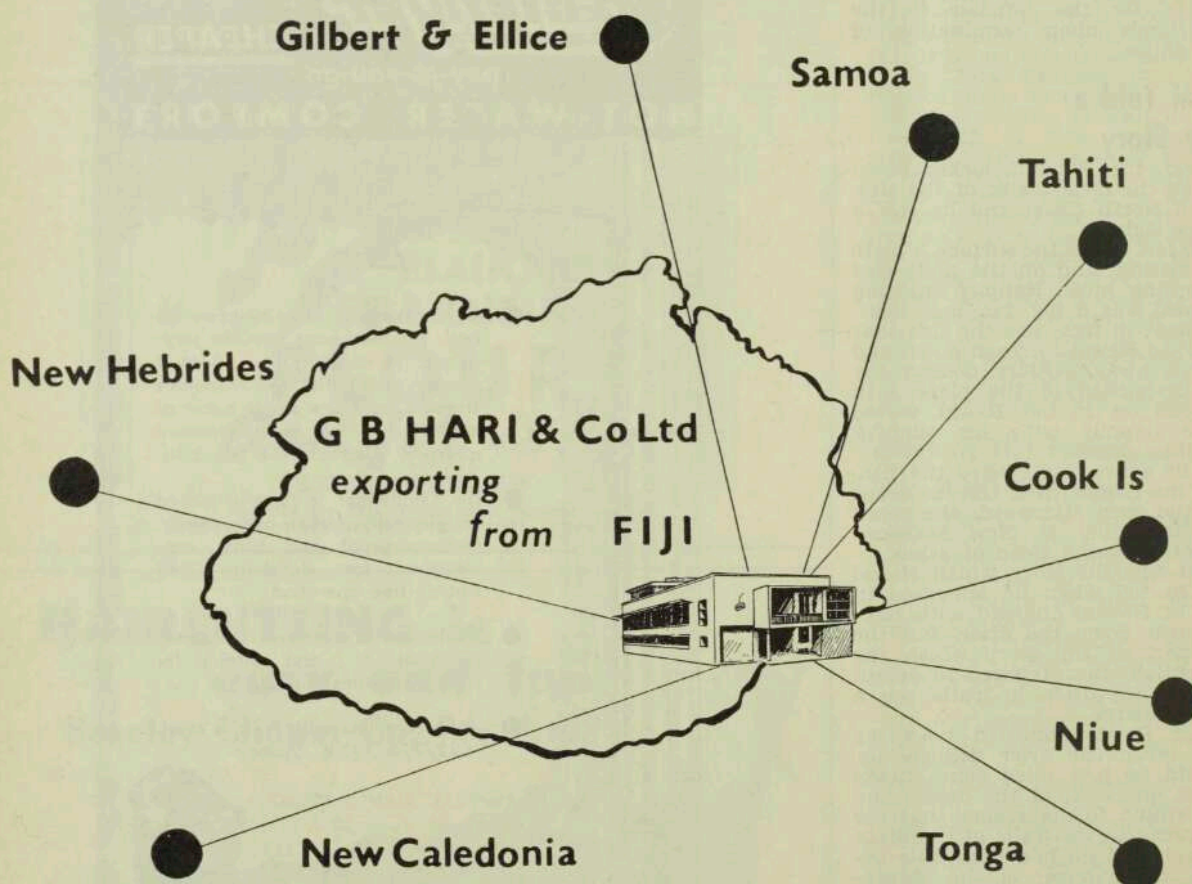
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riana—these will be busy months for the port of Suva and perhaps prosperous ones for the Suva business community.

Kaputin Gets His Name In The Paper

John Kaputin, 22, a native trainee interpreter with the P-NG Department of Extension Services, won himself some publicity in the Australian press in November by announcing that he was in love with a married Australian woman and wanted to marry her.

He said the woman was 23; she had been a teacher in Port Moresby when he met her, she was now in Western Australia but would return to Port Moresby after her divorce had been completed.

Kaputin, a Tolai from Rabaul, said he had lost his job as a trainee teacher with the Port Moresby Teachers' College because of his romance with the white girl. He said administration officials had brought pressure to bear asking him to abandon his marriage plans.

However, a P-NG Administration official replied that Kaputin had not been sacked because of the romance.

"The simple truth is you can't marry somebody else's wife," said the official. "There is no law to prevent the marriage and no objection likely to be raised, provided the man is eligible for marriage."

Kaputin was educated at a Rockhampton (Queensland) school.

In Perth, West Australia, the *Sunday Times* sent a reporter out to interview the schoolteacher. The reporter described her as a "beautiful dark haired girl". She said it was not correct to say, as some newspaper reports had said, that she would be refused entry to New Guinea. She said she had already been granted the right to enter.

The *Sunday Times* also reported her as saying she had left New Guinea of her own free will. She said it was true that at first Kaputin's parents had been opposed to his marrying her, but they no longer opposed it. She had no comment to make when asked would she marry Kaputin.

Was Good While Lasted

Two big Suva stores which showed unusual initiative for Fiji in 1959, when they decided to keep open for business during the lunch-hour, have reverted to type. Lunch hour trading, not only in Fiji, has always been a feature of Islands life. With a flourish of trumpets, Burns &amp;amp; Co. Ltd. and W. R. Carpenter and Co. (Fiji) Ltd. announced last year that they would open the public continuous trading from 8 a.m. to 4.30 p.m.

Morris Hedstrom Ltd. and their subsidiary, Millers Ltd., refused to have anything to do with the new-fangled idea and kept their premises closed between 1 and 2 p.m. The Suva public looked on, wondering whether these two would eventually crack and come into line with their competitors.

The results as far as BP's and Carpenter's were concerned apparently did not justify the enterprise, for in November they decided they would again close between 1 and 2 p.m.

It was good for the buying public while it lasted.

Now, apart from a few Indian stores and eating houses, the casual shopper will find Suva a dead city while everybody goes home for lunch.

Rarotonga Orange Juice in March

The big New Zealand food processing firm of W. Gregg & Co., of Dunedin, who have been working on plans to process tropical produce in Rarotonga, Cook Islands, announced early in December that they expect to commence canning orange juice next March.

The £20,000 factory will employ 20 people in the early stages.

It is intended eventually to process other foods, but the cannery meanwhile should give a valuable boost to the Cooks citrus industry by greatly reducing waste.



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IP Electricity Charges Bring Protest

The BSIP, in December, increased electricity charges—and thereby drew a howl of protest. Most people thought the old charges were quite high enough. The charges were fixed at 6d. a unit for domestic uses and 4d for commercial, but the new rates will be on a sliding scale and will mean an increase of about 32 per cent. on average domestic electricity bills.

The Civil Servants Association quickly protested that commercial firms were more favourably treated under the new scale.

G's and BSI's 1961 Copra Contracts Complete

It was announced in late November by Mr. Ian McDonald, Chairman of the Papua and New Guinea Copra Marketing Board, that copra contracts covering 1961 have been concluded and are substantially the same as in 1960.

They are:
Unilever (Raw Materials) Ltd., London—30,000 (10 per cent. or less).
Australian crushers—30,000

Coconut Products Ltd., Rabaul subsidiary of W. R. Carpenter & Co. which operates the Rabaul crushing mill) including provision from their own estates—30 tons.
Japan, 300 tons per month, or further quantities as may be available.

This will account for virtually all the 1961 production. Papua-New Guinea production for 1960 is expected to be about 102,000 tons. The P-NG Board is paying the tentative price for December, that is, £A65, £A63/10/- and 10/- per ton for the three months, but these rates will be reduced as from January 1, 1961, and are likely then to be lower.

The British Solomon Islands Copra Board has announced that 14,000 of the Protectorate's 1961 copra production will go to Unilevers in the UK.

Approximately 4,000 tons annually shipped by Lever's Pacific Plantations (under licence to the Board) to the Protectorate to Australia, the balance of production is in the vicinity of 2,000-3,000 tons either accepted by Unilevers or sold on the open market.

Copra handled by the Board over the last three years to September, but exclusive of the amount shipped by Lever's to Australia) has been: 1958, 15,988 tons; 1959, 18,149 tons; 1960, 16,763 tons.

Recently the chairman and members of the BSI Copra Board flew to Port Moresby to meet representatives of the Bank Line Ltd. to

AT THE BIG BALL

These lovely lebs were among those presented at the Show Ball at Lae, N.G., in October. They are (in top photo) from left, Miss Jenny Morgan, Miss Judy Davenport and Miss Fay Seeto. Bottom photo shows sisters Francis and Judy Chan with their escorts Ron Partridge (left) and Colin Clement. The Australian Governor-General, Lord Dunrossil, was at the Ball and the debts were presented to him by Mrs. H. Niall, wife of the Morobe District Commissioner.

Photos: O. Brabant



negotiate the contract for the delivery of Protectorate copra to Unilevers.

With a freight reduction of 10/- Stg. per ton the Bank Line's freight rate of 165/- Stg. was accepted and their ships will call at about six-weekly intervals.

Fiji Copra May Receive A Shot in the Arm

The Fiji copra industry, which is the second biggest earner of overseas revenue for the Colony (sugar is No. 1), is likely to receive a shot in the arm through a scheme of subsidies to encourage the planting of coconuts.

Development programmes in the industry have been spasmodic for years, and many palms planted by the pioneer settlers of southern Vanua Levu and Taveuni, are now near the end of a fruitful life. The industry earns about £3,000,000 a year.

The Fiji Government has accepted Burns Commission recommendations in principle that it takes a lead in restoring confidence in the industry. The final scheme of subsidies has not yet been announced, but the target will be to plant or replant 4,000 trees a year for five years.

The scheme envisages a fund to which both the Government and growers will contribute equal shares, and that payments will be made

from this fund to cover the planting and replanting costs, plus the cost of maintenance for a specified period.

The Fijian Development Fund Board has agreed that contributions to the fund from Fijian producers should be offset against the cess of £10 a ton, which is paid to their accounts in the Fijian Development Fund. The Director of Agriculture, Mr. J. M. Watson, guided by the Agricultural Advisory Council, will administer the scheme.

The industry meantime still faces the rhinoceros beetle threat. So far the pest has been kept out of the main copra-producing areas of southern Vanua Levu, Taveuni and Lau, but has reached some parts of Lomaiviti.

The Coconut Pests and Diseases Board confined the beetle to Viti Levu for many years, but last year it found, to its dismay, that the beetle had reached Moturiki, just off Ovalau. Last month, markings similar to those made by the beetle were found at Viro, on Ovalau.

At that time the board's inspectors were unable to establish whether the markings had been made by the beetle or by rats, and a check of all rotten palms and logs revealed no trace of the beetle. The board proposed to extend the check to other areas of Ovalau and to keep a special watch on ships which anchored at Viro on their way from Viti Levu to Vanua Levu.

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Distributors in New Guinea and Papua—

PAPUA: Steamships Trading Co. Ltd., Port
Moresby and Samarai.

RABAUL, MADANG and GOROKA: Colyer Watson
(N.G.) Ltd.

LAE and WAU: New Guinea Goldfields Ltd.

P Sees Itself In Airways Boom

M's Honiara correspondent, in December, reported local feeling that the BSIP was on the threshold of an airways boom. This followed the announcement in December, Fiji Airways had at last make a proving flight a Heron from Suva to the New Hebrides, Honiara and return, as a runner to a fortnightly service. The Heron was due to leave Honiara for BSI on December 12. In addition, Trans Australia Airways, on November 30, started an international service from New Guinea to Honiara, to operate every second day. This means that the Protector will have six planes a month. Anderson airfield, now equipped with navigational aids, will also be reopened now that the awesome Lunga River has been bridged once more. BSIP people expect that the new traffic plans will put it to full use.

To Have New Stamp Designs

The designs of seven Fiji stamps are to be changed, and a stamp (10/-) issued in 1959, will be reintroduced with a new design. The change will be made to bring about a uniformity of size.

The designs to be changed are for the 1d, 2d, 6d, 8d, 1/-, 2/6 and 1/- stamps. The Government expects the new stamps will be issued in time in 1961.

Meanwhile, the British Solomon Islands in January, issue three new stamps—twopence, threepence and sixpence—to commemorate the establishment of the BSIP Constitution this year.

Search for Rhinoceros Beetle Predator

Since April, 1959, the South Pacific Commission's entomologist, C. P. Hoyt, has been in West Africa, searching for parasites and predators of the rhinoceros beetle, a pest that attacks the coconuts in the Pacific. Under his direction, consignments of selected beetles have been transferred by air to the affected islands of the Pacific. The Commission has warmly commended his work, and requested to carry out further field work in West Africa in 1961.

At the request of the Commission, the official entomologist, Mr. B. A. Connor, who is part-time consultant for the Commission's rhinoceros beetle project, will prepare a nationwide plan of co-ordinated action against the beetle.

The search for a means of getting biological control over the rhinoceros beetle has been going on for the 30 or more years.

Fiji Sugar Position: Meeting in Early 1961

The CSR Company wants to mill sufficient cane in Fiji in 1961 to produce not less than 200,000 tons of sugar, according to a recent announcement by the company's chief manager in Fiji, Mr. J. C. Potts.

But because of the difficulties the industry has faced this year he has warned that the objective is not likely to be achieved unless the ratoon cane is cultivated and fertilised properly, and more cane is planted for 1961.

In previous years failure to plant cane for the following year's crop

by August 31 would have been disastrous, but new varieties, which may be planted much later, will mature in time for the succeeding year's crop.

The company, late in November, undertook to buy in 1961 all the ratoon cane available, all stand-over cane not harvested during the current crushing season, and 150,000 tons of cane from plantings made before the end of December, 1960.

