

Vol. XXXI, No. 9 (Apr. 1, 1961)

Date : 7/17/26, 3:31 AM

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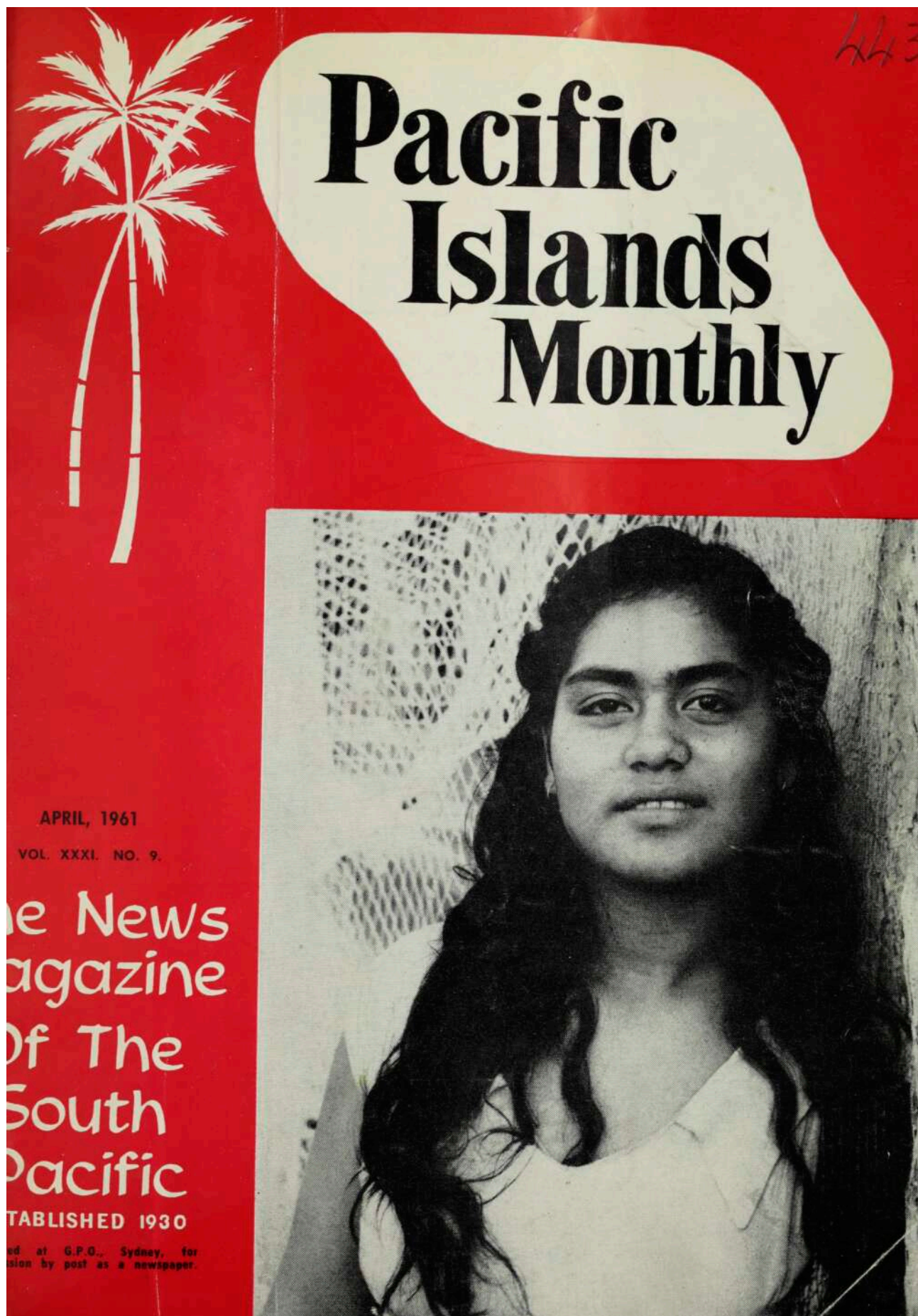
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A black and white line drawing of an airplane cabin interior. In the foreground, a woman in a light-colored dress and a man in a suit and glasses are seated next to each other, both looking at a document the man is holding. Behind them, several other passengers are seated in rows, some looking forward and others looking towards the right. The cabin has large windows and overhead storage bins.

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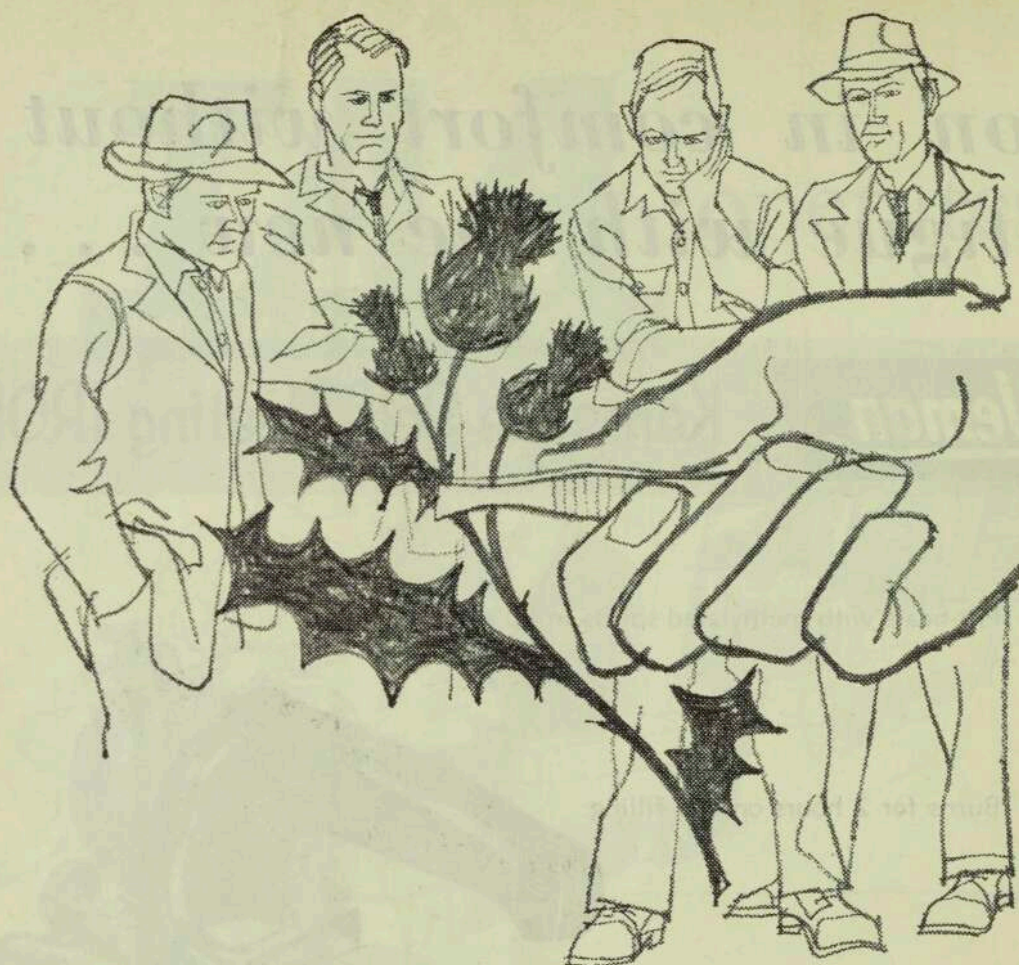
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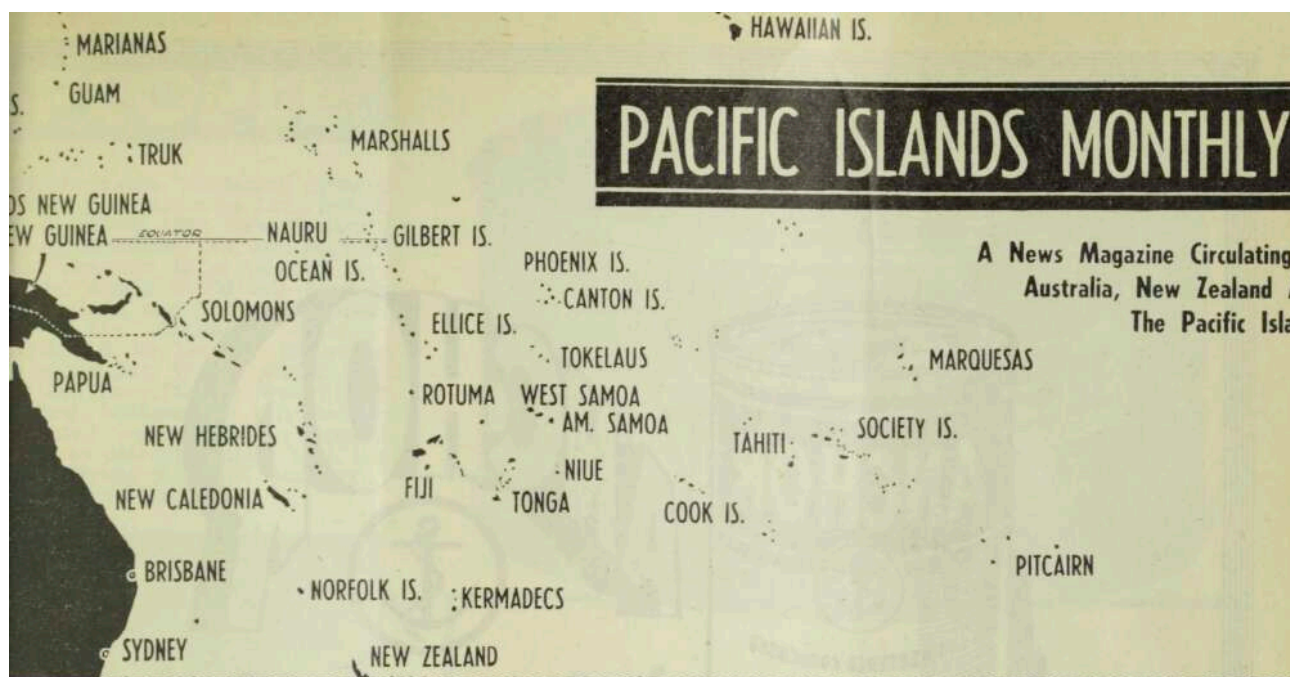
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A News Magazine Circulating
Australia, New Zealand /
The Pacific Islands

Publisher: R. W. ROBSON.
Editors:
UDY TUDOR STUART INDER
Manager: SELWYN HUGHES.
PHONES: General Business, Editorial,
AA 9197-8, MA 7101, MA 4369.
G.P.O. BOX 3408, SYDNEY.
Graphic Address: PACPUB, Sydney.

ANNUAL SUBSCRIPTION RATES:
(Includes surface postage)

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BRANCH OFFICE IN PAPUA-NG
c Publications (NG) Ltd., Theatre
Building, Fourth St., LAE.
Tel.: 2577.

Miss Pat Robertson, Manager.

BRANCH OFFICES IN FIJI:
Fiji Times Building, 20 Gordon St.
Tel.: 4043.

ka: A. J. C. Foster, Vitogo Pde.
Tel.: 38.

REPRESENTATIVE IN N.Z.:
D. Whitcombe, P.O. Box 5179,
Auckland. Tel.: 22.570.

REPRESENTATIVE IN U.K.:
Ashburn, 13 Rood Lane, London,
C.3. Tel.: Mincing Lane 8633.

OURNE OFFICE: Newspaper House,
47 Collins St. Tel.: 63.7053.

TS: All main trading firms and
tores in the Pacific Islands

c Publications Pty., Ltd., is the
alian agent for THE FIJI TIMES.

No. 9. Vol. XXXI.

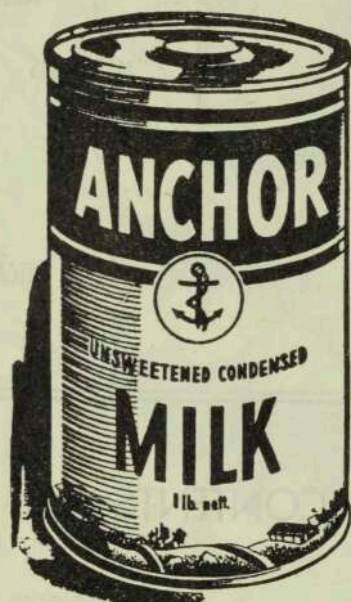
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THE COVER: In September, 1959, the "PIM" cover girl was
Tauave, from Funafuti Island, who was photographed on
Tarawa by Mr. A. C. Atkinson. The Ellice girl on the cover
this month is Tauave's sister Iaeli. She was also photographed
by Mr. Atkinson, who sends the photograph from Scotland,
where he is now living.

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PEOPLE

Mr. J. Wattie, managing director of J. Wattie Canneries Ltd., of NZ, said in March that New Zealand's Leopard Breweries Ltd. and his firm would combine in a canned beer venture, which would sell beer in New Zealand and also push export sales to the Islands. It would be marketed under Leopard Breweries' name. Mr. Wattie added that beer can manufacture was highly technical, because the can had to be coated inside with a special enamel to prevent contact with the metal. Drinkers were "fastidious" about tainted beer.