The company, in giving the undertaking, added the usual proviso that the cane be fit for manufacture. It would also be necessary to reach an agreement relating to price and other conditions. [The company planned late in November

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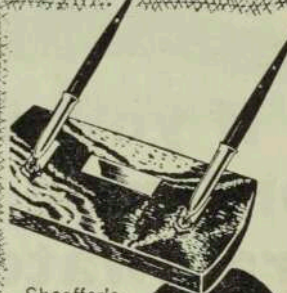
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136

DECEMBER, 1960 — PACIFIC ISLANDS MONTHLY



ISLANDS EDUCATIONISTS. Mr. H. F. S. Hammond, well known as a teacher in Fiji and NZ, joined the Islands Education Office of the NZ Department of Education, to help supervise help Islands' scholarship students in NZ. There are usually about 400 in NZ at any time—200 of them fully maintained by the NZ Government, and the number will be increased next year, particularly from West Samoa. Mr. Hammond, left, is photographed with other members of the Department, Miss G. Tate, Mr. F. R. J. Davies (Officer for Islands Education) and Mr. C. M. Sealy.

meet canegrowers' representatives to discuss the 1961 price, etc. There were to be meetings with two state organisations on different dates.

Fishing Methods Small Crews

To overcome the problem of the manpower involved in Japanese methods of longline tuna fishing, about 22 men are required to manage equipment used by a 100-ton vessel—the US Bureau of Commercial Fisheries has been experimenting with other methods more suited to management by a smaller crew.

The latest of these methods is the use of a huge nylon gill-net extended downwards from the surface to 100 feet below.

Experimental fishing for skipjack off the leeward coast of Oahu, Hawaii, in September did not produce very good results but netting has been very effective in some areas along the Californian coast. It is now believed that the best time for such netting is in an area where at a certain depth there is a comparatively sudden fall in water temperature.

Water will remain in the warmer level and are very reluctant to penetrate into the cold level. If the net is suspended across the path from the surface to below the inversion level the fish will try to go through the net or follow it into the cold zone. They are then to "have a go" at the net. Many Californian tuna fishermen are now reported to be abandoning hook and live-bait surface-fish-

ing methods which they have always used, in favour of the new gill-netting technique which is less strenuous, calls for no live bait, and has certain other technical advantages.

Another recent development in Japan is the appearance of a preparation called Marinezol, which is packed in containers of various sizes. The container is sent down on the baited line and its contents are slowly forced out by sea

pressure. The odour—or flavour—can be detected by fish over a considerable distance and is said to be irresistible to such fish as tuna and salmon, which are brought into the baited-hook area and are much more apt to fall to its temptation. Commercial tuna fishermen are now using this preparation with good results, according to the report from Japan.

Samoan Airlines Loses Its Aircraft

Samoan Airlines, the American airline company which has had a rough and tumble career operating between American and Western Samoa since mid-1959, in November found itself without its only aircraft.

The DC3, which had been hired from Hawaiian Air Lines since the service was inaugurated between the two Samoas, was seized by HAL representatives and ferried back to Honolulu. Reason was the non-payment of rental. Amount due was reported in Pago to be about \$50,000.

Thus the air link between the two territories is being carried on by Polynesian Airlines, a West Samoa company operating from Apia, which is now said to be planning to acquire an additional aircraft.

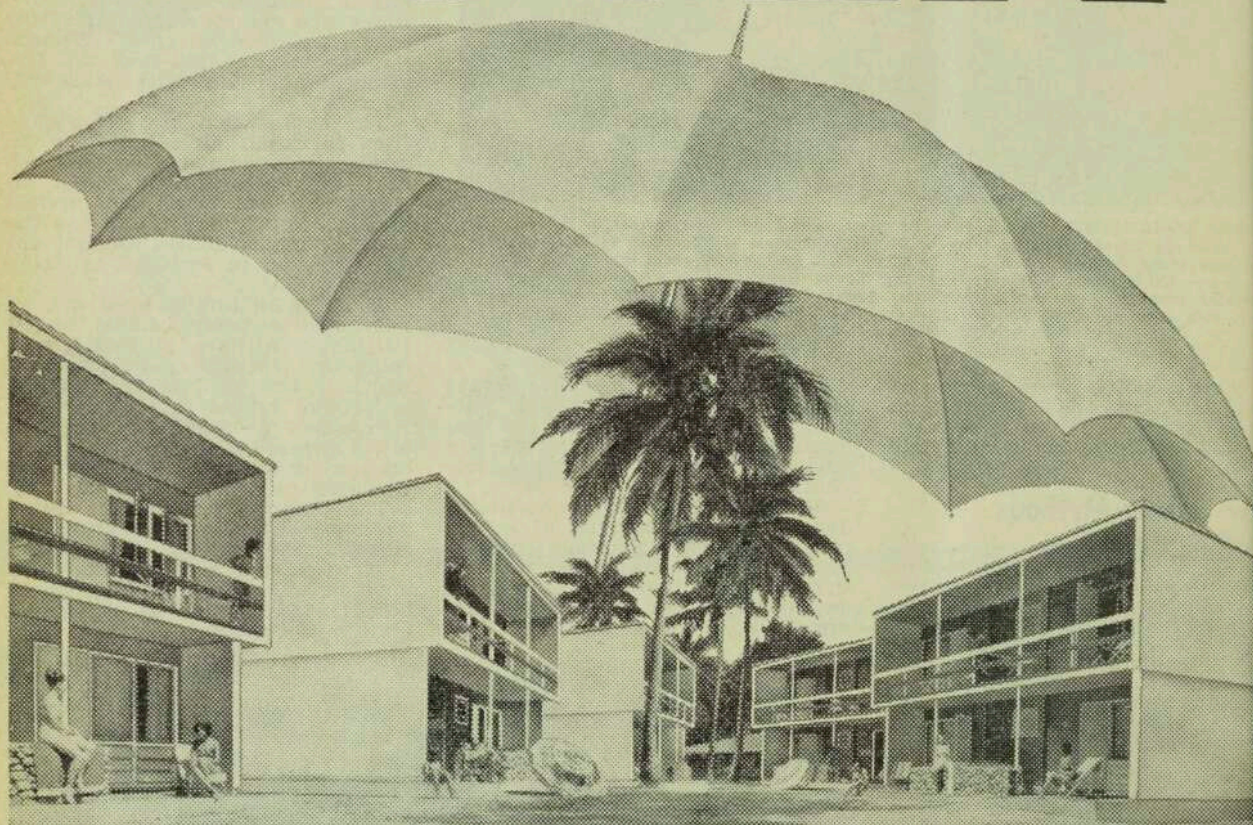
President of Samoan Airlines is Mr. Lawrence Coleman, who is a brother of Mr. Peter Coleman, the Governor of American Samoa.

The company early in its career developed a great deal of staffing troubles, and Coleman was involved in court cases over alleged non-payment of wages to some staff members. On another occasion the aircraft was seriously damaged in a



Mr. Lawrence Coleman, president of Samoan Airlines, which had its only aircraft taken from it in November for non-payment of rental, with his sister, Mrs. Mabel Reed, who is also an executive of the airline, and their brother, the Hon. Peter Coleman, Governor of American Samoa.

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d storm.
 a November, however, Lawrence
 eman was still full of plans and
 med he would have a new plane
 operation and would even expand
 sent flying operations.
 olynesian Airlines' Percival
 ce aircraft suffered a mishap in
 y December, and a Fiji Airways
 on flew on charter on December
 om Nausori to Faleolo to take
 Hon. Flame Mataafu by air to
 erican-Samoa to join a US bound
 mer. The Samoan Prime Min-
 was to attend a UN debate on
 Samoa's independence. The
 on went on to Tonga with Bank
 e and BP officials.

oes Fading Lost Launch

opes of finding the 36 ft launch
guerite, with three people aboard,
 in the Coral Sea, dwindled in
 y December as an air-sea search
 ed to uncover any information.
 he launch, carrying a Manus
 id plantation owner, Mr. R. E.
 son, his wife and an un-
 tified crew member, left Cairns
 November 4 for Manus and was
 in Port Moresby on November
 out failed to appear.

a Press conference in Port
 esby on December 2, the P-NG
 inistrator, Brigadier Cleland,
 it was "most regrettable" that
 e had been a delay of almost
 e weeks before search had been
 ed.

other official said no blame
 d be attached to Port Moresby
 ne authorities as they had not
 told that the launch was com-

ular US Missionary s Back Home



Back to the
 United States
 permanently
 went Father
 Michael Bod-
 nar in late No-
 vember. Father
 Mike has been
 a popular in-
 stitution a-
 round
 Goroka, New
 Guinea, for

past dozen years and several
 tions were held before his de-
 ure so that friends of all de-
 nations could say good-bye and
 him well.

has developed a spinal com-
 t and will have a spell in the
 Clinic before taking up duty
 as a parish priest somewhere
 e States. Father Mike is an
 t baseball fan and he feels
 one of the few good things
 can be chalked up on the
 t side of having to leave New
 ea is that he will be right back
 e they really play the game.

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 attention
 please!**

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through to Cosmopolitan Australia, a vast and varied vacationland,



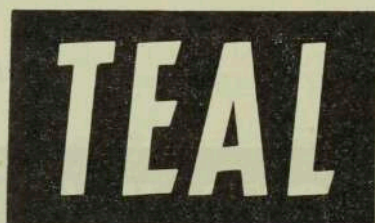
AUSTRALIA AND

and to luxuriant evergreen New Zealand where there are



NEW ZEALAND

more scenic surprises per square mile than any place under the sun.



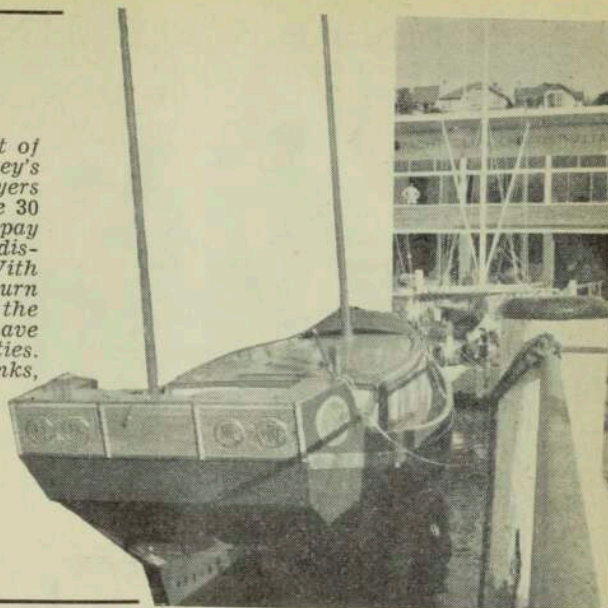
New Zealand's International Airline

SERVING THE SOUTH PACIFIC

AP58.86

The Chinese Invade Sydney

The first two units of a possible invasion of a fleet of Chinese junks could be seen, awaiting buyers, at Sydney's Rushcutter Bay, in early December. However, the buyers will have to fork out the coolie price of £4,000 for the 30 ft job and the Mandarins of Mosman will have to pay £6,000 to get the extra 5 ft of the bigger junk. The distributors claim they are the easiest craft to sail. With a simple roller blind rig arrangement, you merely turn the wheel and the sail moves. However, although the junks were built in Hongkong under licence, they have something more than standard Hongkong amenities. They are fitted out in Oriental splendour, with bunks, toilet, galley and provision for a refrigerator on each of the craft. Power is provided by a petrol marine motor—the smaller of the Sydney two has a 35 hp engine and the larger has 65 hp. Well, what offers?



Halves Make a ger Whole

When Pat Roberts, of Rabaul, led that one of his ships should be bigger than it was, local engineering initiative came to the aid and solved the problem.

For some time Roberts has been operating the 45-ft landing craft as a dumb barge, but recently had it engined and decided to go into business carrying timber logs on the New Britain coast. He worked out that the hull would need to be 10 ft longer to give it a really useful capacity. He had over the problem with Harry Hall, of Rabaul—better known as a diver of considerable experience—and they came up with the answer.

They slipped the ship at Rabaul. Brutnall went to work with a cutting torch on the steel hull. In less than two days he cut it in two halves, working right through the double sides, double bottom and girders.

The two halves were then pulled apart on the slip, and 10 ft new ship welded into position in the centre.

Only in December the work was not quite complete, but was going along fast and successfully.

The new 55-ft Korn was expected to go into service in January.

ch Have More ble with Infiltrators

The Dutch authorities in NNG arrested armed Indonesian infiltrators who landed on the south coast of the Territory about the middle of November. Accord-

ing to a report which emanated from The Hague, about 20 Indonesians, armed with rifles, automatic weapons and hand grenades had made the landing.

The captured prisoners said, when interrogated, that other groups would follow. However, the Director of Internal Affairs, Mr. A. Boendermaker, said that Dutch forces were ready to meet the infiltrators, and because of this further attempts to land such forces were improbable.

The Dutch Navy detained an Indonesian ship which carried supplies for the invaders.

Shortly before the landing, the Dutch authorities arrested a number of Indonesian residents of the Territory for alleged subversion. According to a newspaper in NNG, 25 Indonesians were arrested. Of that number a group of 12 had planned to attack Merauke on the west coast. Other groups were picked up in Biak, Serioe and Hollandia.

According to the newspaper, Indonesian residents were forming clubs and inviting natives to join. The newspaper reported that the residents were convinced that an Indonesian invasion would take

place and that they would have to answer for their attitude in recent years. Thus, they had been active in gathering proof they had been active in trying to overthrow the Dutch Administration, using the clubs as a starting point.

NZ Snatches Alumina Prize from Papua

An announcement in November that the alumina substance, produced in primary first process from the bauxite ore at Weipa, on the Gulf of Carpentaria side of North Queensland, will go to New Zealand for final treatment, instead of to the Purari area of Papua, was a sharp disappointment to Papua.

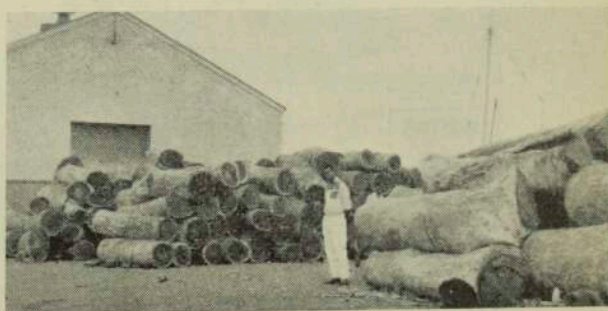
Consolidated Zinc Corporation Ltd. and Kaiser Aluminium and Chemical Corporation made a joint announcement in Melbourne that a 360,000-ton alumina plant would be established at Weipa, the bauxite processed in Australia from the raw form and smelted at Invercargill.

It was thought that the massive electrical power, in the shape of heat, required for the conversion of alumina to aluminium, could have

FOR CURIOS

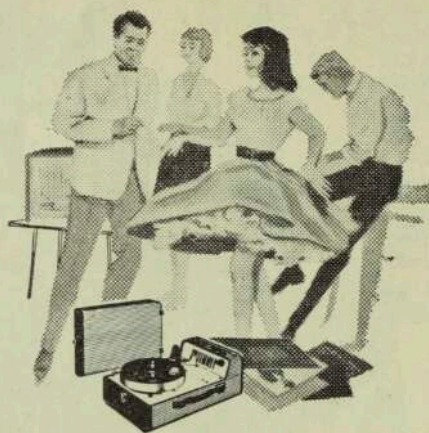
Increasing quantities of the valuable rain tree logs leave Suva each month by the Matson ships for Hawaii to supply the carved wood curio trade. The tree is there known as "monkey-pod". Here is a consignment on the Suva wharf.

Photo: J. P. Shortall



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Names of Philips' Agents/Distributors can be found on page 35.

n provided by harnessing Papua's
ari River, and establishing huge
ks on Hall Sound, behind Yule
nd. It would have been only a
rt carry from Weipa to the coast
Papua.

hen the Purari scheme was chal-
ged by another—the development
massive power on the Blair Athol
field, in North Queensland.

However, the prize goes to In-
cargill, NZ. The huge, constant
fall from those snow-fed lakes
southwest New Zealand is to be
nessed, and the electric power
ied on landlines to the South-
town.

is a long pull, from Weipa, in
th Queensland, to Invercargill,
outhern NZ; but no longer than
carry from the bauxite deposits
the West Indies to the great
lting works in remote Western
ada, which similarly get their
er from interior mountain lakes
rivers.

sett Brings Back Famous Name

sett Transport Industries, in
ember, announced it had formed
new airline company in New
nea with a nominal capital of
0,000. But the new company has
old and famous name—Guinea
ways.

sett's managing director, Mr.
M. Ansett, said Guinea Airways
ned to operate to major areas
P-NG, linking up with Ansett
ices between Sydney, Port
esby and Lae.

Federal Parliament, the Min-
for Civil Aviation, Senator
ridge, said Ansett's had applied
operate services on the Lae-
aul and Lae-Goroka-Madang
es, and this application would
e to go for decision to the
onalisation committee.

NG Elections

(Continued from p. 21)

nds electorate. Its only definite
idate so far is Rabaul planter
Don Barrett, who is sitting
ber for Islands and is one of
three founders of the UPP.
e has been some talk in Kokopo
e centre of the New Britain
ting industry—of nominating
independent candidate. There
been no announcement, how-

EW GUINEA ISLANDS is made
of New Ireland, Bougainville
Manus. It has proved itself the
rise electorate so far by produc-
three intending candidates—Bill
an for the UPP, Paul Mason
ast the UPP, and Peter Murray
an independent. (See story,
).

Mr. Mason thinks the UPP is "a
dream that will not work for long"
and says it is impossible for the
party to insist on no discrimination
between races because "it can't be
otherwise with a protected people.
Protective laws discriminate between
races".

He also says he will support the
mixed blood people, who have been
"shockingly" treated, and also in-
sist on the right of P-NG public
servants to acquire land in the
Territory.

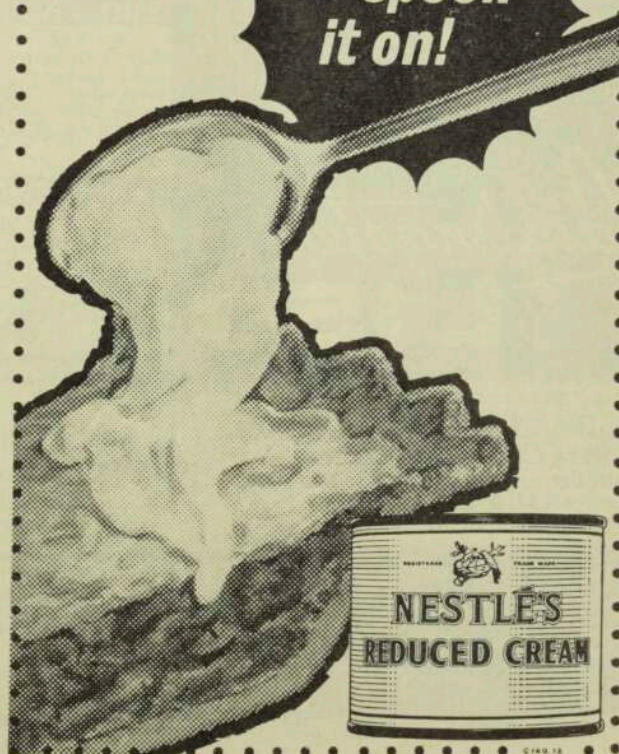
• WESTERN PAPUA, based on
Port Moresby, is the major part of
the existing electorate of Papua.
There have been no announcements
from any potential candidate.

Sources close to Mr. C. P. Kirke,
of Port Moresby, rumour strongly,
however, that he will probably stand.
Kirke is at present the elected mem-
ber for Papua. There is little doubt
that Kirke would stand as an in-
dependent if he decided to offer
himself. In this case, the UPP
would not delay in endorsing a party
candidate.

• EASTERN PAPUA, is the re-
maining part of the existing elec-
torate of Papua, and no candidates
have so far come forward. There
is a good possibility that Mr. Bob
Bunting will stand for election. His
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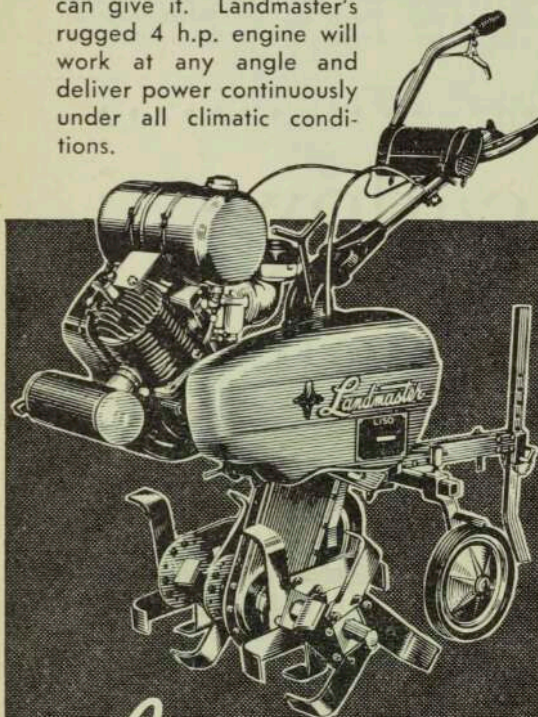
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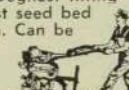
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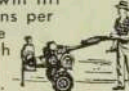
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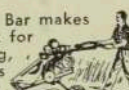
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one of the co-founders of the UP. There is some belief that the Administration might be reluctant to reappoint him because of the party affiliation, and if this were so the only way of returning to the Legislative Council would be by election. It is by no means certain, however, that his party affiliation would preclude his reappointment. The Administration is known to be considering the position.

Fiji's Future

(Continued from p. 16)

motives and probable future demands of the Indian community, especially since a Gujarat section showed their hands all too plain in the sugar-cane dispute.

This Fiji Government is a government of compromise.

The Governor must have known what he was faced with, from the moment he saw the Burns Report. Plain commonsense must have told him—apart from the penultimate paragraphs of the report, quoted on page 16—that the report had to be accepted as a whole; that privileged interests would resist the recommendations; and that, if they were to be put into operation, much strength and a good deal of brutality must be exercised.

Obviously, there were only two ways in which the drastic Burns Report could be dealt with.

One was to force it upon the Colony through the authority of a strong and ruthless Governor. Fundamentally, the Governor of Fiji has the authority to do this. The other—and probably the better—way was to organise an all-Fiji Convention, under the presidency of the Governor, to deal with the report as a whole.

A combination of the two would have been ideal. There is no doubt that a strong and purposeful Governor could have induced such a Convention to accept the report and also to initiate Constitutional reforms which, if not due now, very soon will be.

As it is, we have had the strange spectacle of the Government dealing meticulously with the 126 recommendations piecemeal, working from the bottom upwards.

The 126 appear to have been fed into the machinery of the different Departments; chewed on there by a variety of officials; and then, starting with the least important or significant of them—which therefore were the least difficult—these have been accepted one by one until the bureaucratic machine baulked and stopped at the dozen or so which really represented the kernel and backbone of the whole plan of reform.

In 50 years' experience of reporting the activities and decisions of bureaucratic administrations, I have never seen a more ineffectual procedure. And, in the case of Fiji, a more disheartening one.

8311

The Governor's Troubles

We all appreciate the fact that the new Governor was handed an appalling job.

First, knowing nothing of Fiji's peculiar difficulties, he had to prepare for the Burns Commission. A group of difficult critics was sooner out of his hair than there were the December riots.

Before the shock of that outburst in the past, the CSR Co. had locked its with the Indian cane-farmers, the Colony's major industry was paralysed for months. Meanwhile, the Burns Report, followed by the now-useless Amery Mission to the Colonial Office.

Nonetheless, with all possible goodwill towards and sympathy for the Governor, Fiji residents of all races are bound to sum it up as a period of stultifying compromise and delay, at a time when the changing circumstances of the world called (and still call) for strength and purposefulness. "Oh, for a Templar!" I heard an experienced Fijian officer exclaim in Fiji, not long ago. How right he is! He remembered Malaya.

Here comes a time in the affairs of all countries of mixed communities when the sweet smile, the courteous approach and the compromise must be replaced by a firm decision, based on the boss's conviction of justice and right—and acted uncompromisingly with the boot.

It is not a time for "the rights of democracy", especially when, in discussions, democracy gets trampled down in argument and confusion.

Depressing Picture of Future

Under present policies and proposals, I cannot see the Burns Commission being put into operation, but as an affair of shreds and patches.

The implementation of the 108 recommendations so far "accepted" have no perceptible effect upon the major problems—in fact, all unintegrated tinkering with the could worsen the problems.

The solution for Fiji's economic problems—which really are politico-economic problems—simply must be found, soon.

When the Burns Report came I was one who hoped that this would provide the answer—but I was at the time that the next step was the responsibility of the Governor and, having been a close observer of Colonial Office proposals for 30 years, I was not at all about the prospect.

Now believe that, unless something like a miracle happens in the few months, Fiji can forget that the British Colonial Office as an instrument for the implementation of the Burns plan, and a real decision should be made by the leaders of Fiji's communities to arrange a Convention, to consider the future of the Colony.

DEATHS OF ISLANDS PEOPLE

Mr. D. M. McCaig

Mr. Devon Francis McCaig, ISO, ED, former soldier, P and T Department official, prison superintendent and publican, died at the CWM Hospital, Suva, on November 29, at the age of 65.

He was born in Suva, and his first position was as a clerk with the General Post Office. He served in the First War. His career with the P and T Department lasted till 1937, when he became an officer in the regular forces.

He rose to the rank of lieutenant-colonel in command of the Fiji Labour Corps in 1945.

He joined the Prisons Department on demobilisation and became Superintendent of Prisons in 1946. He retired from the civil service in 1956 and joined the staff of Northern Hotels Ltd.

Mr. McCaig was assistant manager and subsequently manager of the Beachcomber Hotel, Deuba, and then relieved as manager at Tavua for six months.

Northern Hotels management had intended to place him at Rakiraki as manager, but after a holiday at Deuba he suffered a seizure, from which he died 11 weeks later.

He is survived by his widow, a son, Squadron-Leader Dennis McCaig (of the RAF), and a daughter, Pat (Mrs. A. S. R. Macalister, Suva).

Mrs. Ella Stinson

Mrs. Ella Stinson, wife of Mr. J. B. Stinson and mother of Mr. Charles Stinson, the Mayor of Suva, died at her home at Tamavua, on November 27, after a long illness. She was 75. (Photo page 24).

She was born in Glasgow but left there at an early age to settle in Fiji. She married Mr. J. B. Stinson in Fiji, and she and her husband left soon after for Canada.

On their return to Fiji they settled on a plantation on the island of Gau in Lomaiviti and remained there till the depression. They moved to Levuka for a short time, and then moved to Suva, where Mr. Stinson set up a photographic business which still bears the family name.

Her husband and seven of her nine children survive her. The children are Islay (NZ), Eric (Suva), Billie (Mrs. A. E. Kennard, Suva), Olive (Mrs. H. G. Lee, Mt. Biggs, NZ), Charles (Suva), Rowland (Perth) and Joy (Mrs. Thompson, Feilding, NZ). Two daughters, Inez and Dorothy (Mrs. R. H. Lester), predeceased her.

Mr. H. O. Fletcher

Mr. Harry Ockendon Fletcher, an early New Guinea resident, died at his home at Yungaburra, near

Cairns, on November 11, at the age of 66. He left the territory in 1956.

In 1925, as a patrol officer in the New Guinea Administration he was sent to open up an uncontrolled area on the Rai Coast, where Europeans had previously been killed.

During this tour of duty he discovered a lake on Long Island. An Englishman had led the Administration to believe that a fine grassy plateau extended across Long Island, but Mr. Fletcher found that it was in fact a 12-14 miles wide lake, with several thermal springs.

Mr. Fletcher named the lake Lake Wisdom after the then Administrator.

His patrol area covered 150 miles of coastline, stretching from Gupul to Morobe. Today the many coconut palms in that area are a tribute to Mr. Fletcher who, on his travels through the villages, stipulated that for every child born, 10 coconuts should be planted.