P. P. Heller, with his wife, expected to leave NZ for Apia in early April to take up a new appointment as Financial Secretary and Economic Adviser to Western Samoa. Until recently he was Senior Executive Officer for Transport in the NZ Civil Aviation Administration. Mr. Heller has the difficult task of directing West Samoa's financial policy. He will be responsible to the Finance Minister. Heller emigrated to NZ in 1939 from London, where he had studied law and economics practised as a barrister and solicitor, and written several law text books. Mrs. Heller is a qualified social welfare worker and physical education instructor.

TEAL's Captain Joe Shepherd was posted to London in April for the first time since 1944, when he ferried bombers for the RAF. This was the Joe, the South Pacific's best known pilot because of his long experience with TEAL's flying-boats before they were honourably discharged at the end of last year, was London's famous Guildhall receiving the Brackley Memorial trophy for outstanding airlines service, from the hands of the Duke of Edinburgh. With him was his wife, making her first trip to London. He happily admitted before his departure from Auckland that he didn't own a dress suit for the Guild-



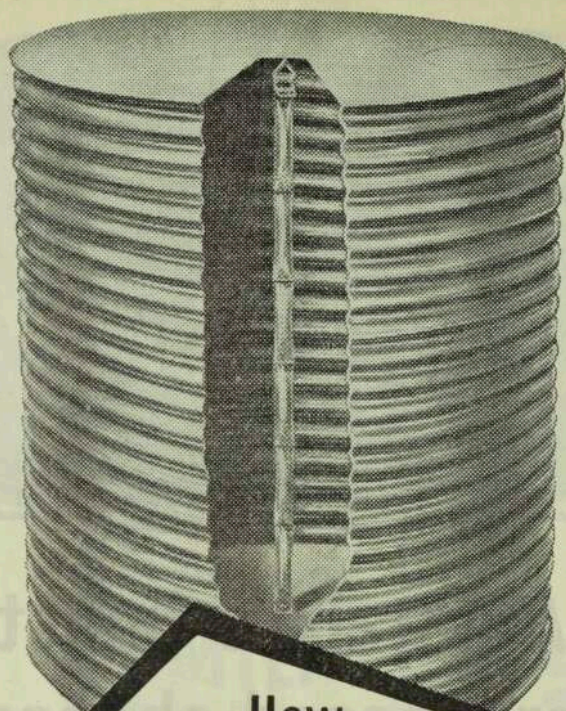
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hall banquet but that he arranged to hire one at Moss E. Captain Joe has almost finished conversion course to Electras, hopes soon to be back in his South Pacific stamping ground

When all set to show colour slides of Papua-New Guinea in Canberra on April 1, Major and Mrs. A. Rumpf were dismayed to discover that 150 transparencies and camera had been stolen from back of their car. Other slides to be substituted for the screen. Major and Mrs. Rumpf are known in Port Moresby, where they have been in charge of the Station Army hostel.

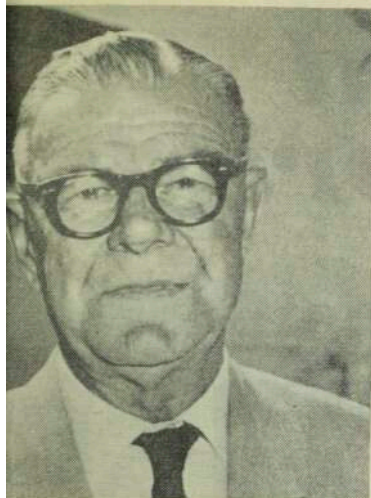


Lae businessman, Mr. S. E. Goudie in March presented with a silver tray, and an inscribed framed replica of the Sydney War Memorial by Mr. R. Bunting (right), P-NG State President of the RSL. This was the first time the Soldiers' League had given a certificate, non-exserviceman but Mr. Goudie was told had done more to assist the League than a lot of ex-servicemen.

Suggestions from the US that American Samoa might have a woman to replace Peter Coleman as Governor, brought some rumblings from America's South Pacific territory in March. The woman is Marie Cole Berger, Chicago lawyer who worked in American Samoa about five years ago and presented a study on the territory to the Interior Department. Miss Berger said in March that some of the attacks made on her impending nomination as Governor were due to the fact that she had criticised Samoan conditions under Republican administration. "The place is a slum", she said. "Nothing has been done there for years."

A Rabaul Tolai, Epinery Titen farmer and contractor, who made news 18 months ago by calling on Australia to get out of New Guinea, has changed his views. He told an election meeting in Rabaul, March, that he was now convinced that Australia should remain in many years yet because it is essential for full development of native races. Epinery said he had admitted he had been wrong in calling on Australia to leave New

inea, although his motive had
n solely for what he believed
s the welfare of the native people.



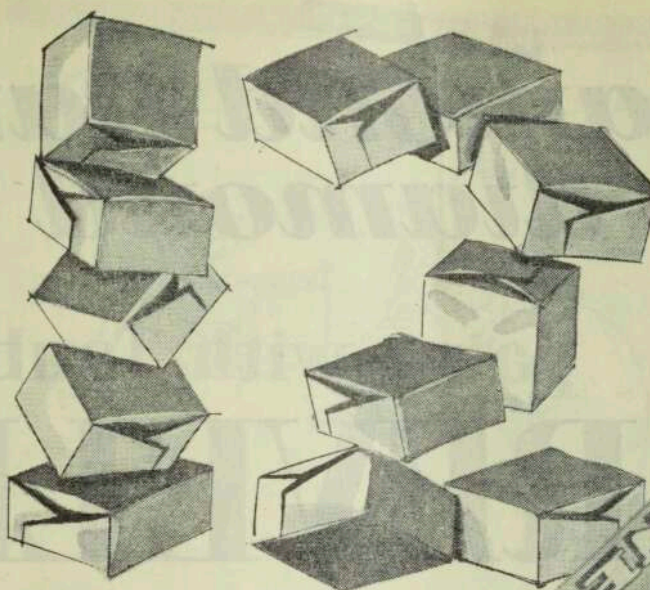
graphed aboard the Matson liner "Mari-
in Sydney recently just before it sailed
uva, en route to Nukualofa, were Tonga's
Justice, Mr. Justice Hunter, and Mrs.
er. They had spent a six months' holiday
in Australia.

r. R. W. Robson, publisher of
f, recently had a welcome call
n 81-years-old H. L. Cameron,
reported himself in good order
condition, and likely to make
century. Mr. Cameron was for
ay years the owner of large
tations in the Islands, but re-
d several years ago to settle
n to a quiet life in Australia.

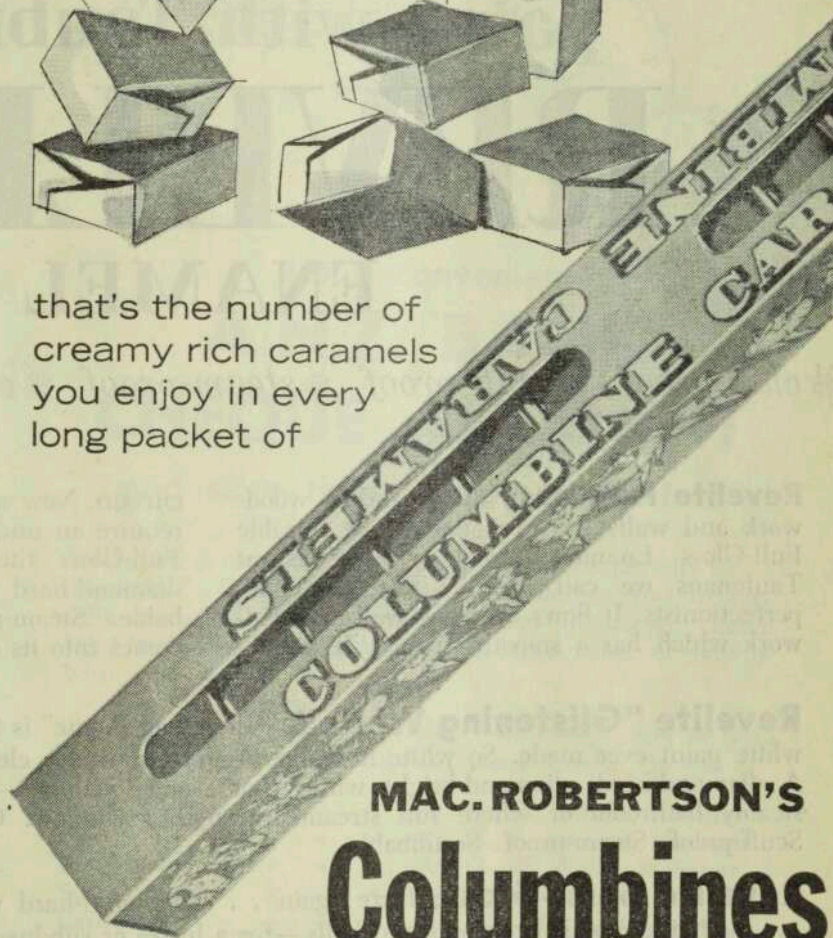


Hunter, wife of Tonga's Chief Justice.
See above.

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n before being replaced by the *Pana Roa* last year, headed north and out of the South Pacific. In command was Captain L. C. Boulton, who was her master for 25 years until he retired about six years ago. *Mai Pomare* has been sold and is making a direct voyage to Hongkong, with the 37-year-old *Here* in tow. Travelling as radio officer on *Mai Pomare* is PIM's Auckland shipping correspondent Shortall, who plans to spend a few months in Hongkong waters getting the feel of the place".

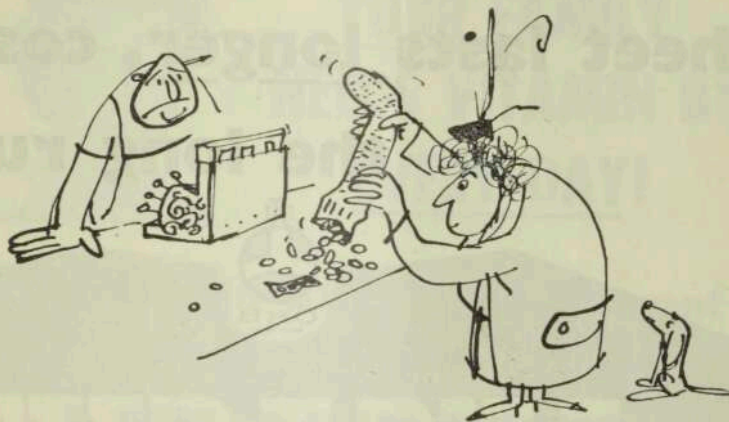


Joseph Williams, 26, of Aitutaki, a Cook Islander who is the first Maori from NZ island to take his medical degree under NZ Government scholarship scheme introduced in 1947, has now begun his houseman's year at Dannevirke Hospital, NZ. He studied for five years at the Otago Medical School and spent a sixth year at Christchurch. Other Cook Islanders, Tere Mataio, 26, of Tonga, and Metuakore Sadaraka, 26, of Aitutaki, have been the first under the scheme to qualify respectively as solicitor and for a Master of Arts degree.

When marine zoologist Dr. Anna Bidden, of Cambridge University, arrived in Rabaul (NG) in April 1955, the idea of looking for the rare nautilus on Vulcan Island around she was 24 years too late. The Island was involved in the island's big 1937 eruption, and since it has been joined to the mainland and is covered in vegetation. In 1955, another English zoologist camped on Vulcan Island, and Bidden was following up his search. However, Dr. Bidden will expect the earlier search for the nautilus over a much larger stretch of coastline.

* * *
An old friend of PIM's, Loloma, a general merchant, of Alofa, Tonga, sends a letter expressing loyalty to both the British and the Tongan Royal families and

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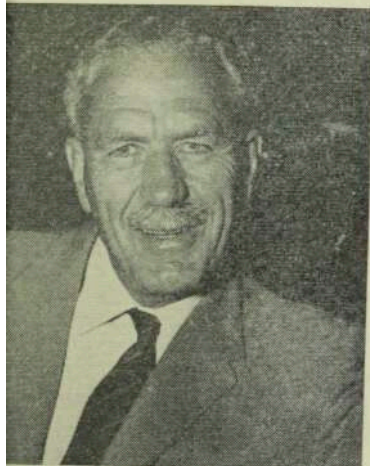
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great admiration for sentiments recently expressed by Dr. Fisher when arriving from the post of Archbishop of Canterbury. Mataele takes a deep interest in public affairs. Intentionally, Mataele makes a specialty of selling oil paintings here in Tonga, for which art collectors here and there have shown interest. Anyone seeking such pictures should write to him in Nukunono.