He left the Administration after two years to take up expropriated property, and bought Salami Plantation at Manus. During the Second World War the property was burned before the Japanese invasion.

In 1949, Mr. Fletcher sailed in his own ship, the *Los Negros*, from Sydney to Salami to start afresh. In 1954 he sold Salami and settled in Wau for a brief period and established a citrus orchard. From mid-1958 his health deteriorated and this precipitated his decision to move to Yungaburra. Mr. Fletcher, a Gallipoli veteran, is survived by his widow.

Native Conference

(Continued from p. 19)

for the government officers who are developing it and for the native councillors who are making it.

For that reason alone, I cannot understand the attitude of an Administration which provides a set of circumstances which gives Mr. Cameron the opportunities to make an impolitic attack, and Mr. Hasluck the opportunities to make an equally impolitic answer.

I know well the courtesy with which native councillors (in New Britain, anyway) have welcomed journalists to their meetings. I know just as well that it was the Administration which closed the Vunadadi conference, and announced this fact from Port Moresby a week earlier.

Three hours before the conference started I made two final attempts to see if the Press could gain admittance at least to the official opening session.

(Over)

But the ban continued. Thus the reports of the conference in the newspapers were late and sketchy. (The usually-careful Australian Broadcasting Commission news service, tired of waiting for something to happen, announced "The Administrator has opened the talks . . .") And he did, too—four hours after the radio broadcast!

The public reaction was bad. It all could have been avoided. Australia has nothing to hide in the way that Papua-New Guinea people are being educated in Local Government.

And through it all like a backbone will run a story of great achievement and political moment.

Problems of language and the need for a more extensive training of Local Government councillors were two of the most important points which finally emerged from the conference.

The total number of delegates attending was 72, and their discussions lasted for two weeks—including the time spent on tours of the Gazelle Peninsula.

Two Administration headquarters officers who attended the conference were the Director of Native Affairs, Mr. J. K. McCarthy—who had just assumed office after being acting director—and the Executive Officer for Local Government, Mr. H. Plant.

Although the talks were closed to the Press, invitations were sent out to chosen members of the public to attend some of the sessions.

From the outset, the language problem emerged as one which the natives of P-NG will need to overcome before they can become a truly unified nation. The official languages adopted for the territory were Motu and Pidgin English, but a fairly large proportion of English was also used.

Some delegates were fluent in neither of the official languages and this created special difficulties. Mr. Plant said later that the language problem tended to disappear as the talks progressed.

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"Surprised"

It was quite obvious, too, that the councillors were surprised how similar were their mutual problems in Local Government administration.

On the need for more extensive training of native councillors, the conference came up with two valuable recommendations.

One was a straight-out recommendation to the P-NG Administration that greater attention should be given to the direct training of councillors. Speakers said that even council needed stepped-up instruction in the mechanics of council operation, the duties of councillors, the responsibilities of councillors and in social and economic factors. Administration officers were pleased with the tenor of the suggestion on the grounds that it proved the average native councillor is becoming increasingly aware of the role he can play, and is anxious to learn the game properly.

At the same time it was pointed out that a considerable amount of field instruction is already given to councillors in each area, and that special schools for limited numbers have been held at Vanadadir.

The second recommendation, training which came out of the conference was a suggestion that groups of councillors should visit Australia regularly in an endeavour to absorb the Australian scene and apply it where possible to P-NG communities.

A motion from the conference recommended that each council should consider setting aside five per cent of its revenue for a travel study fund to finance the Australian tour.

The number of councils which would adopt this suggestion has yet to be revealed, but if all councils took part, more than £6,000 a year would be available for the travel fund.

The combined conferences will now be held each year, and the 1961 meeting has been set down for Port Moresby, probably next November.

By that time the total number of councils in the Territory is expected to be nearly 50, against 40 at present (representatives of 39 of the attended this conference).

Samoan Sports

Excitement is high as competitors change batons in the senior boys' relay at the Inter-secondary School sports held at Apia. Students from Samoa College, LDS Church College of Western Samoa, Marist, St. Mary's and Teachers Training College competed in the sports.

Photo: Samoana



Sports Review

Shining Light Women's Golf

SHINING light in Fiji golf is Mrs. Arthur Thomas, of Vatu-koula, who started to play golf this year, and has ended the year by reducing her handicap to 36, a mean achievement for any woman. During the year she won the Luxuric Islands Trophy, which was contested throughout the Pacific by 250 women, on their own terms. Her handicap during this tournament was 36. Her achievements for Norma Thomas this year were runner-up



Mrs. Arthur Thomas

in the B grade North West Associates Championship, and winner of the Vatu-koula Associates' Club Championship.

Mrs. Thomas was a representative hockey player before she took up golf. Before her marriage she was Norma A'Costa, and the name of A'Costa is a well known one in Fiji sporting circles.

Apakuki Does A Job Of Public Relations

By a Special Reporter

APAKUKI TUITAVUA, whose love for rugby is such that he still plays an occasional game at the age of 44, is currently in Sydney on a "busman's holiday", and putting in a little bit of quiet propaganda for the code in Fiji. Apakuki, on long leave, is turning it to good advantage in a study of animal husbandry to help in his work as a veterinary officer in the Fiji Department of Agriculture.

He publicly announced the day of his arrival in Sydney that the Fiji rugby team, which will tour Australia next year, had "a good chance" of winning the tests. With many promising young players coming along Apakuki is not likely to be far out of his predictions.

Apakuki has had a long and distinguished career in rugby. He was a member of the Fijian team which toured New Zealand in 1939 (this was the first team ever to make an unbeaten tour of the Dominion, and no team has yet emulated that record), while in 1952 and 1954 he was captain of the Fijian teams which toured Australia.

In 1957 he was co-manager of the Fijian team on their controversial tour of New Zealand.

P-NG Says It Will Show The World

PAPUA-NEW GUINEA sportsmen were jubilant in November when the news came through that the Territory will be permitted to take part in the next British Empire Games, in Perth, in 1962, using its own identity.

P-NG sporting officials had moved to get permission for this (PIM, Nov., p. 7) after chafing at the fact that a Port Moresby team of sportsmen had been prohibited from competing in the 1956 Olympics in Melbourne "because P-NG is not a country".

Said chairman of the provisional P-NG Empire Games committee, Mr. Les Michel, in Port Moresby: "This is the chance for sport in the Territory to come of age. We must work together to show the world what Papua-New Guinea can do."

Time Out For A Fight

PAPUA-NEW GUINEA natives are often spoiling for a fight.

In some parts of the big Territory they still fight for keeps—with bow and arrow and stone club.

But down in the more civilised areas they like a fight, too, and nowhere is this more obvious than on the sports field. Every season there are reports of brawls among native players, some serious.

The latest was in Lae in early December when 700 natives became involved after a member of a Markham soccer team was critically injured during a match against a Finschhafen team. Among those charged with riotous behaviour was the captain of the Markham team. He was fined £1.

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Malekula sails from Sydney for ne, Port Moresby, Samarai, Lae, il. Wewak, Alexishafen, Madang, Lae, y. Last Sydney sailing: Dec. 20. Sydney sailing: Jan. 30 (approx.)

Malaita sails from Sydney, Bris- Port Moresby, Samarai, Rabaul, um, Lorengau, Madang, Lae, Samarai, ne, Sydney. Next Sydney sailings: t, Feb. 15 (approx.).

Bulolo sails about every six weeks: y. Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Last y sailing: Dec. 14. Next Sydney : Jan. 30.

ills from Burns, Philp and Co., Ltd., ge Street, Sydney.

Sinkiang: Leaves Sydney for Bris- Port Moresby, Samarai, Rabaul, g, Lae, Port Moresby, Sydney. Next y sailings: Dec. 30, Feb. 15 (approx.).

Soochow: Leaves Melbourne for y, Brisbane, Pt. Moresby, Samarai, l, Kavieng, Madang, Lae, Port y, Sydney. Next Sydney sailing: 0 (will omit Samarai and Kavieng).

Shansi: Leaves Melbourne for Sydney, ne, Port Moresby, Samarai, Lae, g, Wewak, Kavieng, Rabaul, Port y, Sydney. Next Sydney sailing: 3 (will omit Samarai).

ills from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney.

Elizabeth Boye: Leaves Sydney imately every five weeks for Port y, Lae, Madang, Rabaul. Next r sailings: Jan. 6, Feb. 7 (approx.).

Slevik: Leaves Sydney monthly for Howe Is., Pt. Moresby, Lae. Next r sailings: Jan. 9, Feb. 10 (approx.).

ills from Karlander (NG) Line (F. phens Pty., Ltd., agents), 176 Day dney.

Malacca and Matupi maintain a service between Australian ports round at Adelaide), Papua-New , and Borneo.

cca: From Sydney, via Brisbane, t. Moresby Dec. 17, Rabaul Dec. 22, ec. 26, Madang Dec. 28, thence an and Borneo ports, turns round jong Mani Jan. 15. Returns direct tralian coastal ports for turn-round laide. Next Sydney sailing: Early

pi: Dep. Adelaide Jan. 25, Mel- Feb. 2, Sydney Feb. 7, Brisbane), Pt. Moresby Feb. 15, Rabaul Feb. e Feb. 24, Madang Feb. 26, thence an and Borneo ports, turns round uthwards voyage at Labuan Mar.

ills from Blue Star Line (Aust.) Pty., 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: Sinabang Jan. 4, Silindoeng Jan. 17, Sibigo Feb. 1, Sigli Feb. 28 (approx.).

Details from Royal InterOcean Lines, 255 George St., Sydney.

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arfak (70 tons) from Hollandia, NNG, on the 5th of each month (approx.) to Wewak, Madang and Lae, in P-NG; and MV Karossa (2,000 tons) from Merauke (south coast of NNG) about every six weeks to Port Moresby (P-NG), Sorong (NNG), Dili

(Portuguese Timor), and Singapore, with passengers and cargo.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby. Next vessel: MV King Malcolm: Port Moresby, arr. Jan. 8 (approx.).

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St.

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		ORIANA	ORSOVA	ORCADES	ORIANA
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AUCKLAND	arr/dep	Jan. 21	Mar. 1	Mar. 27	May 11
SUVA	arr/dep	Jan. 24	Mar. 4	Mar. 30	May 14
HONOLULU	arr/dep	Jan. 28-29	Mar. 9	Apr. 4	May 18
VANCOUVER	arr/dep	Feb. 2-3	Mar. 14-15	Apr. 9-10	May 22-23
SAN FRANCISCO	arr/dep	Feb. 5-6	Mar. 17-18	Apr. 12-13	May 25-26
LOS ANGELES	arr/dep	Feb. 8-9	Mar. 19	Apr. 14	May 27
HONOLULU	arr/dep	Feb. 13	Mar. 24	Apr. 19	May 31
SUVA	arr/dep	Feb. 19	thence Japan	thence Japan	June 6
AUCKLAND	arr/dep	Feb. 22*	and	and	June 9
SYDNEY	arrive	Feb. 25	Far East	Far East	June 11

* Will call at Wellington, NZ, instead of Auckland.

Details from agents: P. and O.-Orient Line of Aust. Pty., Ltd., 2-6 Spring St., Sydney.

New Guinea and British Solomon Islands. The vessels will go on to Australia for cargo-loading and return to UK via Suez. Loading brokers in London will be Bethell, Gwyn and Co. Ltd. Burns Philp (NG) Ltd., will act as agents in P-NG, and BSI Trading Corporation in the Solomons.

Ashbank: From European ports, loading in London Jan. 3-5; arr. Pt. Moresby Feb. 9, Samarai Feb. 10, Lae, Feb. 12, Madang Feb. 13, Rabaul Feb. 15, Kavieng Feb. 16 (if inducement), Honiara Feb. 18.

Avonbank: From European ports, loading in London Jan. 29-Feb. 1; arr. Pt. Moresby Mar. 8, Samarai Mar. 9, Lae Mar. 11, Madang Mar. 12, Rabaul Mar. 14, Kavieng Mar. 15 (if inducement), Honiara Mar. 17.

Details from The Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney.

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A direct service from the Continent and London, via Panama Canal to Tahiti, BSI, Papua-New Guinea and Netherlands New Guinea is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karimun (NL): Due Papeete Dec. 22, Honiara Jan. 1, Port Moresby Jan. 5, Rabaul Jan. 7, Lae Jan. 9, Madang Jan. 11, Hollandia Jan. 13, Biak Jan. 18, Manokwari Jan. 21, Sorong Jan. 24; thence Europe via Singapore.

Schie Lloyd (RL): From Continent, dep. London Dec. 17, due Papeete Jan. 17, Noumea Jan. 25, Honiara Jan. 28, Pt. Moresby Feb. 1, Rabaul Feb. 3, Lae Feb. 5, Madang Feb. 7, Hollandia Feb. 9, Biak Feb. 14, Manokwari Feb. 17, Sorong Feb. 20; thence Europe via Singapore.

Neder Eems (NL): From Continent, dep. London Jan. 23, due Papeete Feb. 18, Honiara Feb. 27, Pt. Moresby Mar. 3, Rabaul Mar. 5, Lae Mar. 7, Madang Mar. 9, Hollandia Mar. 11, Biak Mar. 16, Manokwari Mar. 19, Sorong Mar. 22; thence Europe via Singapore.

Details from Royal InterOcean Lines, 255 George St., Sydney.

NZ-Papua-N. Guinea

Vessels of Crusader Shipping Co. (London), running between New Zealand and Japan, in future will call at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

MV Crusader will open the service, calling at Pt. Moresby Dec. 20 and Rabaul Dec. 23.

Next vessel: MV Turakina, dep. Auckland Feb. 7, arr. Pt. Moresby Feb. 13 (approx.), Rabaul Feb. 16 (approx.).

Details from Shaw, Savill Line, managing agents, Queen St., Auckland, NZ.