Lord J. B. Harrison, former military secretary to the NZ Governor-General, Lord Cobham, has been appointed to the post of TEAL, with the task of arranging reception of VIP passengers, and of liaison work with Government, diplomatic and official groups in Wellington, where he will be stationed. Lord Harrison was born in India, and served for years in the Indian army. In 1938 on a mountaineering expedition to the Himalayas he narrowly escaped death when an avalanche buried his advance camp at 25,000 ft. He came to New Zealand in 1948.

Members of Auckland's recently constituted Tahiti-Nui Club, which has been formed by former residents of French Polynesia, were at Auckland's Whenuapai airport in April to meet a number of leading Tahitian agents paying a visit to New Zealand and as guests of TEAL. TEAL, the arch, inaugurated new jet-propeller services into Tahiti and it expects a big increase in the flow of American tourists through Tahiti in 1952.



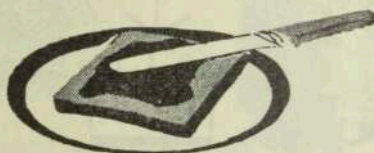
Mr. J. R. Foldi, District Commissioner in Rabaul (NG) recently by the New District Commissioner, Mr. J. R. Foldi, Mr. Emmerich Schlorser and Miss Judy Mrs. Schlorser came from Port Moresby. Photo: C. H. Meen.



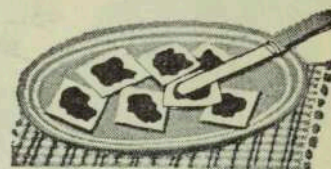
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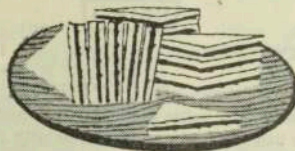
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R.B.1

A Sydney man, Mr. Maurice Fisher, of Rockdale, complained in a letter to the *Sydney Morning Herald* in March that on a recent visit to Noumea he had bought a glass table lamp manufactured in the East which was later found by an electrician to be a "death trap" when plugged in. It had a maze of internal wires unsuitable for Australia's 240 volts and there was an almost complete lack of insulation. Mr. Fisher warned Australian tourists to be careful of what they bought on Islands visits.



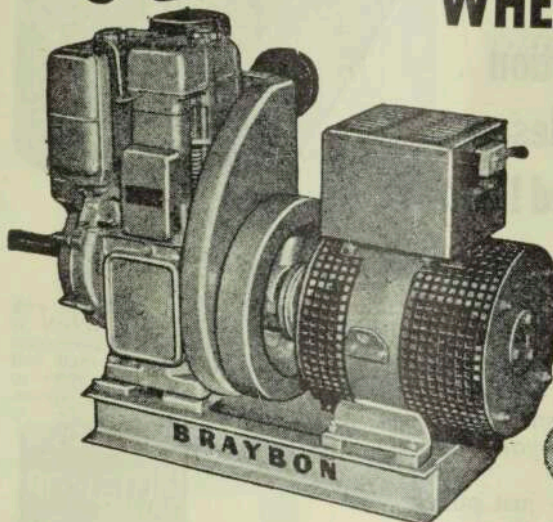
A photograph, published recently in a United States magazine, shows Miss Clelia Windrum, 18 years old, who is filling a job at present in Houston, but who moves on shortly to the University of Texas. She is in an elegant dancing dress. Miss Windrum is a daughter of Mr. J. E. Windrum, formerly in the British Colonial Service in Fiji, and she is married to some old Fiji families. Mr. Windrum was British Agent and Consul in Tonga six months ago, when Queen Elizabeth and Prince Philip visited Queen Salote at Nukualofa; and although only 12, met the Royal visitors there.

Mr. R. O. Campbell, for the past months the District Officer, Nadi, was given a series of farewell parties and presentations on his departure for India on a furlough which will be combined with a study course in the Indian languages. He is to stay with an Indian family in Benares for three months. Mr. Campbell has been a popular figure in Nadi and has accomplished a great deal of work for the town. He is responsible for the establishment of Prince Andrew Park and children's playground, among other things.

Many people in Papua-New Guinea have the wrong idea about the people in neighbouring Honiara, chief

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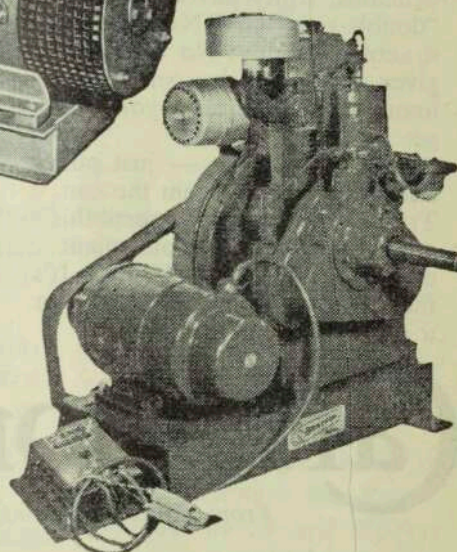
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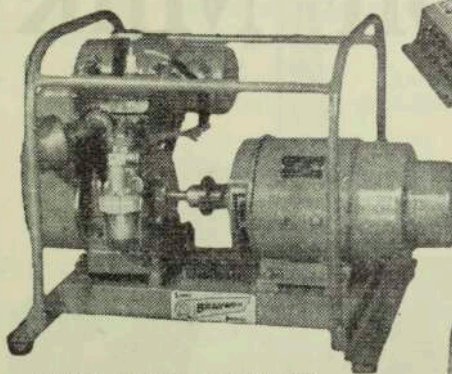
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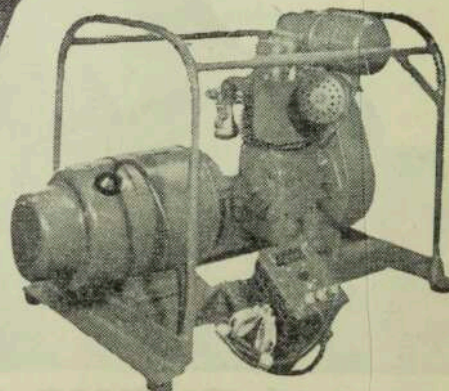


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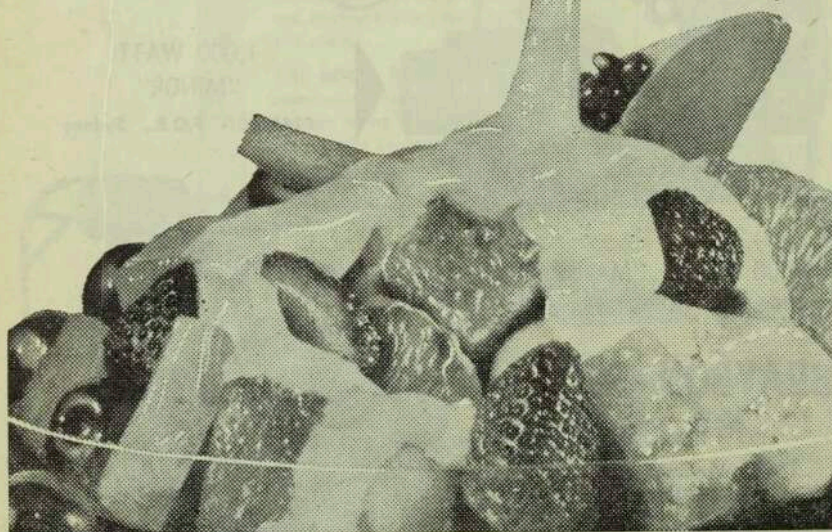
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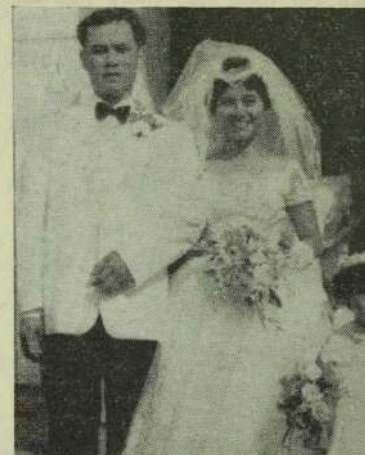
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MILK IN ITS MOST CONVENIENT FORM

town in the BSIP. In fact it has "very friendly atmosphere". The comment came from Mr. C. Zander, who left Honiara in March with his wife and young family after relieving for a time as S.I. Company manager there. In Honiara the Zanders had a busy social life. After leave, he will be appointed to Lae, NG.



Mr. and Mrs. E. Chin, with flower girl and bridesmaid, photographed after their wedding in Honiara recently. Mrs. Chin was formerly Miss Christine Seeto.

Photo: L.

Mr. W. N. Allison, former editorial and publication assistant of the South Pacific Commission literature bureau in Sydney, has been appointed Director of Education, Nauru. He took up his post in March.



Recent visitors to the Polynesian Association of Sydney, all from Fiji, were Mr. W. N. Allison, Mr. Jim Bentley, Mr. William Matthias, Mr. Lennox Robinson and Mr. Sam McCaig.

Photo: A. E.

Former P-NG Administration Cooperatives officer Brian Leonard Cooper, 24, will serve his full two months gaol sentence for having uttered seditious words to New Guinea natives. Cooper was convicted and sentenced in February by the Chief Justice of P-NG, Mr. Justice Mann, but was released on bail in Sydney following an application to the High Court of Australia for leave to appeal. The High Court in April refused his application. The judges said it was true that such inadmissible evidence had been given at his trial, but they did not think it affected the result adversely. The curious fact had emerged that some of the evidence was not against Cooper, but in his favour, because it helped to explain his conduct. Cooper will serve his sentence in Port Moresby.



Prince Tungi, Crown Prince and Prime Minister of Western Samoa, in March paid a short unofficial visit to Western Samoa. He stayed with the Samoan Prime Minister, Fiamē Mataafa.

Photo: Hettig.

The BSIP was "on the brink of important developments," said the new High Commissioner for the Western Pacific, Mr. David Trench, Honiara, in March. He said the BSIP now had to do all it could to produce goods for sale abroad. It could do this it would go ahead fast. The High Commissioner is due to leave Honiara in early April aboard the *Coral Queen* for his first visit to the New Hebrides since his recent appointment.

* * *
Mr. H. C. Templeton, formerly Assistant Secretary to the NZ High Commissioner in West Samoa, has been appointed Deputy High Commissioner. Mr. Templeton, a Rhodes Scholar, was previously on the staff of the NZ External Affairs Department, Wellington.



PERSONALITY OF THE MONTH



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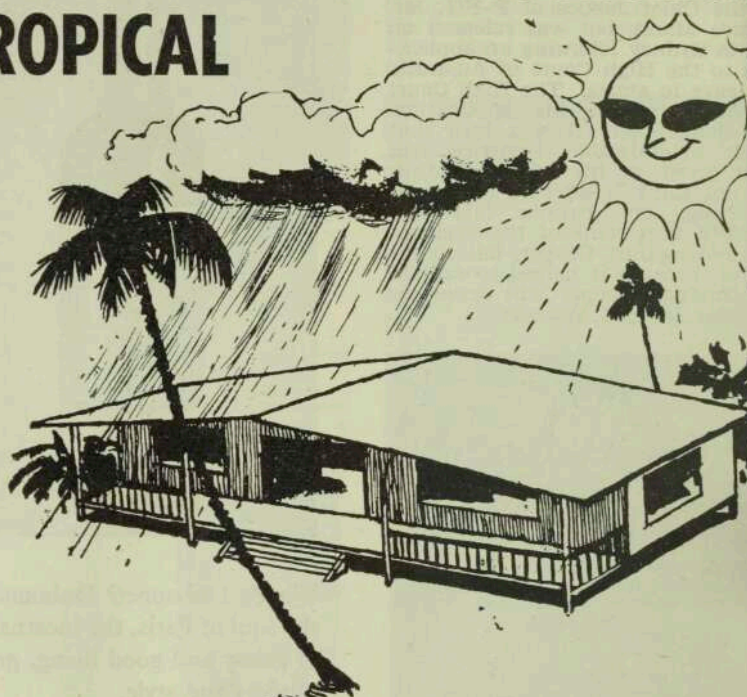
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Some Unknown Quantities At P-NG Council Opening

From Judy Tudor in Port Moresby

April 10.

Bands played today, the ladies in the upper brackets of local society broke out new hats, and visiting Parliamentary delegations presented appropriate gifts—to wit, one hour-glass and a guest-book. In short, the reconstituted Legislative Council of Papua-New Guinea opened with a bang that, as a number of speakers suggested, lit another tiny candle of democracy to add its glimmer to the darkness of this bad, old world.

TOMORROW, distinguished guests—or most of them—having gone their ways, the Council may get down to work.

But only maybe. This meeting is a sort of grinding-in process, to allow members to size one another

up. There will be no contentious legislation introduced and very little of any sort.

With luck, the whole thing may be over by week's end with the promise of another meeting in early June.

Not all new members will make prepared maiden speeches, as was the case at the last meeting in October. A fact that, considering that there are only a few familiar faces on the non-official side of the fence, is probably a mercy.