Far East-Sth. West. & Central Pacific

The China Navigation Co., Ltd., vessels Chefoo, Chekiang and Chengtu maintain a 5 to 6 weeks' service from Japan to Hongkong thence southwards through P-NG ports, BSI, New Hebrides, Fiji and New Caledonia; usually return to Japan direct.

Chengtu: From Japan, via Hongkong and Kavieng (opt.), due Rabaul Dec. 26, Madang Dec. 28, Lae Dec. 30, Pt. Moresby Jan. 4, Honiara Jan. 6, Santo Jan. 9, Suva/Lautoka Jan. 12, Noumea Jan. 18, thence direct to Japan, arr. Feb. 11 (approx.).

Chefoo: Dep. Japan Dec. 29, via Hongkong, Biak (opt.), Kavieng Jan. 13, Rabaul Jan. 15, Madang Jan. 18, Lae Jan. 21, Pt. Moresby Jan. 27, Honiara Jan. 29, Santo Feb. 1, Noumea Feb. 4, Suva/Lautoka Feb. 7, returns via Apia (if sufficient inducement) to Japan, arr. Feb. 26 (approx.).

Chekiang: Dep. Japan Feb. 2, via Hongkong, Kavieng (opt.), Rabaul Feb. 20, Madang Feb. 24, Lae Feb. 27, Pt. Moresby Mar. 6, Townsville (opt.), Honiara Mar. 8, Santo Mar. 11, Suva/Lautoka Mar. 14, Noumea Mar. 21, thence direct to Japan, arr. Apr. 9.

Details from China Navigation Co., Ltd. (Swire and Yullit Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line MV's Aros, Citos, Delos, Milos, Samos and Tenos maintain services between Australian ports and Japan. Southbound vessels from Japan call at: Hongkong, Manila, Sandakan, NG ports, BSI ports (quarterly), New Hebrides (irregularly), Brisbane, Sydney, Melbourne and Adelaide; northbound vessels from Sydney call at Manila and Hongkong.

Aros: On northbound voyage, due Japan (Yokkaichi) Dec. 23, dep. Japan (Kobe) Dec. 31, direct to Sydney, arr. Jan. 13. Thence dep. Sydney Jan. 17 for southern Australian ports for loading.

Citos: On northbound voyage, due Japan (Yokkaichi) Dec. 23, dep. Japan (Kobe) Dec. 31, direct to Sydney, arr. Jan. 13. Thence dep. Sydney Jan. 17 for southern Australian ports for loading.

Delos: Dep. Sydney Dec. 24 for Brisbane, thence direct to Japan (Yokkaichi), arr. Jan. 11, dep. Japan (Kobe) Jan. 19 for Hongkong, Borneo, Rabaul Feb. 10-11, Lae Feb. 13-15, Brisbane and Sydney.

Milos: Dep. Sydney Jan. 10, Brisbane Jan. 12-14, Lae Jan. 18-19, Rabaul Jan.

20-21, thence Manila, Hongkong, at Japan, dep. Japan (Kobe) southward Feb. 12 for Hongkong, Borneo, Madang, Lae, Rabaul, Honiara, Vanikoro, Santo, Vila, and Sydney.

Samos: Dep. Sydney Jan. 28, for Brisbane, thence direct to Japan (where it will dock at Yokohama), dep. Japan southwards Mar. 3 direct to Sydney.

Tenos: On first voyage, will sail from Japan (Kobe) on February 3 direct to Sydney, arr. Feb. 15. Thence dep. Sydney Feb. 17 for loading at southern Australian coastal ports, returns Sydney Mar. 4, then sails for Brisbane and Japan direct.

Details from Wilh. Wilhelmsen Agents Pty., Ltd., 30 Pitt St., Sydney, and Island Agents.

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Last Sydney sailing Dec. 15. Next Sydney sailing: Jan. (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Ltd. coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motor ships, Tahiti and Caledonien and chartered vessel, Melanesien. Last Sydney sailing: Tahiti Dec. 15. Next Sydney sailings: Melanesien Feb. 9 (at Noumea), Feb. 12-16, Vila Feb. 17-25, Papeete Mar. 4-9, Caledonien Mar. 21 (Noumea Mar. 24-27, Vila Mar. 28-Apr. 5, Papeete Apr. 11-16).

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides (Vila and Santo). Next Sydney sailings: Dec. 23, Jan. 20, Feb. 10, Mar. 3.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

Europe-Sydney-Noumea

Fast cargo vessels of Messageries Maritimes Line maintain a regular monthly service between Dunkirk (France) and Noumea (New Caledonia), via French East Africa, Ceylon and Australian ports. Each has accommodation for 6 to 12 passengers. From Sydney, vessels go to Brisbane and Noumea; then return to France via Australian coastal ports.

Next sailings from Sydney for Noumea: Iraouaddy Jan. 17, Koung Si Feb. 9.

Details from Sydney Agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vava Nui, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Dec. 28, Jan. 24, Feb. 21.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailing: Jan. 12, Feb. 9.

Details from all offices of Union Steam Ship Co. of NZ.

Sydney-Pacific Ports- Panama-UK

Shaw Savill's one-class all-passenger Southern Cross makes four round-world voyages per year, two westward, then two east-bound, calling at and Tahiti every trip.

Next voyage from UK: At Papeete 30-31, Suva Jan. 5, Wellington Jan. 14-16, via South Africa to Southampton, arr. Feb. 20. Next voyage: Dep. Southampton Feb. 28, Papeete Mar. 24-25, Suva Mar. 30. Details from Shaw Savill Line, 8a Castle St., Sydney.

New Zealand-Cook Is.

SS Moana Roa (40 passengers) makes approximately monthly voyages from and (NZ) to Rarotonga (Cook Is.), with calls at Niue and some Cook Islands when cargo warrants. Next schedule for next voyage: Dep. and Jan. 12, arr. Rarotonga Jan. 18, Rarotonga Jan. 20, arr. Auckland 18.

Details from NZ Government Department of Transport, Wellington, or any of the Union SS Co. of NZ, Ltd.

America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels S.S. Thor I maintain a regular service from Pacific Coast North American ports with sailings every alternate month. Details depend on cargoes offering.

Next voyage: Dep. New Westminster (Canada) Jan. 5, Tacoma (USA) Jan. 6-9, San Francisco Jan. 12-17, Los Angeles Jan. 18-21, Papeete Jan. 31-Feb. 3, Pago Pago Jan. 9, Apia Feb. 10-13, Nukualofa Feb. 14-17, Suva Feb. 17-18, Noumea Feb. 20-23, Papeete Feb. 27-28, Apia (open), Pago Pago Mar. 7-10, Los Angeles Mar. 22-25, San Francisco Mar. 26-27. Next voyage: Dep. New Westminster (Canada) Feb. 23, Tacoma (USA) Feb. 24-27, San Francisco Feb. 28-Mar. 3, Los Angeles Mar. 4-7, Papeete Mar. 18-22, Pago Pago Mar. 26-28, Apia Mar. 29-31, Suva Mar. 3-4, Noumea Apr. 6-8, Pago Pago Apr. 20-22, Los Angeles May 6-9, San Francisco May 10-11.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

S-Tahiti-Pago Pago-Fiji- Australia

Pacific Oceanic Line of San Francisco maintains a regular five-weeks passenger service from Los Angeles with the S.S. Sierra, and Alameda. Southern Cross also offers service to Australia, vary with cargo offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane and Australian ports depending on cargo.

Next Sydney sailing for USA: Sierra Jan. 5. Next Sydney sailings: Ventura Jan. 6, Alameda Jan. 30.

American Pioneer Line has eight ships: S.S. Gem, Isle, Glen, Reef, Cove, Star, Gulf on Australia-Panama-US Pacific Coast service with calls at Los Angeles on southbound voyage. Sailings 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. Last Sydney sailing: Dec. 13. Next Sydney sailing: mid-April.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka, with cargo and passengers (first class accommodation for eight). Last Sydney sailing: Dec. 13. Next Sydney sailings: Jan. 12, Feb. 8 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney.

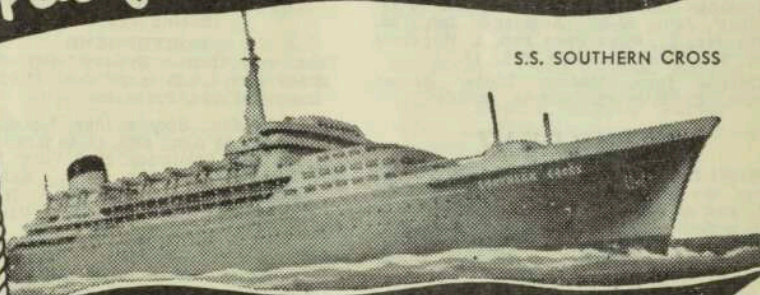
Sydney-(or NZ)-North America

Cargo vessels Waihemu and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Panning Island. They have limited passenger accommodation.

Waitomo temporarily withdrawn from service for docking at Vancouver. Next Sydney sailing: Waihemu Dec. 18 (approx.).

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Linking the
Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES,
NEW ZEALAND, AUSTRALIA
AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti,
Papeete. Cable Address: Donald, Papeete.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London, and Burns Philp (South Sea) Co., Ltd., are agents in Fiji. Cargo for transshipment at Suva for Tonga is handled onwards by the Union Steam Ship Co. of NZ Ltd.

Sailing dates from London for 1961 (subject to alteration without notice) are as follows: Jan. 12, Feb. 9, Mar. 9, April 6.

U.S.A.-Tahiti-Cook Is.-N.Z.

Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Monterey: At Papeete Dec. 20-22, Rarotonga Dec. 24, Auckland Dec. 28-29, Melbourne Jan. 2-3, Sydney Jan. 5-7, Auckland Jan. 10, Suva Jan. 13, Pago Pago Jan. 14, Honolulu Jan. 19-20, San Francisco Jan. 25.

Mariposa: Dep. San Francisco Jan. 1, Los Angeles Jan. 2, Papeete Jan. 10-12, Rarotonga Jan. 14, Auckland Jan. 18-19, Sydney Jan. 22-25, Auckland Jan. 28, Suva Jan. 31, Pago Pago Feb. 1, Honolulu Feb. 6-7, San Francisco Feb. 12.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from the Far East (Singapore) to 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 Cloon Lautoka Feb. 9, Suva Feb. 10, Van Nort Lautoka Mar. 3, Suva Mar. 4.

Details from Royal InterOcean Lines, 255 George Street, Sydney.

Sydney-Tahiti-Europe

The Nederland Line Royal Dutch Mail's MV Johan van Oldenbarnevelt and MV Oranje sail irregularly from Sydney for Europe, via NZ, Tahiti and Panama Canal, giving Sydney-Papeete connection in east-bound direction only. Next Sydney sailings: Oranje Jan. 15 (Papeete Jan. 22-23), Johan van Oldenbarnevelt Feb. 13 (Papeete Feb. 23-24).

Details from Royal InterOcean Lines, 255 George St., Sydney.

The Italian Sitar Line (Panama flag) MV's Fairsea and Castel Felice sail from Sydney for Europe, via NZ, Papeete and Panama at irregular intervals, with east-bound calls at Tahiti. Next Sydney sailing: Fairsea Jan. 12 (Papeete Jan. 21-22).

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

NZ-Tahiti-UK

New Zealand Shipping Co. Ltd. vessels, operating between NZ and the United Kingdom, via Panama, mainly Rangitane (21,867 tons) and Ruahine (17,851 tons), now make an approximate two-monthly call at Papeete, Tahiti, on both north-bound and southbound voyages.

Next southbound vessel: Ruahine at Papeete Jan. 10.

Next northbound vessels: Rangitane, dep. Auckland Jan. 10; Ruahine, dep. Auckland Mar. 8.

Details from NZ Shipping Co. Ltd., 30 Quay St., Auckland, NZ.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Suva with MV Aoni, 500 tons gross. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji) Ltd.

Next scheduled departure dates from Nukualofa are: Dec. 31, Jan. 28, Feb. 25 (leaving Suva about four days later in each case).

connecting services Auckland, Nadi, Tafu (American Samoa), and Honolulu (see tab 20).

BY CANADIAN PACIFIC AIRLINES (With Super DC-6B Aircraft)

Every Fri.: Sydney (dep. 1 p.m.), Auckland, Nadi (arr. Sat. 3 a.m., dep. a.m.), Honolulu, Vancouver, (thence Britannia aircraft on to Amsterdam arr. Mon 11.35 a.m.).

Every Sat.: Dep. Amsterdam (by Britannia at 11 p.m. for Vancouver (dep. by DC 6B 1.30 p.m. Sun.), Honolulu, Nadi (arr. Wed. 6 a.m., dep. 7 a.m.), Auckland, Sydney (arr. Wed. 5 p.m.).

(Note: Crosses International Dateline route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-Australia operate from Sydney to Lae and return with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; Ansett ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND First and Tourist Classes

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Sun., Tues.	Sun., Tues.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.15 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

First and Tourist Classes Tues., Thurs., and Fri. (A/ANA)

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes Wed. (TAA)

Dep.	Arr.
Sydney, 8.20 p.m.	Brisbane, 10.20 p.m.
Wed.	Thurs.
Dep.	Arr.
Brisbane, 11.20 p.m.	Townsville, 2.15 a.m.
Thurs.	

Dep.	Arr.
Townsville, 3.15 a.m.	Pt. Moresby, 6.15 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

SOUTHBOUND First and Tourist Classes Tues., Thurs., and 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 Wed. and Sat. (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 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.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Economy Classes)

BY QANTAS EMPIRE AIRWAYS (Boeing 707 Jets)

NORTHBOUND

Tues. and Thurs.: Sydney (dep. 5 p.m.), Nadi (arr. 10.55 p.m., dep. 11.40 p.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 5 p.m.), Nadi (arr. 10.55 p.m., dep. 11.40 p.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 5 p.m.), Nadi (arr. 10.55 p.m., dep. 11.40 p.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.40 a.m.), Sydney (arr. 9.20 a.m.).

Tues. and Thurs.: San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.40 a.m.), Sydney (arr. 9.20 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.40 a.m.), Sydney (arr. 9.20 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland, connect at Nadi on Wednesday and Friday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 17).