However, some will be making their official debut in the speech-making department, and according to the local grapevine, John Douglas Guise, elected native member for Eastern Papua, is cooking up something tasty.

John Guise Is There

Mr. Guise, although he claims to be one-quarter descended from a French nobleman, is regarded as distinctly pro-native—if not actively anti-European—and it wouldn't be surprising, even judging on today's performance, if he did not steal some of the *mana* that has hitherto hung around Administration-favoured Reuben Taureka.

Today that one-quarter French Count was uppermost. Suave, speaking perfect English in a pleasant voice, doing all the very correct things with considerable *savoir faire*, John Guise got more than the apportioned amount of attention.

He is a man of much personal ambition, I should judge, and who could be a tower of strength to the orderly progress towards self-government. Alternatively, with wrong handling, he no doubt could be a pain in the neck.

Before the war he was a policeman and during it he served with distinction. I am told by someone who knows him well, that the fact that the Japs made their Milne Bay landing in an inextricable swamp instead of where they had planned, was largely due to Guise's efforts in organising every native village and hamlet to preserve complete blackout on the vital night and provide no guiding light for the in-



EATING THE HEAT: Noumea, New Caledonia, has been experiencing some very hot weather lately, but these two knew how to beat it. The Vietnamese preferred champagne as he revelled his friends being repatriated by ship to North Vietnam. The little lady in the bikini settled for a soft drink.

Photos: Fred Dunn.

PACIFIC REPORT

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

Progress of Fiji Burns Report—113: Gaol for NNG Subversion; Cook Islanders Can't Beat Drums; Bird Bander Strikes it Lucky—113. Norfolk's Survey Troubles; BSIP's New Union—115. That Man and His Chimp—117.

Samoan Election Dispute—118. Madang Natives Want More Wages; Rabaul Housing Loans—119. Samoan Newspaper Suit Judgment—120. Scheme for Treating New Caledonia's Nickel—121. New Guinea Down on Canvas; Cooks Want a Museum—122.

West Samoa Faces Gloomy Year—123. Scholarship Men Make an Impression; Lautoka's New Wharf—125. Bulk Petrol for BSIP—126. Future of P-NG, NNG Discussed—127. Death of Trobriands Chief; Has NG the Mau-Mau Jitters?—128. NG Patrol Hazards—131.

Suva's Gaol Escapee Recaptured—133: Fiji discusses Distinction in Staff; Does Niue Provide a Survival Clue?—133. Copra Prices Reach New Low—135. Acid Comment on Fiji's Sugar; NNG Election Names—136. Norfolk Battle Continues—137. P-NG Aviation Crashes—138.

vaders.

John Guise has resigned from the Administration to devote his time to politics. There is no salary attached to being a MLC—yet—but there is an annual allowance of £200 for elected members plus £10 per day when sitting in Council.

First Lawyer?

One of Guise's sons—or so the story goes—is being educated at his own expense in Australia with the object of being the Territory's first native lawyer.

It would be an excellent thing if Guise—or any of the other native members—proved capable of dealing with contentious matters in an adult fashion, if for no other reason than to give European non-official members opportunity to reply in kind.

So far, native members of the P-NG Council have never been able to rise above parish-pump politics. Some have been virtually inarticulate or simply poured out a flood of mealy-mouthed platitudes.

As a result, the tradition has grown up that no European member may ever say anything likely to be construed as "nasty" in reply to a native member.

Others Unknown

Until such time as members can get down to a frank and open discussion of matters that really affect this Territory, and the native members have to take as well as give, it's unlikely that P-NG will develop those virile politicians which Territories Minister Hasluck says are the country's top priority requirement.

P-NG's New "Cabinet"

The Administrator of Papua-New Guinea announced in the Legislative Council on April 10 the names of the six members who will comprise the first Administrator's Council (this takes the place of the old Executive Council).

The members are:

Dr. John Gunther, Assistant Administrator; Mr. H. H. Reeve, P-NG Treasurer; Mr. J. K. McCarthy, Director of Native Affairs; Mr. B. E. Fairfax-Ross (a nominated member of the Legco); Mr. Ian F. G. Downs (elected); Mr. John Guise (elected).

The rest of the new native members, on today's showing, are still an unknown quantity, although it is pretty obvious that some are in away above their depth, in spite of the fact that, for this April occasion, they have all blossomed out in dark city-suits.

All these men have been to school in the last few weeks, learning Parliamentary procedure, and, from all accounts, with many it has been an uphill battle.

In this connection it would be interesting to know what genius conceived the idea that the "Less Advanced Native People" could be best served by Less Advanced Native Members. What these latter will make out of the strange mixture of tradition, expediency and plain flapdoodle that goes to make up the British Parliamentary system, is anyone's guess.

Most Legislative Council meetings have a distinct individuality. The only meeting of the Fourth Legislative Council, which took place in October last, created for itself an atmosphere of frustration and uncertainty born out of the new idea of self-government, "sooner rather than too late", and nurtured by the official attitude in the Territory, at that time, that Europeans had better be good boys or else.

Self-Government Flap

It is too soon yet to know what kind of an atmosphere this meeting will produce—although I should not be surprised if the self-government flap has not reached rock-bottom, and that the official key-note—for the moment, anyhow—is that there is a place for all and that all sections should pull together for the good of the Territory.

Recent utterances by the Minister, enjoining Papua-New Guinea to show the world how well a multi-racial society can work, seem to bear out this slight shift of official

wind, as did certain items in the "speech from the throne" of the Administrator of the Commonwealth, Sir Dallas Brooks, who opened the Territory's Fifth Legislative Council today.

Time will tell.

Not even officialdom could be blind to the effect that the last 9 months' period of uncertainty has had on the economy of this Territory.

Everybody There

Distinguished delegations from overseas attended the opening ceremony. New Zealand's Minister for Internal Affairs, Civil Defence and Island Territories, Mr. F. L. A. Gotz, was there with Malietoa Tanumafili II of Western Samoa; there were French representatives, others from BSIP, the United Kingdom and Holland.

The only South Pacific Commission Member Government representative missing was that of the United States.

The largest delegation was from the Australian Parliament and there was a large contingent from Netherlands New Guinea led by the Governor, Dr. P. J. Platteel.

Sir Alister McMullen, President of the Australian Senate, led the Australian delegation and presented the Council with an elaborate hour-glass—something like an outsize egg-timer—which is not to tick off the minutes of members' speeches, but to mark the time for division bells.

The President of the new Netherlands Council, Mr. J. Gelpke, presented the Council with a leather-bound visitors' book.

PORT MORESBY, April 11.

Those who expected fire and brimstone from Mr. John Guise's maiden speech (delivered this afternoon) must have been disappointed. In fact it followed the current conciliatory line, looked into the future to see P-NG taking its rightful place in the Commonwealth of nations under our Queen, with "Australia acting as a brother to us".

It also pledged political and economic security to "those Australian friends" who make their home in P-NG—an answer to a question asked in October by Fr. Dwyer of the then native members and which, at that time, produced quite different reactions.

Guise spoke also of racial discrimination. Said there was no place for it in this Territory and remarked that "the native people of my electorate" cannot understand how anyone who feels like that can bear to stay in the Territory.

Fair enough.

New Faces In P-NG Council

The elections for the Legislative Council of Papua and New Guinea, which took place on March 18, produced a few surprises and a lot of new faces, particularly on the native side.

THE Territory's first attempt at a political party, the United Progress Party, managed to elect three of its European representatives in—two of them unopposed—but the founding fathers of the party (Messrs. Don Barrett, R. Bunting and Simogun Peta) will be seen no more, not in this 1961 Council anyway.

Mr. Barrett and Simogun were beaten at the polls and Mr. Bunting, who has always sat as a nominated member, was not appointed for this Council—possibly at his own request.

Many Territorians were of the opinion that a political party of a sort was premature in the Territory at this stage, and that it is sufficient for non-official members to "stick together" and that differences along party lines would only hinder this.

Planters Elected

Amongst the elected European members, Messrs. J. R. Stuntz, Eastern Papua; S. R. Slaughter, Western Papua, and Paul Mason, Bougainville, are making their first appearance. All are planters. Although Ian Downs and J. Chipper were not members of the last Council they have been members previously.

Amongst the native elected members, John Guise, of part-European descent who claims a French Cousin as an ancestor; and Kondagaundo, of the NG Highlands, who was an observer at the 1959 South Pacific Conference in Rabaul, are the best known.

Amongst the nominated members the appointments that pleased most were those of Mr. B. E. Fairfax-Ross who has been a member of the Legco since its inception in 1951; and that of Mrs. Roma I. Bates, widow of the late Charles Bates a popular District Commissioner. Mrs. Bates has been a New Guinea resident since the early 1930's and is a woman of great charm and ability.

In this Council the first native woman member also makes her appearance—Miss Alice Wedekind.

(Continued on p. 144)



Here, in the inaugural meeting of the New Guinea Raad, Nicholas Youwe, the Council's second vice-chairman, attacks America for not attending. Council president J. H. P. Gelpke is in the centre, and first vice-chairman, M. W. Kaisiepo, is wearing earphones.

EVERYBODY WAS THERE BUT AMERICA

From Ralph Craib, in Hollandia

Netherlands New Guinea took its first formal step towards self-government on April 5. But the step seemed to shock some Australian visitors, and it was a step which was officially shunned by the United States.

THE opening of the New-Guinea Raad a Parliament with a better than three to one native majority, was a dignified state occasion. But there were a lot of other elements thrown in, too.

Hollandia threw off its torpor for the big event. With guests from Australia, Holland, the United States and elsewhere, accommodation was a premium. The government, in fact, rented the big KPM freighter *Asimbar* for use as a floating hotel. Those aboard it enjoyed the only accommodation with air conditioning in the city!

Heads of various delegations included the Netherlands Minister for External Affairs, Mr. Theo Toxopeus, and the State Secretary, Theo Bot; the Australian Minister for Territories, Mr. Paul Hasluck; the New Zealand Minister for Island Territories, Mr. F. L. A. Gotz, delegations from the Australian and Dutch Parliaments, and from the Papua-New Guinea Legislative Council.

The dignitaries and a large group of Pressmen were treated to a number of receptions, tours, a fair and fireworks show, the latter un-

doubtedly the biggest in New Guinea since World War II.

The actual opening of the new Council was an event of colour and contrasts. It included Naval officers in formal whites carrying sabres, the Netherlands New Guinea Governor, Dr. Platteel in formal gold-brocaded uniform; the Chief Justice of Papua-New Guinea, Mr. A. H. Mann, in his wig and red robes; his Dutch opposite numbers in black robes with grilled bibs and ruffled berets, and a large group of visitors sweating out the proceedings in business suits.

Temporary Building

The Council opening was held in the new temporary meeting place, an auditorium flanked by new and as yet unoccupied shops in the centre of the Hollandia downtown business area.

A band of Air Force men from the Biak airport tootled light tunes as a procession of cars arrived with those privileged to have tickets. And a large throng of Papuans lined the streets to witness the comings and goings. (Next page)

Vital Samoan Plebiscite Is Near

From our Apia Correspondent

Apia, March 24.

With the electoral rolls for the plebiscite on West Samoan independence closing on March 30, there are still 9,000 eligible voters not registered out of an estimated total of 41,000.

OFFICIALS in charge of the plebiscite are making a determined effort to induce the outstanding voters to enrol. The local newspapers and the broadcasting station are filled with exhortations to enrol.

The plebiscite is on May 9.

All Samoan citizens over the age of 21 will be asked two questions:

- Do you agree with the Constitution adopted by the constitutional convention on October 28, 1960?

- Do you agree that on January 1, 1962, Western Samoa should become an independent state on the basis of that Constitution?

Will Vote Yes

It is confidently expected here that an overwhelming majority of the Samoans will vote Yes, despite many objections against the Constitution.

The important Falealili district favoured a waiting period of at least ten years before independence, and during the enrolment campaign, the chiefs of Lufilufi village, on the east coast of Upolu, which is a seat of the influential political power Tumua and Pule, refused to enrol for the plebiscite on the ground that Tumua and Pule had not been recognised by the Constitution.

There was also opposition to enrolment in the Palauli district of Savaii.

Apart from those who do not enrol there will certainly be a considerable section of voters who vote No because they object to the fact that the Constitution does not provide for universal franchise in future Parliamentary elections, thus depriving untitled Samoans of the chance of getting a seat in Parliament.

PHOSPHATE STRIKE. An Auckland report in April said the NZ frigate *Pukaki* left Auckland on April 14 for Ocean Island to stand by because of a reported strike there by phosphate workers.

The Dutch Government messages left not a shred of doubt about the intentions for the future. A tape recorded message from Queen Juliana said that "this is the first step on the road that leads to the right of self-determination of your people. May this road prove a short one."

Australian visitors interpreted this to mean that the Dutch are preparing to withdraw from New Guinea. There is little doubt that this is a valid conclusion.

However, no date has been set as yet and official plans are, at the moment, based on a 10-year programme of economic development and of replacement of Dutch administrators by Papuans.

Criticism of US

The absence of the United States at the event drew heated comment from one speaker, Nicholas Youwe, a native member of the Council and its second vice-chairman. He told the Council that the refusal of the U.S. to attend shocked him.

"The United States, which calls itself the champion of democracy, is not represented," he said. "This is unbelievable. We start the road to self-government without the recognition of a country which should be supporting us. And we can not believe that those who made this decision understood what would happen here today."

Private Dutch opinion was also shocked at the US refusal to be represented. All other member nations of the South Pacific Commission were present.

Dutch blamed the American indifference on Indonesian pressure and said that "this will get the Americans nowhere."

And Dutchmen repeatedly asked the American newspapermen present in Hollandia "what would you have us do that we are not doing already?" The question went unanswered.

A principal event of the Council opening was a fair held on the old concrete floors of huge war-time

(Continued on p. 145)

TRADITION WINS

Fiji officials in March announced they planned to take the Fijian police out of their famous sulus and put them into shorts, except for ceremonial occasions, on the ground that the sulu wasn't practicable for everyday police work. But they reckoned without public opinion. So great was the outcry throughout Fiji, as the public made it clear the sulu was a famous Fijian tradition and a great tourist attraction, that officialdom ran for cover. The result is that the Fiji policeman will retain his sulu. At top is a policeman wearing one; lower picture shows another form of it which was recently adopted by a Suva travel agency as a uniform for tour guides. Mrs. B. Warner is wearing it.

—Photos: Rob Wright and Stinsons.



The picture every tourist takes—a Fijian policeman in his sulu in Suva's main street.



Agreement In Fiji Sugar Industry

An audible sigh of relief went from all classes in Fiji on May 27, when it was announced that an agreement covering the 1961 cane crushing season had been arrived at, and ratified, by all interested parties—the Colonial Sugar Refining Co., and the several organizations of cane-growers.

THE agreement names amounts to be paid for cane and molasses, and time a method of payment.

It is expected that cane-cutting will begin not later than mid-June and will extend into January. A long, good season will do something towards countering the severe loss the industry suffered in 1960.

The CSR has announced, and that it will take enough cane in 1962 to produce 235,000 tons of raw sugar—which is 18 per cent. more than the 1960 quota, which was 199,000 tons.

There was a bumper cane crop in 1960, and cutting was to begin in mid-June. But there were acute misunderstandings between the growers and the associations of cane growers; and there was no cane cutting in June and July, only limited operations in August and September—there was full harvesting only from October until the season ended in January.

All parties lost heavily—especially the growers. The CSR was able to cash in on very substantial reserves of raw sugar, and generally maintain export quotas, but the growers' income (and therefore the income of the many thousands dependent on the growers) must have been reduced by at least 50 per cent.

Lingering Effect of Strike

The strike by a section of the growers was maintained for many weeks longer than seemed reasonable or necessary, through the influence of a small clique of irrecalcitrant Indians.

Probably, the most significant result of the 1960 strike was the creation of a deep political gulf between the Fijian and the Indian communities. This had caused the Government acute embarrassment in relation to constitutional and other administrative changes which had been planned.

The gulf may tend to disappear as peace is maintained in the sugar industry. The new agreement seems to promise peace—at least between the CSR and cane-growers.

But Fiji still has to hear from Mr. B. D. Lakshman and his union of organised mill-workers. At the

(Continued on p. 145)



NEW HORIZONS FOR TEAL

From Stuart Inder, in Auckland

April 3.

When the major results of the most extensive re-thinking of South Pacific air routes since the war are made known in the next couple of weeks, TEAL, New Zealand's international airline, will really have come of age.

TEAL'S 21st birthday is on April 30 (it will be 21 years since TEAL made the first commercial flight across the Tasman) and the joint government announcement should be a real birthday present.

Among the top executives of TEAL this week, despite the busy, almost passed, time they are having—I have found an enthusiasm for the future that could almost be described as bubbling.

TEAL will go it alone, but nobody on this side of the Tasman is the least concerned that the outcome won't be successful.

The forthcoming government announcement will, of course, be to the effect that New Zealand will have over full ownership of TEAL, which has been hitherto a 50-50 Australian-NZ partnership. That has been an open secret for many weeks.

Aviation Reshuffle

But there is much more to it than that. There will be an aviation reshuffle, and it may take many months before the full extent of it is known.

Bilateral agreements have been made with care, and decisions which have yet to be taken by the United States (which has been leading at the whole Pacific basin) had to be brought into account. TEAL and Qantas will compete on the trans-Tasman crossing, which has previously been a TEAL monopoly. But there will be nothing cut-throat about the competition. The services will be rationalised.

Qantas, too, will be able to compete on TEAL's Coral Route service to Tahiti.

Some rationalisation can also be expected on that, because the most important thing that has come out of recent talks is that the British Commonwealth intends to stick to-

gether in the South Pacific, and preserve as much of it as possible from the French and Americans. BOAC, which left the South Pacific Islands when it pulled out of TEAL in 1954, will come back into the picture, probably through Honolulu and Tahiti, although no extensive plans involving BOAC are likely to be announced immediately.

(Continued on p. 141)

NZ Minister An Islands Man

From Judy Tudor, in Port Moresby

Mr. F. L. A. Gotz (pronounced Gertz), has not lived permanently in the tropics since 1936, but he still seems to fit into the Islands scene. Mr. Gotz is NZ Minister for Internal Affairs, Defence and Island Territories.

WITH Malietoa Tanumafili II, one of the two Fautua of Western Samoa, he was New Zealand's representative at the opening of the new Legislative Council in Netherlands New Guinea and of the re-constituted Legislative Council in Papua-New Guinea in early April.

He visited Papua-New Guinea briefly and privately last year (before his Government came to office in NZ), and spent a couple of months wandering around the Solomons on a small mission boat with the Bishop of Melanesia.

For six years before 1936 he was manager of NZ Reparation Estates in Western Samoa and before that was a rubber planter in Malaya.

Territorian Outlook

At present his other two portfolios in the NZ Cabinet outweigh his duties in respect of NZ's Island Territories. With Samoan independence next year his kingdom is a dwindling one in that department.

With that tropical background it probably shouldn't be surprising that he sees New Guinea—and its 64 million dollar question of independence—more with the eyes of

a Territorian than in the way we have come to expect of Australian politicians.

He did not say so, but probably feels grateful that the problems, international and domestic, of wet-nursing P-NG in the years immediately ahead are Australia's responsibility and not New Zealand's.

In comparison with bringing Western Samoa to self-government, he feels that Australia's problems are tremendous.

There is not the same human material to work with to begin with; and the need to educate the disunited Papuans and New Guineans is a huge task in itself.

With Territorians he believes that this pressure for self-government comes from without and that left alone the people will work out their own destiny in their own good time.

He sees New Guinea as having great economic potential if development capital is encouraged from outside the Territory.

Few European Territorians would disagree with that. The trouble at present, of course, being that of persuading prospective investors that P-NG is still a safe bet.

N. Guinea Coffee Growers To Seek Tariff Protection

By a Staff Reporter

New Guinea coffee planters are planning to seek Tariff Board protection so that the infant New Guinea industry can remain alive.

THERE has been increasing agitation among the planters for this kind of protection—a protection which has stabilised the Papua rubber industry in recent years—but a definite move is now likely following developments at this year's coffee conference between users and growers, held in Sydney on March 22.

The New Guinea growers emerged from the conference with a caning, after having been shown the hard facts of life. It was the old story again of supply and demand.

For the first time since voluntary price agreement started three years ago, the buyers in March refused to take New Guinea's entire coffee production, and on the lower grades they refused to agree to a price at all. The buyers indicated that they could get cheaper coffee from overseas.

Estimated NG coffee production for 1961 was given at 2,800 tons. The buyers agreed to accept 2,000 tons of this.

They agreed to pay 4/3 lb for A grade, 4/- for B grade and 3/9 for X grade (which is clean, ungraded coffee).

They would not give a price for grades lower than X.

The growers had asked 4/3 for A grade, 4/- for B, and 3/11 for X.

Last year the conference had agreed to take the full estimated production of 1,500 tons (in fact, there were 1,750 tons) at a general minimum price of 4/- lb. Some of the users last year, however, did not honour their promises, although some other users took more than their quota.

Delegates

Representatives who attended the Conference were:

Department of Territories

C. R. Lambert, CBE (chairman); W. Scott; I. Cartledge.

Papua and New Guinea Administration

W. L. Conroy, Chief of Division of Extension and Marketing, Department of Agriculture, Port Moresby.

Growers

I. F. G. Downs and J. L. Leahy, president and vice-president respectively of the Highland Farmers and Settlers' Assn., Goroka, NG; R. Gibbes; F. M. Hewitt, MLC; J. M. Ireland; A. S. Norquay, secretary, National Farmers' Union of Australia.

Users

J. Andronicus, Andronicus Bros. Pty. Ltd., Sydney; T. P. Bagot and R. Etty, Bushells Pty. Ltd., Sydney; J. Dimattina, Mocopan Food Processing Co., Melbourne; V. J. Edwards, Robert Timms Pty. Ltd., Melbourne; B. M. Hall, E. W. Bolin Ltd., Adelaide; W. S. Hoy, Hoy's T. and C. Products, Sydney; H. H. Leschen, chairman, Australian Tea and Coffee Traders' Assn., Melbourne; K. I. McClelland, E. H. Harris and Co. Pty. Ltd., Sydney; C. C. Matthes, Quist's Danish Coffee Shop, Melbourne; G. L. Otick, Henry Berry and Co. Ltd., Melbourne; Dr. G. D. Repin, Repin's Pty. Ltd., Sydney; R. A. Wilson and V. P. Calnan, The Nestle Company (Australia) Ltd., Sydney.

(Apologies were received from Griffiths Bros. Ltd., of Melbourne, and P. A. Southwick & Son Pty. Ltd., Brisbane.)

Australian Department of Trade

W. B. Keough.

Producers 'Unhappy'

Following the conference, Mr. Downs said that the New Guinea producers were very "unhappy".

He said apparently the import of soluble instant coffee was making inroads into the market, to the detriment of New Guinea's green beans.

Six hundred tons of American instant coffee had arrived in Australia in cans in the last six months. Six hundred tons of instant coffee represented 2,400 tons of beans, as the ratio of beans to instant coffee was four to one.

In addition, Brazilian coffee beans had been dumped in Australia at 1/11½ a lb, duty paid, he said.

It was quite evident that a number of people now in the coffee trade were not represented at the conference, and these people could make any arrangements they wanted, said Mr. Downs.

"That there are those in the industry who are unrepresented at the conference is a fact of growing importance, and it is one of the reasons why this year we have met resistance for the first time," Mr. Downs said.

Must All Agree

"Manufacturers can get cheaper coffee from overseas, and I think that the days of voluntary agreement are over. The time has come for the New Guinea industry to go to the Tariff Board and ask for protection.

(Continued on p. 144)

Americans Spend Most in Fiji

American tourists stay for an average period of five days in Fiji, and spend about £120 each. New Zealanders remain 10 days and spend £100 each. Australians stay for an average of only seven days, and each spends £100.

These interesting calculations have been made by the Fiji Visitors' Bureau, in relation to 1960 figures. That year, it is reported, visitors to Fiji spent £1,172,308.

Noumea Shuts Down By Strike

From a Noumea Correspondent

A four-day strike completely paralysed Noumea from March 21-24.

IT involved at least 3,000 workers and the industrial and commercial life of Noumea came to a standstill. There were some minor incidents.

The strike began over a workers' retirement scheme. The scheme was to be paid for mainly by employers, with employees paying a small sum into a fund.

Deputy Lenormand's party pushed the scheme through the recent Budget session of the Territory Assembly, the opposition abstained, apparently not daring to vote against a project for the workers.

The workers took it for granted that the Governor would give his signature to the bill to make it legal, but he went on holidays in Paris without doing this.

Two days after he had left, a statement released by his deputy, the Secretary-General, said that the Governor had refused to sign the bill, that the Assembly had acted illegally and that the matter would be placed before the Minister of Overseas Territories in Paris.

The official statement exhorted the locals to be calm and not to be influenced by agitators.

Unions Act

The unions called out all their members and all big shops and business houses closed. Workers of the Nickel Co. banked the furnace and left only security staff.

Mobs of strikers went the round.

(Continued on p. 143)



Mr. Roger Probert, quartermaster of the Fiji branch of the British Red Cross Society, attaches stickers to the first consignment of food and clothing to leave Fiji for Tonga hurricane victims. Fiji business firms co-operated with the packing and shipment.

Photo: Rob Wright.

Hurricane-Damaged Tonga Picks Up The Pieces

The number of homeless and the amount of damage done in the worst hurricane ever to hit the northern groups of Tonga was still being ascertained in early April.

Early figures seem to indicate that the hurricane, which devastated Vavau and Haapai on March 15-17, made more than 8,000 Tongans homeless, wiped out a majority of the food and export crops in the northern groups, and killed at least two people, both of them in Vavau.