TEAL Douglas DC6 aircraft from Auckland, New Zealand, connect with Qantas northbound flights at Nadi on Tuesday and Thursday (from Auckland) and Saturday (from Christchurch) and at Nadi on Wednesday (to Auckland) and Monday (to Christchurch) for southbound flights.

BY PAN AMERICAN AIRWAYS (With Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.50 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs. and Sun. 4.35 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.20 a.m. Thurs., Sun. and Tues., dep. 6.30 a.m.) and Sydney (arr. 8.45 a.m., Thurs., Sun. and Tues.).

(International Dateline is crossed between Nadi and Honolulu.)

* Pan American DC7C is used on

ep.
ville, 2.55 p.m. Arr.
Brisbane, 5.40 p.m.
ep.
ne, 6.25 p.m. Arr.
Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-CAIRNS
TAA, with Fokker Friendship
(First Class Only)

Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (Dec. 26, Jan. 9, 23, 6, 20, etc.).
Tues.: Dep. Pt. Moresby 7.15 a.m., Cairns 9.45 a.m. (Dec. 27, Jan. 10, Feb. 7, 21, etc.).

CAIRNS-PT. MORESBY-BRISBANE
A/ANA, with DC4 Airfreighter
(Air Cargo Only)

Mon. (Jan. 2, 16, 30, Feb. 13, 27, etc.): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 10.30 a.m. (same day), arr. Brisbane 10.30 a.m.

P-NG Internal Services

Operated by TAA

PT MORESBY-BAIMURU-KIKORI
(DH Otter)

Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day Baimuru, Kerema, Yule Is.
Murs.: Port Moresby, Ihu, Baimuru, returning via Baimuru, Ihu the same day (Dec. 29, Jan. 12, 26, Feb. 9, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs., returning same day via Balimo (Dec. 29, Jan. 12, 26, 9, 23, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. (Jan. 4, Feb. 1, 15, etc.), returning alt. (Jan. 6, 20, Feb. 3, 17, etc.).

MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon. returning Port Moresby 8.15 a.m., re- turning same day.

Dep.: Port Moresby Samarai, depart- Port Moresby 8.15 a.m., returning same day (Dec. 28, Jan. 11, 25, Feb. 8, etc.).

T.: Port Moresby, Samarai, depart- Port Moresby 8.15 a.m., returning same day (Jan. 7, 21, Feb. 4, 18, etc.).

T.: Port Moresby, Samarai, Esa'ala returning Port Moresby 8.15 a.m., re- turning same day (Dec. 31, Jan. 14, 28, 11, 25, etc.).

LA-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. 8.15 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Dep. Lae 6.30 a.m., Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Lae (7.45 a.m.) to Wabag, calling at Mt. Hagen, Nondugl, Minj, Banz, Wabag, Baiyer River, Wapenam, Wabag. Arrival back at Lae depends on stops made.

SOUTHERN HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling at Mt. Hagen, Kaituma, Kainantu, p. Goroka, Arona. Arrival back at depends on stop made.

LAEBULOLO-WAU (DC3 and DH Otter)

Sun., Wed.: DC3 dep. Lae 8.30 a.m., Wau arr. 9.10 a.m., dep. 9.45 a.m., Bulolo arr. 10 a.m., dep. 10.15 a.m., Lae arr. 10.45 a.m.

Fri.: DH Otter dep. Lae 7.30 a.m., Wau arr. 8.10 a.m., dep. 8.25 a.m., Bulolo arr. 8.40 a.m., dep. 8.55 a.m., Lae arr. 9.25 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 12 noon, via Mt. Hagen, Banz, Minj, Goroka arr. 3 p.m., dep. 3.20 p.m., Madang arr. 3.55 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

LAEBULOLO-MADANG (DC3)

Wed.: Dep. Lae 8.45 a.m., Goroka arr. 9.45 a.m., dep. 10.10 a.m., Madang arr. 10.40 a.m.

Thurs.: Dep. Madang 3 p.m., Goroka arr. 3.35 p.m., dep. 3.55 p.m., Lae arr. 4.55 p.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m. via Goroka, Minj, and Banz, arr. Mt. Hagen 11.50 a.m., dep. for Madang (either direct or via airfields as re- quired) 12.20 p.m.

Sun.: Dep. Pt. Moresby 12 noon, Kainantu arr. 1.40 p.m., dep. 2 p.m., Goroka arr. 2.25 p.m., dep. 2.55 p.m., Madang arr. 3.30 p.m.

MADANG-PT. MORESBY (DC3)

Fri. and Sun.: Dep. Madang 7.30 a.m., Goroka 7.35 a.m., dep. 8 a.m., Port Moresby arr. 10.20 a.m.

Tues.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 8 a.m., Kainantu arr. 8.25 a.m., dep. 8.45 a.m., Pt. Moresby arr. 10.25 a.m.

RABAU-PT. MORESBY (DC3)

Sat.: Dep. Rabaul 7.30 a.m., arr. Pt. Moresby 10.45 a.m.

Sun.: Dep. Pt. Moresby 7.15 a.m., arr. Rabaul 10.30 a.m.

LAEBULOLO-LAE (DC3)

Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finsch- hafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.: Dep. Rabaul 1.05 a.m., Lae arr. 3.45 a.m.

Tues., Wed., Fri.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Rabaul arr. 1.15 p.m.

Thurs., Sat.: Dep. Lae 10 a.m., arr. Rabaul 12.30 p.m.

Wed., Thurs. and Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Alt. Fri. (Jan. 6, 20, Feb. 3, 17, etc.): Dep. Rabaul 6.30 a.m., Hoskins 8 a.m., Lae arr. 9.35 a.m.

Alt. Wed. (Dec. 28, Jan. 11, 25, Feb. 8, 22, etc.): Dep. Lae 6 a.m., Hoskins 8 a.m., Rabaul arr. 9.05 a.m.

Alt. Wed. (Jan. 4, 18, Feb. 8, 22, etc.): Dep. Lae 6 a.m., Jacquinot Bay 8.25 a.m., Rabaul arr. 9.20 a.m.

Alt. Thurs. (Dec. 29, Jan. 12, 26, Feb. 9, 23, etc.): Dep. Rabaul 12.30 p.m., Jacquinot Bay 1.40 p.m., Lae arr. 3.50 p.m.

* Calls Hoskins before Rabaul, on re- quest, on Wed.

RABAU-BUIN-RABAU (DC3)

Mon.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, Buin arr. 10.30 a.m.

dep. 11 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3 p.m.

Alt. Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, Buin, arr. 10.30 a.m., dep. 11 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3 p.m. (Jan. 5, 19, Feb. 2, 16, etc.).

RABAU-HOSKINS-RABAU (DC3)

Alt. Mon.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Dec. 26, Jan. 9, 23, Feb. 6, 20, 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 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Boram, Momote, Kavieng, Rabaul.

Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Manus, Wewak, Madang, Goroka, Lae.

Dep. Madang 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang.

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

LAEBULOLO (Neth. New Guinea)
TAA, with DC3 aircraft

Dep. Lae 9 a.m. alt. Sat. (Dec. 31, Jan. 14, 28, Feb. 11, 25, etc.), calls at Madang and Wewak, and arr. Hollandia 1.30 p.m.

Dep. Hollandia 10 a.m. alt. Sun. (Jan. 1, 15, 29, Feb. 12, 26, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BLAK (NNG)-LAEBULOLO

Netherlands New Guinea Airlines,
with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4). The airline is a private company operated with the assistance of the Dutch Government.

Dep. Blak, alt. Sun. 7 a.m., Hollandia arr. 9.05 a.m., dep. 9.35 a.m., Lae arr. 1.25 p.m. (Jan. 8, 22, Feb. 5, 19, etc.).

Dep. Lae, alt. Mon. 6 a.m., arr. Hollandia 9 a.m., dep. 9.45 a.m., arr. Blak 11.55 a.m. (Dec. 26, Jan. 9, 23, Feb. 6, 20, etc.).

NNG INTERNAL SERVICES

Netherlands New Guinea Airlines

DC3 aircraft link Blak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar, Wamena, Ransiki and Genjem; Twin Pioneer to Seroel; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajemaroo, Napan, Wisselmeren, Kokonao, Wasior and Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines
(DC8 Service)

A weekly service between Sydney (dep. Mon. 8.15 a.m.) and Holland with calls at Biak, NNG (arr. Mon. 1.25 p.m., dep. 2.15 p.m.), Manila (Philippines) and Amsterdam (arr. Tues. 10.50 a.m.). Dep. Amsterdam Fri. 10.50 a.m., via Manila and Biak (arr. Sat. 9.55 p.m.) for Sydney (arr. Sun. 7 a.m.).

DC7 aircraft dep. Biak Mon. 2.25 p.m. and Thurs. 9.45 a.m. for Japan en route to Amsterdam (arr. Tues. 9 p.m. and Fri. 4.30 p.m.). Dep. Amsterdam Thurs. and Sun. 7.30 p.m. for Japan and Biak (arr. 10.30 p.m. Sat. and Tues.).

5. N. Guinea-Solomons

TAA, with DC3 aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda (BSI), Yandina, Honiara, arr. 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka (NG), Rabaul, Lae, arr. 3.45 p.m. same day.

Alt. Wed.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda (BSI), Honiara arr. 4.40 p.m. (Dec. 28, Jan. 4, 18, Feb. 1, 15, etc.).

Alt. Thurs.: Dep. Honiara 7 a.m. for Munda, Buka (NG), Rabaul, Lae arr. 3.50 p.m. (Dec. 29, Jan. 5, 19, Feb. 2, 16, etc.).

6. Sydney-Noumea

Qantas, with Electra International

Portnightly service, every alt. Fri., with First (sleeper-chairs) and Economy classes.

Dep. Sydney alt. Fri. (Jan. 6, 20, Feb. 3, 17, etc.) 9.15 a.m., arr. Noumea 2 p.m. same day.

Dep. Noumea same day (alt. Fri.) 3.15 p.m., arr. Sydney Fri. 6.30 p.m.

7. Paris-Sydney-Noumea-Fiji-Fr. Polynesia-USA

TAI, with DC8 jet and DC7C aircraft

Dep. Paris by DC8 every Mon. for Athens, Teheran, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.30 a.m., dep. 9 a.m.), Noumea (arr. 12.35 p.m.).

Dep. Noumea by DC7C every Wed. 4.30 p.m. for Nadi (arr. 8.30 p.m., dep. 9.30 p.m.), Papeete (arr. Wed. 7 a.m., dep. Thurs. 10 p.m.), Honolulu, Los Angeles.

Dep. Los Angeles by DC7C on return flight Sat. 2 p.m. for Honolulu, Papeete arr. Sun. 8.30 a.m., dep. Tues. 12.15 a.m.), Nadi (arr. Wed. 6.15 a.m., dep. 7.30 a.m.), Noumea (arr. Wed. 9.45 a.m.).

Dep. Noumea by DC8 every Thurs. 8 a.m. for Sydney (arr. 10.10 a.m., dep. 11.10 p.m.) for Darwin, Saigon, Bangkok, Karachi, Teheran, Athens and Paris (arr. Fri. 12 noon).

(Note: Crosses International Dateline between Nadi, Fiji, and Papeete, French Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay by each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (Dec. 31, Jan. 7, 14, 21, 28, Feb. 11, 25, etc.), Dep. Sydney 8 a.m., arr. Norfolk 2.45 p.m.; dep. Norfolk next way, arr. Sun. (Jan. 1, 8, 15, 22, 29, Feb. 26, etc.) 2.45 p.m., for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland NL. (See table 12 below.)

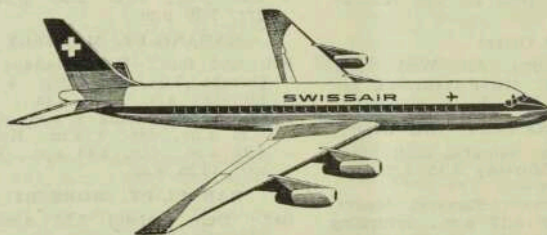
† Extra service dep. Sydney Sat.; dep. Sun.

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 12.15 p.m., arr. Vila 1.30 p.m., dep. Vila 2.05 p.m., arr. Tontouta 4 p.m.

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11. New Caledonia-Fiji-Wallis Is.

TAI with DC4 aircraft

aily, from Noumea on Jan. 8, Feb. Mar. 5, etc.
Noumea, Sun., 6.30 a.m., arr. Nadi 35 a.m., dep. 12.55 p.m., arr. Wallis 3.45 p.m. Dep. Wallis 7 a.m. Mon., Nadi 9.50 a.m., dep. 11.10 p.m., Noumea 2.15 p.m. same day.

12. Norfolk Is.-Auckland

L, by Qantas Skymaster (Charter)

Sat. (Dec. 31, Jan. 7, 14, 21, 28, 11, 25, etc.). Dep. Norfolk 4 p.m., Auckland 7.45 p.m. Ret. next day, (Jan. 1, 8, 15, 22, 29, Feb. 12, etc.). Dep. Auckland 10.30 a.m., Norfolk 1.30 p.m.

a service dep. NI Sat.; dep. NZ Sun.

13. Auckland-Sydney

AL, with Douglas DC6 Aircraft

Dep. Auckland 8.30 a.m., arr. Sydney 12.15 p.m.
(except Wed. and Sat.): Dep. Sydney 9 p.m., arr. Auckland 8.20 p.m.
Sat.: Dep. Sydney 11.30 p.m., arr. Auckland 6.20 a.m., Thurs., Sun.

14. Sydney-Christchurch

, with Jet-Prop. Lockheed Electras

Thurs., Sat.: Dep. Sydney 12.30 p.m., Christchurch 6.30 p.m.

Thurs., Sat.: Dep. Christchurch 8 a.m., arr. Sydney 10.25 p.m.

Christchurch-Melbourne

, with Jet-Prop. Lockheed Electra

Dep. Christchurch 8.30 a.m., arr. Melbourne 11.30 a.m.