Vavau alone (which has a population of 14,000 in 37 villages) lost 90 per cent. of the buildings were destroyed, and many of the remainder were damaged, including the big hospital, which was partly roofed.

The Postmaster at Vavau estimated there was more than £1 million worth of damage done to Government property alone. The tombs shed and everything in it blown into the harbour, and among other buildings lost were 30 recently completed cottages for Government officers, each of which had cost £3,000.

Vavau suffered the full force of the hurricane.

Vavau Worst Hit

Among the losses in Haapai was £10,000 Government launch. Nukunono on the southern island of Vavau, was battered down but the damage there was not serious.

Vavau, the worst hit, is entirely dependent on its copra and banana exports and on its food gardens.

There was extensive damage to schools and churches, and what schools were left were closed to provide sleeping accommodation for the homeless.

One of the few big buildings to survive in Neiafu, Vavau, was a large new £200,000 college dormitory building, built of timber by a Sydney man, which sheltered more than 200 girls and many other people from the village during the hurricane.

Appeals for help were launched in New Zealand, Fiji and Australia. Fiji sent a reconstruction team of 20 men with equipment to help rebuild houses and the Fiji Red Cross despatched clothing and food.

Help From Everywhere

The Methodist Church in Australia sent £1,000 and launched an Australia-wide appeal for hurricane relief, which met with a quick response.

The New Zealand Government made offers of help of food and technical assistance.

Mrs. F. Matheson, wife of Dr.

(Continued on p. 141)

Another Chapter On Hamac

By a Staff Reporter

The extraordinary story of Hamac Holdings Limited, of Papua and New Guinea (for full details see "PIM" November, 1959) was advanced a further step in Port Moresby on March 22, when an attempt was made to sell, by public auction, Ela Services Ltd.—one of the companies of the Hamac group.

THERE was no sale at auction, but it was reported then that "private negotiations" were in progress.

On April 10, the Territory's Supreme Court was still dealing with an application for the removal of the order for the liquidation of Hamac, issued by the Court last year.

The story begins several years ago, when Mr. F. K. McEachern (then, and still, a highly-respected insurance broker of Sydney) entered into alliance with Harvey Trinder Ltd., of London, to handle Lloyd's Insurance in NSW, and formed Harvey Trinder (NSW) Ltd.

The latter concern prospered. Eventually Mr. McEachern and his son, Mr. Leonard F. McEachern, were at the head of a big Sydney company and held 49 per cent. of issued shares.

After World War II, Harvey Trinder extended operations to Papua-New Guinea, registered as a local company, and again prospered—mostly under the personal direction of Mr. L. F. McEachern.

Mr. McEachern was interested in the formation in P-NG of trading and developmental companies. Presently, these were brought together in Hamac Holdings Limited. There were eight companies, concerned with motor-car selling and service, hotels, transport, planting, cattle-farming. (See end of this article.)

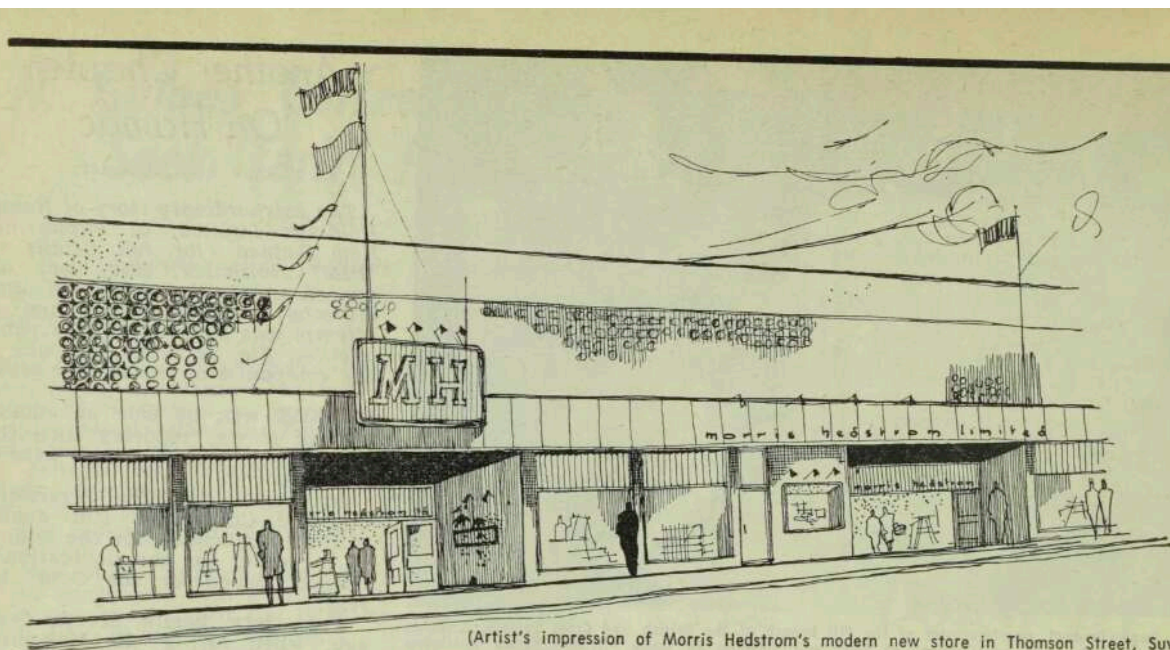
Because of the McEachern connection, it had been supposed that the Hamac group was a Harvey Trinder enterprise. But when finance difficulties developed in the late 'Fifties, it was indicated that the various P-NG enterprises were the responsibility mostly of Mr. L. F. McEachern.

Big Sums Involved

Although there was no legal link between Hamac and Harvey Trinder, the London and Sydney directors of the latter companies became concerned with events in P-NG, and forced an investigation.

Published statements said that Hamac's liabilities were between £400,000 and £500,000, of which

(Continued on p. 142)



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

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COMMENTARY

NG Coffee Industry Needs Help Now

PROBABLY the biggest factor in the New Guinea coffee conference ending the way it did, in May, in March—with buyers refusing to guarantee to take more than 2,000 tons of this year's crop, P-NG planters "very unhappy" (page 22) was the survey made last year by the Commonwealth Bureau of Agricultural Economics. The Bureau's survey of the coffee industry came up with the estimate for 1970, about 7,000 tons of coffee per year would be coming out of Papua-New Guinea—an amount equal to Australia's total annual consumption. This information was circulated to Australian coffee buyers and they took fright and decided to get on their heels right then, while it was still time, it was a natural reaction.

When the buyers' association first intended to take all of the Territory coffee, the Territory was producing about 900 tons a year. Last year production was 1,750 tons; and this year production is estimated at 2,800 tons. The buyers have guaranteed to take only 2,000 tons of this, but at a price that under the circumstances seems more than reasonable. The crux of the whole situation is, of course, that the availability of coffee in Australia is far in excess of demand; that although the producers have not got all they want in fixed prices, they are probably more than the price at which Brazilian coffee can be landed in Australia.

The buyers say they don't mind P-NG coffee at world price but feel that the NG planters are unrealistic in wanting to fix their price; they don't see why they should be expected to subsidise the most structure and air freight arrangements of the NG in-

is one side. There is another side, the growers'. They were intended to plant coffee at a time when world demand outstripped supply; and when Australian import duties and dollar restrictions provided considerable protection. In the years that the coffee industry was flourishing, the situation changed. Artificial protections have been removed and world supply is now in excess of demand. Unfortunately, in New Guinea there is one factor—the cost of production—gone up and not down, and the question now arises as to just how much responsibility Australia should assume in seeing that the

Territory coffee producers not only don't go insolvent but make a reasonable return on their investment.

It seems generally accepted in principle these days that all European settlers in a native country are expendable, but (probably fortunately for the European coffee planters) the Australian government through the P-NG Administration has got a vested interest in seeing that the native producers—who are responsible for a large slice of P-NG's exported coffee—are not economically disillusioned by the present impasse in the coffee industry.

An illiterate native who was persuaded that coffee was an excellent investment in 1956 cannot see why, in 1961, it should not be worth the trouble of picking and processing.

It is the sort of unexplainable economic situation that could have far-reaching repercussions quite unconnected with a mere coffee slump. The planters themselves have already pointed this out.

The only remedy the Australian government has at hand is through a subsidy (and it is anti-subsidy); or through the Tariff Board, which could recommend a customs duty on foreign coffee.

It was the indirect result of Tariff Board recommendations that the Papuan rubber industry was eventually put on a firm basis. These deliberations stretched over about three years.

If anything like this period is spent backing and filling over NG coffee, this important NG industry could end up as dead as the once promising kenaf industry.

How P-NG Bureaucracy Rewards Its Pioneers

THE case of Michael J. Leahy (see p. 29) should remain permanently in the records of Papua and New Guinea as a warning to all pioneers, and to private enterprise generally.

"Mick" Leahy was a goldminer in the Morobe area about 35 years ago. Also, he was an explorer—he and his brother Dan were with James L. Taylor in 1931, when they discovered the New Guinea Highlands. When the Japs invaded, in 1942, Mick and his brothers gave notable service as soldier-scouts, in the New Guinea jungles.

After the war, the Leahy brothers re-invested all they owned in New Guinea, as planters. Mick chose cattle-farming, on the plateaus overlooking the Markham Valley.

Cattle-farming was one of the industries that New Guinea's highest officialdom advocated, before it became bemused with plans for forcing all primary production into the hands of natives, and chasing white settlers away.

Practical Leahy, knowing that cattle tick infection in New Guinea was inevitable, made his own plans for "tick control". Administration theorists, believing they could keep the tick out, forced him to adopt other measures.

In the end, Leahy was justified. His cattle herds became infected, under the conditions enforced by officialdom, and he was faced with the prospect of losses from redwater fever (which develops when tick infestation is not controlled). He put the issue clearly before the Departmental czars, but they still demanded "eradication" measures, and forced Leahy to comply.

The end was that Leahy's herd were affected by redwater, and he lost thousands of pounds worth of stock.

The long struggle, extending over years, naturally had produced bitter feeling between Leahy and Department. Mick Leahy never minces words. He carried his grievance to law, and sued the Administration for damages. The Chief Justice of the Territory's Supreme Court, after careful review of the evidence, awarded him £4,000, and costs.

The Administration appealed to the High Court of Australia and, on legal technicalities, the verdict was reversed.

All who know the circumstances will agree that the Supreme Court verdict represented justice, and the High Court decision a mechanical—if perfectly correct—interpretation of the law, bereft of merely human considerations.

Mr. Leahy has given New Guinea a lifetime of service—as a goldfields pioneer, explorer, soldier-scout, and cattle-farming pioneer. Surely, when he suffered heavy losses because of the Administration's default, he was entitled to compensation. That, at any rate, was the opinion of Leahy's contemporaries and of the Territory's principal judicial authority.

But the Administration, on legal technicalities, has escaped from its liability. It snarls angrily at planters and traders who, having succeeded in their enterprises, take their money out of the country. But here, when it had a chance to show gratitude in a practical way to one of the few who have ploughed their profits back into New Guinea, it ducked and dodged away from its moral obligations.

The point of it is that the Leahy case should never have got as far as the courts.

Whatever the legal considerations, on the grounds of humanity and justice, the Administration could have compensated Mr. Leahy for losses which it caused him. A pay-

ment of £4,000 would have been a mere drop in the more-than £20 millions per annum which it spends—and partially wastes—each year on “administration”.

Yet, what is the use of harsh comment at this stage! The matter may be safely left to history.

☆ ☆ ☆ £12m. For Development: But Plans Obscure

IN a way that suggested timidity and lack of confidence, the Fiji Government in March announced a “development plan” under which a sum of £12,192,000 would be spent in the five years from now until 1965.

At first glimpse, it is a pleasant sight. The Colony is faced with two clamant needs—more jobs for a constantly increasing number of unemployed, and much more development, expertly calculated, to feed a rapidly growing population which now exceeds 400,000. £12,000,000 of special expenditure could achieve much.

But an examination of the details of the plan—admittedly difficult, because the Government’s announcements were in a series of ill-connected pieces, and attended by many provisos—raises doubts as to whether the plan is what the Colony so urgently needs now.

For example, it looks as if a large proportion of the suggested £12,000,000 will be earmarked for the reconstruction of the Suva docks. New docks are needed, but not so urgently as is large-scale developmental activities, planned so this large population can be adequately fed and sheltered.

Following its 1959 inquiry, the Burns Commission submitted a plan designed most carefully to take care of Fiji’s needs between 1960-1970; proposing expenditure of over £12,000,000 between 1960 and 1965; submitting an order of priority for the various public works; and insisting that if its plan was to be effective, it must be carried out as a whole.

An essential part of the plan was that a Development Commissioner should be appointed to guide, co-ordinate, and fix priorities in accordance with the over-all scheme.

As everyone knows, the Burns plan was thrown aside because of the refusal of the Fijians to accept some of its most important recommendations. The Fiji Government insists it has accepted more than 90 per cent. of the Burns plan and that its latest developmental plan is in accordance with the Burns report.

That is quibbling. The small number of Burns recommendations rejected are the major ones; and the idea that a developmental plan on Burns lines can be implemented

by the Colonial Office officials who now serve as the Government of Fiji, instead of by a qualified Development Commissioner, is fantastic.

Evidence of that is seen in the recent series of disconnected announcements about development.

The Government says, at one stage, that £2,500,000 will be spent on Suva docks between now and the end of 1964 out of the Colonial Development Fund. It announces in another place that the builders of the new Lautoka docks have been authorised to proceed with the Suva docks. Then it says, elsewhere, that Britain will provide half the money for the docks on condition that Fiji provides the remainder with a local loan!

There is no real indication that £12,000,000 will be available.

Classing the need to feed the growing Fiji population as of paramount importance, the Burns Commission recommended measures to make much more land available for primary industries, and for this, new roads were given first priority. The Colony’s road system now is shockingly poor and inefficient.

But out of the suggested £12,000,000 which the Government put in the forefront of its developmental plan, only £713,000 is earmarked for roads between 1961 and 1965, and there is no real indication of whether they are to be developmental roads.

Conning over the Government’s various announcements, it can be assumed that the Government’s heart is in the right place.

For example, it proposes to make up to £100,000 available for subsidising new planting of coconuts, and coconut planters will be allowed to deduct their expenditure on new planting from their taxable incomes. It proposes to give substantial financial help to a New Zealand group which plans the development of a timber industry on a big scale.

It offers limited subsidies to the Emperor Goldmining group, to encourage it to undertake an approximate £750,000 expenditure needed to develop apparently rich lodes at deep levels (although it has so far refused to carry on with the subsidies it has made to this goldmining industry in the past, and which the Emperor interests apparently expect to continue if they are going to proceed with development).

These plans are all to the good. The Government’s obvious intentions are admirable—but this manner in which it is proceeding with the colossal task of co-ordinating a practical development plan with the finance made available by the Colonial Developmental Fund, and with solution of the embarrassing economic and political problems created by rapid over-population, gives rise to despair.

The Colony has reached a stage

where it no longer can be completely managed by the kind of boss available for this class of Government under the Colonial Office system.

It needs a general manager, Development Commissioner—someone of that class, who is competent by character and expert to guide and shape the Administration of this kind of country, where there is still only limited talent for self-government, but where a rapidly growing population demands expenditure of very large overfunds on developmental activities calculated to produce more food employment.

The Colonial Office system which applies to Colonies like Fiji, is inadequate, and sometimes remarkably successful, in the past, reached the end of its practical usefulness. The officials who have to high authority and emolument as a reward for long service in clerical and administrative jobs have not got the qualifications essential in a general manager in a tough, competitive world; and are the qualifications now needed in the Government of Fiji.

Sincerity, courtesy, probity—charming hospitality—qualities which distinguish most Colonial Office servants—are not sufficient.

Fiji’s Administration is carried on very much in the manner of the last 50 years—just as the crisis had been created by a population, and just as if that had not been recognised and planned against by the experience of the Burns Commission.

One wonders where it will end.

The Fiji Colonial Secretary just returning from the long trip leave which is peculiar to the Administration. During his absence the Finance Secretary acted as Colonial Secretary and someone acted as Finance Secretary. Next Governor is due shortly to depart on long leave. Presumably, the Colonial Secretary will act as Governor while the Finance Secretary will act as Colonial Secretary, and someone else will act as Finance Secretary. These are the three principal offices in the Government of Fiji. Further comment is not needed.

☆ ☆ ☆ Those Niue Supermen

WHAT distinguished physicist Ernest Marsden has had to say recently about the ability of the Niue Islander to withstand the high radiation of their little island (see p. 13) is very interesting. Unfortunately some Australian newspapers have gone completely off the deep end and insisted that what Sir Ernest has really discovered is a new breed of supermen. What rubbish! No super grins those Niueans must be displaying!

The Editors' Mailbag

Who Broke Alick's Diving Record?

John Metcalfe, writing from Bankston, Victoria, answers our question about Alick Wickham, who alleged to have taught Australians how to crawl (swimming variety), and asks another. As we said in a paragraph in February PIM (page 85) Alick Wickham, a "native lad from the Solomons", visited Melbourne 60 years ago and created a high-diving record that lasted 37 years. We wanted to know what happened to Alick. Mr. Metcalfe says he went back to the Solomons and is still there, but what he wants to know is who at the end of those 37 years, broke Alick's record dive of 205 ft inches.

Can someone tell him? Alick Wickham, we are told, lives in the Roviana Lagoon, New Georgia, within stone-throwing distance of Munda airstrip. Mr. Metcalfe says that although he has known him since the 1920's, he rarely seen him as he lived a reclusive type of life and never sought prominence. He says that he is not sure whether it was Alick or Harry Wickham who introduced the crawl to Australia—both were famous swimmers—but it was certainly Alick who made the famous dive.

Pacific History in Yellow Booklet

Before Mrs. A. A. Innes sailed off the *Oriana* from Sydney the other day, for a year's wandering in the Pacific, she sent us a yellowing old booklet of printed testimonials to her. May Anderson, RRC, one of the early nursing trainees of the Pacific Hospital.

Mrs. Innes thinks we might like to use the information in the booklet—should occasion arise.

As far as we are concerned, there is no occasion like the present. Miss Anderson, now over 90, is living in retirement in Suva—64 years after she and her fellow gentlemen who signed themselves G. W. A. Lynch, MB., BSc., B. G. Campbell, and B. Glanville, MRCNS, Eng., certified that Christina Anderson had completed her three years of training and had satisfied the Examiners of the Department of Public Health as a Surgical and Medical Nurse.

One of the testimonials in the booklet is from Miss Frances Webster-Wedderburn, then matron of the Pacific Hospital (she later became a Mrs. Stroube) who had been one of the nurses personally selected for Fiji.

at Colonial Office request, by Miss Florence Nightingale.

(Mrs. Innes recalls that when she met Mrs. Stroube, then an old lady, in Lautoka in 1914, she showed her a bundle of letters from Miss Nightingale—and Mrs. Innes wonders what happened to them subsequently).

The mantle of Miss Webster-Wedderburn finally fell on Miss Anderson and towards the end of the book there is a letter from H. J. Vansittart Neale who, "commanded by my Lords Commissioners of the Admiralty," thanked Miss Anderson and her staff for the "assistance rendered to the sick and wounded transferred to Suva Hospital from Her Majesty's ships during the disturbances in Samoa from June to September, 1899".

Finally Mr. Vansittart Neale tells Miss Anderson that, on the recommendations of their Lordships, Her Majesty the Queen has been "graciously pleased to confer on you the Order of the Royal Red Cross". That was in August, 1900.

Know Any Navy Graves?

If you have a Navy grave on your island, Rear-Admiral Peter Phipps, Chief of Navy Staff, Navy Office, Wellington, NZ, would like to hear about it.

It seems that the NZ Navy is engaged on a project to locate all the British Navy officers and ratings buried in New Zealand.

Rear-Admiral Phipps now wants to extend the idea further and locate any NZ Navy personnel who might be buried on Pacific Islands.

The NZ Navy is particularly interested in the following Groups: Fiji, Samoa, Tonga, Cook Islands, Gilbert and Ellice, Hawaii, Norfolk Is., Kermadecs, and French Polynesia.

Any information about old graves, with perhaps photographs of same, would be appreciated.

Memories of Once Colourful Levuka

We are indebted for some valuable historical material to Dr. Richard W. D. Maxwell, now a member of the staff of the NSW Department of Public Health, but who was for 22 years a medical officer in Fiji, and for three years in Western Samoa.

In sending along some of this material Dr. Maxwell says: "It came to me many years ago through J. T. Swanson, of Levuka, together with

Word From the White House

Some time ago we got busy with the editorial scissors, clipped all those articles that have appeared in "PIM" in recent months about President Kennedy, his war-time exploits and those of his rescuer, Coast-watcher A. R. Evans, and sent them to the Press Secretary at the White House.

We didn't really expect them to get past the first waste-paper-basket in the seventh ante-room. But in March we received a charming letter from Press Secretary Pierre Salinger.

It appears, from Mr. Salinger's letter, that the President is going to write to Mr. Evans (we presume when the Laos situation is cleaned up!) and that if Evans ever gets to the United States there will be a welcome mat out for him at the White House.

Incidentally there is nothing wrong with the President's five handwriting experts, as we—and the rest of the Press—inferred (March "PIM", p. 26). Mr. Salinger tells us that they did in fact come up with the answer that the signature on the note that the President keeps in his office is "A. R. Evans"—which is correct.

Apparently the Press messages fouled it up into R. R. Evans.

some other old papers and photographs which had belonged to Captain David Robbie.

"Captain Robbie was a bosom companion of my mother's father, Dr. David Blyth, when both were members of the old Baillie Club in Levuka, away back in the 1880's.

"The club's whisky was Baillie Nicol Jarvie. I was stationed in Levuka as a District Medical Officer in the 30's and I knew Captain Robbie well—then a wonderful old man in his late 80's, and a legend in Levuka in his own lifetime."

NZ Has Preserved Those Maori Records

Lew Priday's article on page 41 of the December issue, about the things the late Australian composer Alfred Hill did for native music, interested Mr. C. R. H. Taylor, chief librarian at the renowned Wellington (NZ) Alexander Turnbull Library.

Mr. Taylor, however, says he wants to make a correction on the statement by Mr. Priday concerning the Edison cylinder recordings

of Maori music made after World War I.

The article said that the recordings, which Hill considered priceless, had been buried away for 30 years in NZ Government pigeon holes and allowed to crumble away.

Mr. Taylor writes:

These recordings were definitely not destroyed, but over 170 of them are held by the Turnbull Library. There has been no neglect, but the experimentation to re-record them on permanent discs has been a difficult process.

Some have been sent to the United States for processing (successfully) and Miss Mary Martin, of the Music Department of Otago

University, has been working with us for some years on the salvaging of the texts and songs.

A catalogue of the collection has been compiled by another musical scholar, and the Department of Internal Affairs has made available any funds necessary to ensure the fullest preservation of the songs, karakia and chants contained in this quite extensive collection.

Authorities who have heard the re-recordings have been able to recognise even the voices of old tohungas who had recorded their chants long ago, and the texts themselves can usually be followed fairly well.

The conditions of recordings, with

no amplification, and often in open air, have not helped to make for clarity or freedom from background noise, but a large proportion will be salvaged.

Some texts, incidentally, go back to years before 1910, before Alf Hill's influence was felt in this field.

The point is worth making, that since 1945, the New Zealand Government has achieved a great deal in recording by modern methods, as much as possible, Maori chants, etc., by sending field-equipped vans into the remote areas where the older lore still survives.

The Maori Affairs Department, the Maori Purposes Fund Board and the Broadcasting Service have been assiduous in this program, and I would think it fair to say that much that could have been saved in this century has been preserved.



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You're in for a wonderful treat when you try Aunt Mary's Tomato Sauce, Tomato Juice, Jellies, Custard, Baked Beans, Spaghetti, Lemon Butter and Canned Soup.

Nayacakalou In Reply

The following letter to the Editor was received in mid-March, just late for inclusion in the March issue:

On page 142 of your February issue one of your Staff Correspondents quoted briefly from my address to the Suva Rotary Club (published in full in the *Fiji Times* of January 30) so as to make appear that I am rigid in my view against any change in "the Fijian way of life".

Actually, I was putting a question mark on all the blurb about preservation of the Fijian way of life, urging closer scrutiny of the contents of such views and suggesting the avoidance of blanket-terms such as "culture"—quite the opposite of what your Staff Correspondent now attributed to me.

How he came to construe my views in the way he did is unknown to me. But, as far as I can guess, he must be only one of two things: either he was only deliberately misrepresenting my views for the sake of doing so; or he is a drongo, unable to receive the message. For the sake I hope he was merely the former, for such a fault he could have helped!

I am, etc.,

R. R. NAYACAKALOU
Suva.

PIM'S COMMENT: We refer this back to the Staff Writer. The latter, obviously puzzled, asked to read the full report of Nayacakalou's speech. We read Our Staff Writer's comment. February seems fair enough. So also are in the Drongo class. However, Mr. Nayacakalou now made his meaning quite clear—it is one we heartily endorse.

That well known pioneer-settler of New Guinea, Mr. Michael J. Leahy, because of the March verdict of the Australian High Court, not only loses the £4,055 awarded him as damages against the P-NG Administration—he also is called upon to pay thousands of pounds of legal costs. As this incident in future probably will be regarded as a marking-place in the history of the deterioration of private enterprise in New Guinea (see commentary on p. 25 of this issue), we here give the history of the Leahy cattle case.

THE BATTLE AGAINST BUREAUCRACY

By R. W. Robson

Four brothers named Leahy (Michael, James, Dan and Paddy) were among the first Australians to enter unexplored New Guinea, when it was taken over under mandate by Australia, after World War I. During the between-wars period, they were mostly gold-diggers, and they did well. They were also explorers. Mick and Dan, with Jim Taylor, actually discovered the Highlands in 1930.