Dep. Melbourne 12.30 p.m., arr. Christchurch 7 p.m.

16. Sydney-Wellington

AL, with Douglas DC6 Aircraft

Dep. Sydney 8.30 a.m., arr. Wellington 3.35 p.m.

Dep. Wellington 5 p.m., arr. Sydney p.m.

17. Melbourne-NZ-Fiji

with Super Constellation chartered from Qantas

Fri.: Dep. Melbourne 8.15 a.m., arr. kland 4.15 p.m., dep. Auckland 5.15 a.m., arr. Nadi 10.30 p.m. Return, same day, Thurs. and Sat.

nects at Nadi with Qantas Boeing service from Sydney to USA.)

18. Auckland-Fiji

AL, with Douglas DC6 Aircraft

and Qantas Super Constellations

Thurs.: Dep. Auckland 4.30 p.m., Nadi 9.45 p.m.

Fri.: Dep. Auckland 5.15 p.m., arr. 10.30 p.m.

Fri.: Dep. Nadi 9.30 a.m., arr. land 2.45 p.m.

Sat.: Dep. Nadi 7 a.m., arr. Auckland 12.15 p.m.

1. and Fri. flights ex-Auckland, and and Sat. flights ex-Nadi are d by Qantas under charter to

19. Christchurch-Fiji

TEAL, with Douglas DC6 Aircraft

Sat.: Dep. Christchurch 1.15 p.m., arr. Auckland 3.30 p.m., dep. Auckland 4.30 p.m., arr. Nadi 9.45 p.m.

Mon.: Dep. Nadi 9.30 a.m., arr. Auckland 2.45 p.m., dep. Auckland 3.45 p.m., arr. Christchurch 6 p.m.

20. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Dep. Auckland 5.30 p.m., Sun. and Thurs., arr. Nadi 10.15 p.m.; dep. Nadi Fri. only 12 noon, crosses International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 5 a.m. Mon.

Dep. Honolulu 12.15 a.m. Tues., arr. Tafuna 8 a.m. Tues.; dep. Tafuna 8.45 a.m., crosses International Dateline, arr. Nadi 10.05 a.m. Wed.; dep. Nadi 6.45 a.m. Sun., Thurs., arr. Auckland 11 a.m.

21. Fiji-Tahiti

TEAL, with DC6 aircraft

Sat.: Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete Sat. 10.25 a.m.

Sun. Dep. Papeete 1 a.m., crosses International Dateline, arr. Nadi Mon. 7.45 a.m.

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily (dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5.05 p.m.).

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 Fri. afternoons (Jan. 6, 20, Feb. 3, 17, etc.) and alternate Mon. mornings (Jan. 9, 23, Feb. 6, 20, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, 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 (Dec. 29, Jan. 26, Feb. 23, etc.) and departing Pua-amotu, Tongatapu, on return flight on the following Saturday morning (Dec. 31, Jan. 28, Feb. 25, etc.). Flying time about three hours each way.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Hawaii-Tahiti

South Pacific Air Lines, of Honolulu, with Super-G Constellation aircraft

Weekly service by American airline, South Pacific Air Lines, from Honolulu to Paaa International Airport, Papeete.

Fri.: Dep. Honolulu 10 p.m., arr. Papeete Sat. 7.30 p.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun 7.30 a.m.

Details from South Pacific Air Lines, Rue Collette, Papeete, Tahiti, or Head Office, 311 California St., San Francisco, USA.

24. Samoan Inter-Island Services

Polynesia Airlines Ltd., of Apia, Western Samoa, using a Percival Prince aircraft, operates a regular air service between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome). Flight takes 45 minutes, each way.

Dep. Faleolo (W. Samoa) Sat., Sun. 2 p.m., Mon. 10.45 a.m., 2 p.m., Tues., Wed., Fri. 10 a.m.

Dep. Tafuna (Am. Samoa): Sat. 3.15 p.m., Mon., 9.30 a.m., 12 noon, Tues. 8.30 a.m., 11.15 a.m., Wed., Fri. 11.15 a.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

Samoa Air Lines, of Pago Pago, American Samoa, which has been operating with a DC3 Viewmaster, between Tutuila (Am. Samoa) and Faleolo (Western Samoa) has temporarily suspended its service.

25. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibious flyingboats, TOA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana groups) on behalf of the US Government.

Details from Trans Ocean Airways Agana, Guam.

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What is Future of Goldfields Ltd?

With the 31st annual report for the year ended June 30, 1960 before us, and the history of this particular enterprise in mind, we wonder what is to be the future of New Guinea Goldfields Ltd. Manifestly, it does seem to lie in gold-mining.

This year, the company distributes £56,000 to its shareholders (about 7 per cent.). An analysis of the accounts shows this has not come from the profits of gold-mining, but from the profits of gold-mining. It comes out of a Gold Profit Reserve, which has been built up—as far as recent times concerned—from subsidies. A complete analysis suggests that the company now keeps going from subsidies on trading, and not from mining.

In the year under review, the company's receipts from goldmining added a subsidy of £25,000 to £271,395; while its costs in the field were £277,322. But its costs from trading were £307,000, its costs were £252,000.

At first glance, one might ask why the board does not cease mining altogether, and concentrate on trading and planting and timber-getting where it is enjoying moderate success. There may be an answer in the probability that the £277,000 mining costs carries a large amount of overhead which, while attributed to trading, would have been carried by trading if mining had ceased.

The history of NGG Ltd., as a mining enterprise is one of the depressing in the Territory. The corporation was created out of the conglomeration of Urquhart Resources—some highly speculative—some took form in the early, hectic days of the Koranga-Edie Creek (from about 1924 to 1930). The investments which formed NGG Ltd. were out greedily and grabbed a bit of likely gold-bearing land could lay hands on, and kept the possession of smaller areas who might have done well with

Staggered Along

Now, as NGG Ltd., the organisation is staggered along through ten years of mismanagement and misadventure, suffering all the disadvantages of remote control. It might have recovered as the years of a decade of hard experi-

ence; but before anything really could be done, there came World War II, and the paralysis of the Jap invasion. By the time New Guinea got back to normal functioning, in the late 'Forties, the company had lost its great chance: Costs had gone towards the skies, and the price of gold had not risen correspondingly. And that still is the position—if not more so.

The successors to the management of the 1930's have done their best, with a swollen, top-heavy structure. On the one side, they have wiped out a very large proportion of the original "issued" capital—the original optimistic four or five millions being now down to three-quarters of a million (which the stock market values at half a million); while the company has moved gradually and steadily away from mining to timber-getting, trading and coffee-growing.

The shareholders are entitled to ask, Is there now any future in gold-mining in this area? If not, why maintain the large organisation in its present costly form?

Is there any real future for the company in timber-getting? (It is understood that, while the Bulolo enterprise has rights to large areas of good forest, the rights of NGG Ltd. in that respect are limited and precarious. Yet there is a great and growing market for New Guinea timbers. Could not the big NGG Co., with Administration help, use its resources and know-how to develop timber-getting in districts other than Bulolo?)

In a social as well as an economic sense, NGG Ltd. has had a good record under Mr. John Hohnen. It has co-operated with the Administration where possible in development, and certainly has helped in giving to masses of native workers some practical tuition in the affairs of industry and in better standards of living. In return, it deserves all the help the Government can give it, in a transition from the declining industry of gold-mining to the industries which can be of so much value to the New Guinea of the future—planting, timber-getting, trading.—RWR

Loloki Copper Again

A Japanese company was in November showing a lively interest in the Loloki copper deposits near Port Moresby, Papua. These deposits were worked in the 1920's but little or nothing has been done there since, although there was some sporadic activity just after World War II.

The interested company is the Nippon Mining Co. of Tokio, and a couple of their geologists were looking the deposits over in November. The Japanese company is already getting a great deal of copper from Queensland's Mt. Isa but they "need a lot more". A spokesman for the company stressed that the November visit to Papua was a "preliminary survey only".

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Colony of Fiji Branch Office:
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Suva.

Branch Manager: L. M. Rolls.

Southern Pacific Insurance
Co., Ltd.

Head Office: The Wales House,
66 Pitt St., Sydney.

Corporation of Australia has an option over the Laloki deposits.

The £1.6 Million Question of Iehi

Up to the time this issue went to press, there had been no results from the drilling of the Australasian Petroleum Company's £1,600,000 well at Iehi, 250 miles north-west of Port Moresby, in Papua. Many people see this as probably being APC's last throw of the dice in Papua, and if no oil in commercial quantities results the major partners are likely to pull out.

The well had been drilled to 10,000 feet by end of November, and seven inch casing was then to be inserted and testing commence. This testing, it was thought, might run into January.

Oil Search Ltd., the Australian company that is the junior partner in APC, has no forward plans after Iehi, and the major partners—British Petroleum and Vacuum Oil—are understandably restive about the whole business of oil search in Papua.

The search is costing a vast amount of money, and it is not vital for the two big companies themselves to find oil in Papua. It is well known that all major oil companies have an excess of crude oil on their hands and that the world supply situation is good.

It is a different matter for Oil Search and Australia, however. A reliable source of oil in Papua at the present time would go a long way toward straightening up Australia's adverse balance-of-trade situation.

The speculation about the Iehi well has had little or no effect on trading in Oil Search shares—a marked contrast to the mad buying spree of a couple of years ago when a short flow occurred in Puri well. During the month early November-early December, they fell about 1/- to 5/3.

There are about 15 million 5/- shares in Oil Search, which has no more than a 15% share in APC—and something like £23 million has already been spent in Papua by the company. It would need a great deal of oil to make a commercial well look profitable.

As a Sydney financial writer said lately—Oil Search shares are strictly for cool-headed gamblers.

Kauri Timber 1-for-4

Kauri Timber Co. of Melbourne (which works Vanikoro in the BSIP), proposes to raise £1 million in a par issue of £1 ordinary shares on the basis of one-for-four shares or convertible notes held as on November 4.

Proceeds will be used to consolidate the company's financial position and directors are confident that an eight per cent. dividend will be maintained.

The issue will increase paid ordinary capital to £3,880,592.

NZ Timber Interests In Fiji Partnership

The big New Zealand millers, the Fletcher Timber Company, will set up a timber mill near Nadi, Fiji, in conjunction with the Colonial Development Corporation (an agency of the UK Govt.).

The Nadi mill will be equipped for logging, milling and processing timber for the Fiji market in particular, but also for the NZ market (peeler logs and sawn timber).

BGD Profit Up

In spite of the imposition of income taxation in Papua-New Guinea, Bulolo, Gold Dredging Ltd. earned £61,250 more in the year ended May 31, 1960, than in the previous year.

Net profit for the year was £374,000, or 822,425 Canadian dollars, after depreciation (\$249,415) and Australian and NG tax (\$111,055). (NG tax, paid for the first time required \$94,880). Dividend has been lifted to 50c a share (40c in 1958-59) and absorbs \$500,000.

Profits from Commonwealth-New Guinea Timbers (49% of which is owned by BGD) gave BGD \$324,000; Placer Development, \$50,346; and dredging and sluicing operations, \$22,224.

Big Figures

The consolidated balance sheet of W. R. Carpenter Holdings Ltd. and subsidiaries, Canberra, shows shareholders' funds at September 30 at no less than £12,376,057—made up of issued capital £2,789,443, reserves of £5,979,117, and unappropriated profits of £3,204,358.

The principal subsidiary, W. R. Carpenter & Co. Ltd., provided the Holdings Co. with dividends totalling £378,543; and Holdings (issued capital of £2,789,443) paid a dividend of 13½ per cent., leaving £111,969 still in its P/L Account.

The whole Carpenter group, in the year, made a net trading profit of £1,716,866, which was nearly half a million more than 1958-59.

There are three well known Islands men now on the board of Carpenter Holdings—Messrs. B. B. Perriman, H. E. Snell and W. G. Johnson. The secretary is another "Time Before" of New Guinea, Mr. C. A. M. Adelskold.

Makurapau Pleases

The flotation share issue of Makurapau Estates Ltd., which came before the public in November, was receiving advance "rave" notices from financial writers in Australian newspapers earlier that month.

Directors of the company, which has been formed to take over the plantation, are Messrs. F. N. Warner Shand, J. C. Koefod, H. V. Quinton and Mr. E. T. Fulton.

The company is offering 560,000 shares at 5/- each, and more than half of these were placed in the Territory.

Mr. Fulton bought Makurapau in the Kokopo area of New Britain from Mr. Oscar Rondahl just after the end of the war when the future of copra was an unknown quantity. He cleaned it up from war-time neglect and damage, planted some new areas to coconuts and, what was even more profitable, something like 70,000 cocoa trees. About 18,000 of these are immature but the earlier plantings have turned in handsome profits in recent years.

The plantation covers 630 acres and is valued at £150,000. It made its peak profit, £40,000, in 1959—the year before Territory income tax—and £13,000 less than that last year. Directors of the new company expect to pay 10 per cent. profit.

Koitaki Grows Coffee

At the annual general meeting of shareholders of Koitaki Para Rubber Estates Ltd. in Sydney in November, the chairman reported that the estates are producing at least as much rubber this year as last although the price in recent months has been falling. The average price for sheet rubber in the year ending June 30, 1960, was 42.05d a lb; current price is around 32.5d. Koitaki is also experimentally planting some coffee.

Economic Outlook

After the October-November share market tumble, prices late last month made a short-lived recovery, then slid downwards again. By December 8, however, the market had steadied, with the ordinary index of 280.52—a 20 per cent drop below the peak of last September.

Most market observers consider the worst is now over.

The up-down graph, of course, reflects the market's before-and-after reaction to Federal Treasurer Holt's stiff economic measures announced on November 18 to curb inflation and stop the rundown of Australia's overseas reserves.

Main points of the Government's "supplementary Budget" were:

- Tighter credit, particularly for ports and land and "spec." building.
- Higher sales tax on motor vehicles—up 10 per cent. (to 40 per cent.).
- Increased bank interest rates.
- Disallowance of interest as a deduction on certain company borrowings.
- Restriction on superannuation funds and insurance investments (nearly a third must now be in Govt. securities).

The proposals raised Cain from Labour Opposition and certain sections of industry—notably, HP firms and manufacturers. Indeed, the car sales caused an initial Senate defeat for the Government, but went through when introduced the following day.

Generally, financial commentators agreed that the checks were necessary though late.

SYDNEY SALES PRICES

	Nov. 8, '60	Dec. 8, '60
Ball Plantations	15/6	13/6
Burns Philp	85/-	88/-
Burns Philp (SS)	62/6	60/-
C.S.R.	£74/7/6	£70/-
Dylop Plantations	12/-	11/6
Fiji Industries	12/9	13/2
Hackshall's	15/3	14/2
Kauri Timber	21/-	19/6
Kerema Rubber	8/-	10/2
Koitaki	17/3	18/6
Lolorua	10/-	10/6
Maribol	9/8	9/4
Norfolk Is. Whaling	5/6	4/1
Ditto Notes (5/-)	—	6/-
Pacific Is. Timbers	6/3	6/4
Plantation Holdings	6/7	5/9
Queensland Insurance	92/6	90/-
Rubberlands	5/9	5/8
Sthn. Pac. Insurance	21/-	b18/-
Steamships Trading	49/-	48/-
W. R. Carpenter Hold.	25/3	25/4
Timor Oil	4/6	4/-

OIL AND MINING SHARES

FIJI

	July 9, '58	Nov. 8, '60	Dec. 8, '60
Emperor	b5/9	b4/-	s5/-
Loloma	—	b43/6	b40/-

PAPUA-NEW GUINEA

	b35/-	b45/-	b49/6
Bulolo	b35/-	b45/-	b49/6
N.G.G. Ltd.	b1/9½	b2/4	b1/6
Oil Search	b2/6	b6/2	b2½d
Ent. of N.G.	b7d	b2d	b5/3
Pac. I. Mines	—	b112/6	b110/-
Papuan Apin.	b9d	b3/1	b2/6
do. opt.	b6½d	b6d	b4½d
Placer Dev.	b86/6	b115/-	b120/-
Sandy Creek	b4d	b1½	b1½d

ISLANDS PRODUCE

Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. £; 18/- Fiji; 20/- Tonga, Solomons & 22/- areas; 196 Pac. Frs.; \$US2.25.)

COPRA

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 Islands (and, to some extent, in Cook Islands) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (under contract covering 1960), (b) Australia (for consumption) and (c) crushing-mill abroad. Prices generally arranged in advance with ruling rate in Philippines plus, with premiums for hot-air dried. On July 1, 1960, P-N.G. Copra's Tentative Purchase Prices, for delivered main ports: Hot-Air Dried, per ton; FMS, £A63/10/- per ton; -Dried, £A62/10/- per ton.

FIJI:—No Government control—producers here they wish. Bulk of copra goes to crushing-mills in Suva. On Dec. 5 were: HAD £F56/7/6, FM £17/6.

WESTERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at prices FM grade rates, plus premium to £S3 per ton for hot-dried. Prices since March, 1959, have been: Hot-air dried, £S67/13/8 per ton; -dried No. 1, £S65/3/8; sun-dried £S61/13/8.

TOONGA:—Sales are under Government control. Part of production goes to Europe, arrangement with Unilever company for Philippines prices, and part open market.

SOLOMONS:—All production marketed through official Copra Board, at prices on Philippines market. Price decided for December: 1st grade, £A62/10/-; 2nd grade, £A62/10/-; 3rd grade, £A62/10/-, BSIP ports.

ELICE ISLANDS:—Production marketed in Europe through official Copra Board, at prices based on Philippines prices, less "stabilisation fund" charges.

WESTERN SAMOA:—Producers receive 7 cents lb. or £A70/4/6 approx. per long ton. Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

HEBRIDES:—Late November rate £A41/10/- (8,300 Pac. francs) for delivered Vila/Santo; French price was 93½ heavy francs per metric ton, f.o.b., Marseilles.

NIUE IS. AND NIUE IS.: Subject to copra contract provisions between Cook Islands shippers and Abels, Ltd., of London, who operate the only NZ copra crushing mill, the price paid is average of price for previous month, less charges. Actual price paid to producers varies widely from island to island, ranging from £NZ30 to £NZ50 per ton.

ELLAUS: Price is based on the 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 Dec. 7 had dropped to £Stg.197/10/- per ton c.i.f. Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Dec. 7: £S200, f.o.b., Apia, grade 1: £S195, grade 2.

P.-N.G.: Dec. 7.—Quote No. 1: £230 (best quality). Quote No. 2: £240 (top grade). Quote No. 3: £210 (medium quality). Reflecting overseas trends, prices are likely to drop lower in 1961, reported Islands agents in Sydney in early December.

COFFEE:—P.-N.G.: Dec. 7, good quality A grade, per lb, 4/1; B grade, 4/-; C grade, 4/- c.i.f., Sydney.

World coffee prices dropped again during the month—rates on Dec. 7: Tanganyika A £Stg.350 per ton, B £Stg.340, Undergradings £Stg.265; Kenya A £Stg.380, B £Stg.340, Undergradings £Stg.310; Uganda Robusta £Stg.157.

PEANUTS: P.-N.G.: Dec. 7, Kernels: White Spanish 1/6 lb del. buyer's store; Red Spanish, 1/4; Virginia Bunch, 1/7. In Shell, 1/- lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Dec. 7 was: No. 1 RSS, spot, 85% Straits cents per lb (29.87d Aust.).

VANILLA BEANS: Victor Karp. Tulk & Co., Sydney, advised Dec. 7: White and yellow label, processed, standard packs, 42/9; green label, 41/6, c.i.f., Sydney.

RICE (Aust.): Prices as 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:—Quotations for Australian M.O.P. Shell on Dec. 7 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). Demand slackening. Cook Islands: Penrhyn £NZ500 (approx.), f.o.b., Rarotonga. Manihiki: Lagoon closed. Suvarrow: Black-lip shell season ended late November.

TROCHUS: Quote No. 1.—Papua-N.G.—£140 per ton, c.i.f., Sydney; B.S.I.—£160 per ton, c.i.f., Sydney. Quote No. 2: Papua-NG, B.S.I.—£150 per ton.

GREEN SNAIL SHELL:—Still in short supply; buyers are quoting £460 to £480 per ton.

CROCODILE SKINS: 12 in. and over, small-scale, first quality: 12/- per in.

PAPUAN GUM: £80 per ton delivered 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.

London and US Quotations

Copra: LONDON, Dec. 6, Philippines, in bulk, \$176 US per long ton, c.i.f., UK/Nth. European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.65 per long ton. NEW YORK: Dec. 6, Philippines \$165 US per short ton, c.i.f. Pacific Coast ports.

CEYLON: 835 Rupees per ton, c.i.f. (£1 Australian is equal to about 2.25 US Dollars; £1 Aust. equals approx. 10½ Rupees).

Coconut Oil: LONDON, Dec. 6, Ceylon, 1%, in bulk, £Stg.93 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.91 c.i.f.

Rubber: LONDON, Dec. 6, c.i.f., RSS No. 1, Spot, 25½d Stg. per lb. Apr./June, 25½d Stg. lb. Dec. shipment 25½d Stg. lb.

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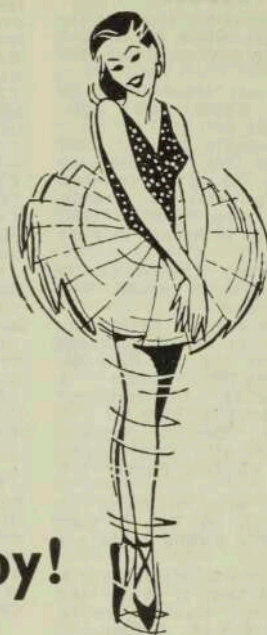
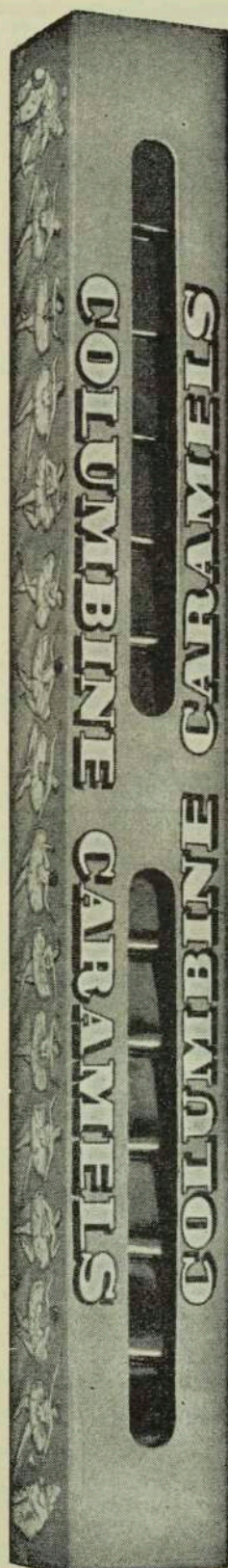
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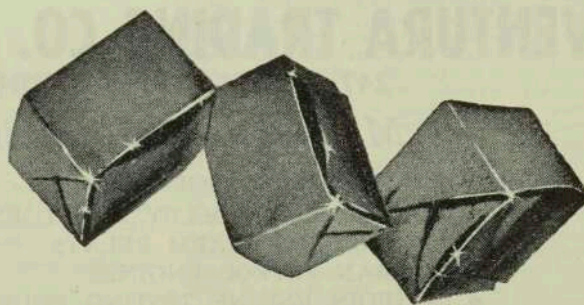


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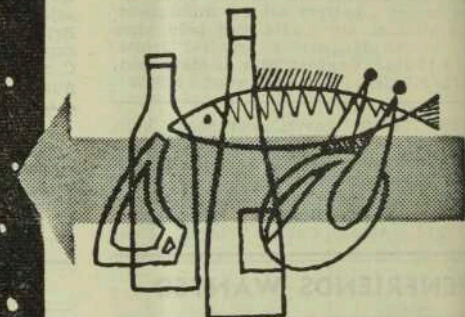
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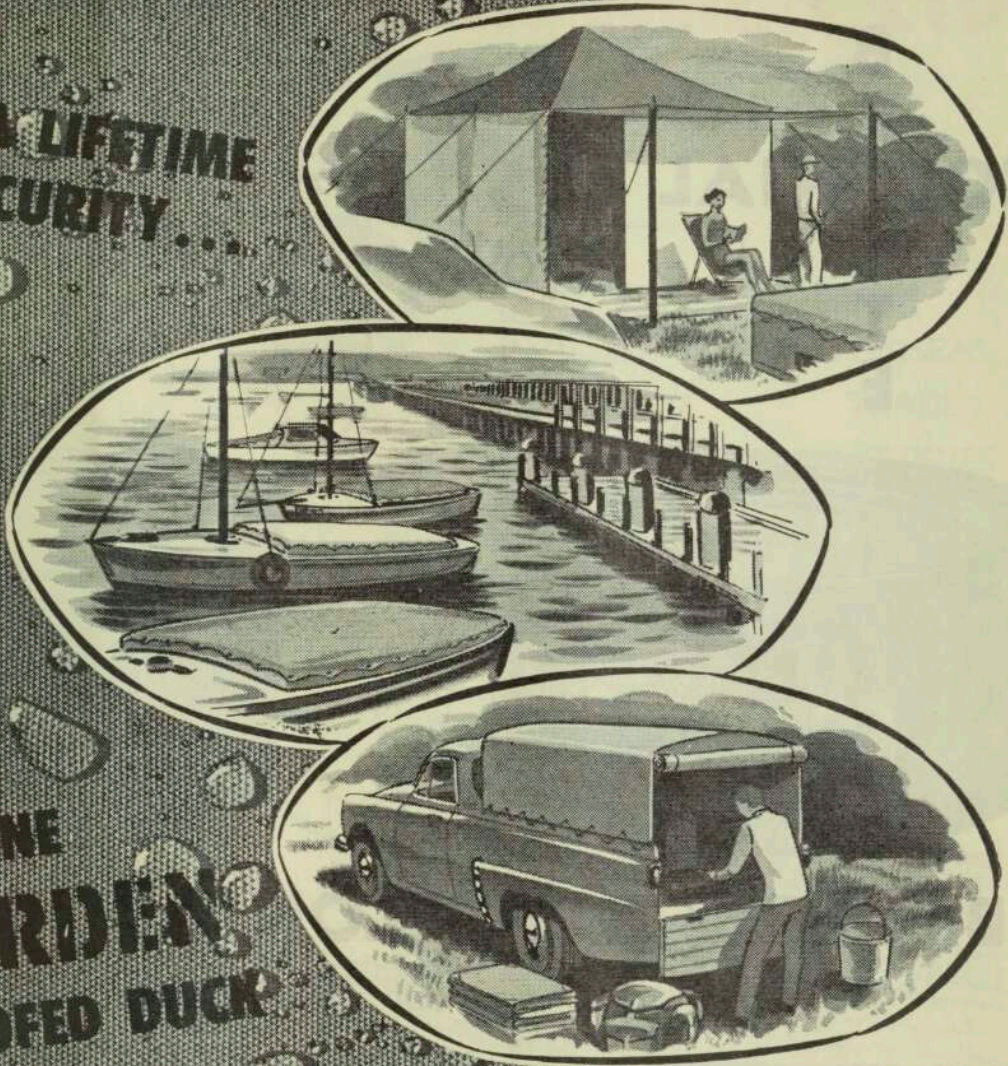
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beans, etc.

Agents for Australian
European and American
Manufacturers including
Electrolux, Chrysler, Ford
McCallum's Whisky, Victor
Mowers, Enfield Engines.

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Connell
St., Sydney.

W. R. CARPENTER & CO. LTD.

27 O'Connell St., Sydney, Australia

Cable Address:
"CAMOHE"

Telephone:
BL 5421

Postal Address:
G.P.O. Box 168, Sydney