FROM the Jap invasion (early 1942) until the recovery of the Territory in 1946, they were servicemen—and much will be found in war records about their jungle achievements.

After the war, three of the four others—Mick, Jim and Danny—came notable pioneer-settlers in the NG Highlands. Mick started cattle-farming at Zenag, just up off the Markham Valley; Jim established a successful coffee plantation near Goroka; Danny has a mixed farm and plantation on the slopes of Mount Hagen.

Until the starry-eyed idealists of the latter-day UNO took over around 1950, to make silken-purse farmer-politicians out of the primitive gentlemen who still are in the category of sow's ears, Messrs. Mick, Jim and Dan Leahy were generally lauded for their enterprise, their loyalty to New Guinea, and their courage in committing their future to the raw Territory's unexplored natural resources.

In the view of old-fashioned thinkers like me, those three Leahys could have got titular honours and substantial practical aid from a

grateful country. But all they received was negative.

Here is Mick Leahy's experience:

He sought and was granted after the war a lease over 640 acres of fairly high country at Zenag (above the Markham Valley, between the Markham and the Bulolo region).

I walked over it with Mick late in the 40's. He had cleared the kunai grass off some narrow plateaus and was trying to establish pastures on a soil impregnated with clay and stones.

He was filled with enthusiasm. I remember that I looked around, saw how the kunai was fighting back to push out Mick's introduced grasses—and decided that there must be a lot of lion-heart in the Leahy breed.

Mick knew a lot about cattle. The cattle in the Bulolo area before the war had been tick-infested. He decided, for safety's sake, to bring in stock from tick-infested North Queensland, "control" the tick, and so have animals which had achieved a record of immunity to redwater fever (a disease caused by ticks carrying the redwater wog).



He told the Department of Agriculture what he planned. They insisted that, in the interests of future cattle-farming, he bring in cattle from a tick-free area of NSW. He reluctantly complied—although NSW cattle cost him, in Zenag, a third more than those from N. Queensland. The NSW cattle did well at Zenag.

In 1948, en route South, Mick met Mrs. Doris Booth at Lae. She asked if she could send her pre-war dairy cows, still running on her property in the Bulolo Valley, to the dairy bull he had established at Zenag. He warned her that her Bulolo cattle might bring ticks to Zenag, and said he would discuss the matter with the Department of Agriculture.

Next day, in Moresby, Mr. Grainger, of Agriculture, urgently warned Mick that Mrs. Booth's cattle could infect his clean herd at Zenag; and he (Mr. Grainger) promised to immediately warn her not to send the cows to Zenag.

Some time later, Mick received a letter from Zenag, to the effect that Mrs. Booth's cows had arrived that the cattle tick had been introduced; and that at Zenag they now were trying to arrest the infestation.

Mick, thoroughly angry, radioed the Department from Sydney: "Now you have allowed the ticks onto my property get them out".

Battles in Moresby

Agriculture showed the liveliest concern; and finally it was arranged that there should be a two-years' period of intensive spraying, etc.—Mr. Leahy providing the labour, and the Department the insecticide and the equipment.

(over)



These are some of Mick Leahy's cattle at Zenag—the subject of his long fight with officialdom. The picture of Mr. Leahy at top was taken in Sydney recently, when he appeared on a TV panel to discuss the future of P-NG.

Then Mr. Marley became head of the Departmental section, and refused to continue the supply of insecticide. Mick appealed personally in Moresby to (then) Deputy Administrator Cleland; and the supply of insecticide was resumed.

It presently (says Mick) became apparent that tick eradication was impossible with the Department's method and equipment, and Mick then made up his mind to build his own cattle-dip and establish a system of *control* (as practised in Queensland and Northern NSW), in place of the Department's eradication system.

He went to Moresby and told them his decision; and there was another fight with the Department, and then (according to statements sub-

sequently made in evidence by Mr. Leahy) Mr. Marley undertook, on June 7, 1954, "to thoroughly and skilfully spray the stock"—which, Mr. Leahy claims, would have totally eliminated the risk of redwater fever developing in the cattle 12 months later.

Lengthy Litigation

The Department took over and, according to Mr. Leahy, owing to inefficiency and persistent drunkenness on the part of certain men allocated to the job, the treatment (from June, 1954, to July, 1955) was ineffective, and he lost cattle worth about £10,000.

After that, Mick took proceedings (which extended over years) against

the Department and the Administration; and finally got from Chief Justice Mann, in the Territory Supreme Court, a verdict ordering the Administration to pay him £4,055 by way of damages, plus legal costs.

That was in 1959. The Administration appealed to the Australian High Court. The latter heard the appeal in mid-1960; but did not give its decision—upholding the appeal and reversing the verdict—until March, 1961.

A most important point in all this lengthy argument and litigation was the difference between the terms tick eradication and tick control.

Mr. Leahy was prepared himself to undertake "control"—which meant that he would treat his cattle, at intervals, to keep the infestation down to such proportions that it would not cause redwater fever or the death of the animals.

This was within his means. He pointed out that "Control" was exercised in this way in the infested areas of Australia.

But the Department insisted, again and again, that its policy was "eradication". Leahy said he had the means to provide the equipment and organisation needed for eradication. The Department thereupon he claimed, undertook to carry out the eradication campaign on condition that he provided the necessary labour. That arrangement was agreed to on June 7, 1954. Mr. Dudley Jones (Mr. Leahy's counsel) argued that this was a contract, and that the contract was broken through the neglect and incompetence of the Department's officers and the Territory's Chief Justice, the Supreme Court (after a close review of evidence and argument) accepted that view.

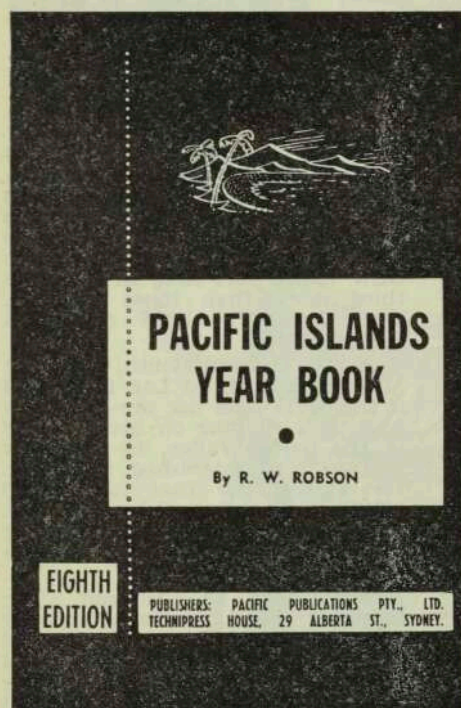
The three judges of the High Court were unanimous in their decision that the "arrangement" made on June 7, 1954, was not a contract.

Points from Judgment

A perusal of the individual High Court judgments suggests that the sympathies of the Court were distinctly with Mr. Leahy; but there was no doubt in the judges' minds that the arrangement made between the Agriculture Department and Mr. Leahy to eradicate the ticks from Leahy's property was not a formal contract, and therefore his claim could not succeed.

Said Mr. Justice McTiernan: "The loss suffered by Leahy through the death of his cattle from redwater fever was due to tick infestation. The officers of the Department exercised their powers for a period, in a very inefficient manner, through not carrying out the treatment properly. However, the cause of the loss was not the default of the Administration, but a natural cause—the tick infestation—and therefore the respondent has not proved that it

(see opposite)



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Fiji toads love these—one of the electric insect killers now in operation at the Korolevu Hotel.

The Leahy Case

(From opposite page)

appellant has broken a duty of care, leading to loss on his part."

Administration Neglect

Chief Justice Dixon said at one stage he was "inclined to explore the possibility" that Leahy could recover damages from the Administration because there had been neglect, leading to loss, on the part of the Administration's officers. But he turned from that possibility because of the shape the proceedings took in the Territory's Supreme Court, and because it would be impossible on the evidence to trace to those particular acts or omissions, any identifiable part of the damages claimed by Leahy.

Mr. Justice Kitto made a very thorough analysis of evidence and the judgment and concluded:

"From first to last the Department showed itself to be doing no more than giving effect to a general policy of dispensing aid to individual cattle owners as a means of coping with a recognised menace to an important part of the Territory's economy. And the respondent's attitude throughout was that of a private person appealing for government assistance on the ground that the Department, by doing for him what it insisted ought to be done on his property, would be performing a function of government in accordance with its settled policy."

FIJI TOADS LOVE INSECT-O-CUTORS

If you are strolling after dark in the very tropical gardens around the Korolevu Hotel (a super-holiday resort on the South Coast of Viti Levu, Fiji) you presently will come upon an illuminated, aluminium square, hanging from a palm tree, some 10 feet above the ground.

IF you are reasonably observant, you will stop dead and exclaim: "Now, that is a very odd thing."

The inside of the square is filled with parallel wires, almost touching. On each side of the wires, in front and behind, there is a glowing white neon light.

The wires sputter continuously—a sound like rain falling on a hot stove. With each sputter there is a tiny flash on the wires.

Sometimes, the wires are a mass of flashes. Sometimes, there is only an occasional flash.

Sooner or later, along will come a big night moth. It heads straight for the neon light. There is a flash on the wires, and the body of the moth usually hangs there, incandescent, until it is burned to a black cinder.

There is your clue. Those wires carry an electrical charge. Each flash represents an insect that has flown to the neon lights, dashed against the wires, and been instantly electrocuted. Most fall to the ground.

This is an Insect-O-Cutor—something new in these latitudes and very effective.

Gift to the Toads

But, if you still are observant, you will see an even odder sight.

On the ground, directly beneath the Insect-O-cutor, hard to see at first because of the semi-dark, is a close-packed mass of Hawaiian toads.

The toads were brought in years ago to eat certain insects which attacked Fiji's sugar-crops. They did the job magnificently—and they are still there, competing for every night-flying insect within reach of the ground.

When night falls, they appear in millions, all over Fiji.

No one previously had guessed it, but it now is clear that this Fiji generation of toads likes its insects fricasseed. The Insect-O-Cutors were installed only at last year's end; but already, in toad calculation, they are the Colony's finest institution.

Each night, under each of the 11 Insect-O-Cutors installed in the hotel grounds, you may find three or four square yards of toads, packed shoulder to shoulder, eagerly snapping up the stunned or roasted

insects, as they fall from the illuminated gadget above them.

The big, boss toads are in the middle, directly under the light. The creatures become smaller, and the mass looser, towards the perimeter of the eager, snapping circle.

Solution of a Problem

When the hotel settled down among its lawns, shrubberies and gardens, it soon was discovered that this lush valley-mouth, facing the quiet beach, was the happy hunting-ground of every kind of night-flying insect known to tropical Fiji and particularly of mosquitoes.

Visitors like to sit out under the trees, and gaze at the lagoon—but they could be driven inside by mosquitoes. And inside, every light that was not screened was beset by the usual insects that swarm around lights in the tropics at night.

The management tackled the mosquitoes first, in the usual way—breeding-places treated, stagnant water oiled or given over to larva-eating fish. But with only partial success.

Someone read about a new American gadget, the Insect-O-Cutor—£80 Fijian for a big one, smaller ones less. There was a successful test, and so 11 were installed, and connected with a low voltage.

The effect has been remarkable. The gadgets every night electrocute or stun countless thousands of the insects, and there now are fewer insects around the lights in Korolevu than you would see in sub-tropical places like Sydney or Miami.

But neither manufacturer nor hotel management anticipated the sequel—the thousands of toads congregated under the Insect-O-Cutors, enjoying a nightly menu of fricasseed moth, have to be seen to be believed.

(Advertisement)

Face Spots

The quickest and easiest way to remedy these little skin blemishes and pimples is to dab them over with lemon delph and then, before powdering or making up, see that they are protected against possible infection and the entry of acne germs by smoothing on your oil of ulan. This, in itself, is mildly antiseptic and covers the area with a protective film. You will be delighted to see how quickly your skin will clear using this method.

..... Margaret Merrill.

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APRIL, 1961 — PACIFIC ISLANDS MONTHLY

Territories TALK-TALK

With TOLALA

The tumult and the shouting has died and some Old-time Captains and Kings have departed, making way for other Old-time Captains and Kings.

short, the brouhaha of the 1961 P-NG elections is over. Losers are licking their wounds and losers girding up their loins and, hope, amongst the non-official, elected members at least, there is ill-feeling still existing.

they can be like lawyers in court of law, who tear each other out then get together over a win or two then all may still be. May this spirit prevail among Legislators; and may the same prevail amongst the native candidates. Unsuccessful native candidates are as yet an unknown quantity. But time will tell.

The appointment of two women members to the Council has the approval of all. But, parenthetically despite the reports in Sydney morning papers, it is no innovation. Some years, Mrs. Doris Booth, E, "the Angel of Bulolo", was a member and she was the first to be appointed to the post-war Council. The Wedega is most certainly the native woman member, and influence on the Council will be interesting to watch. Despite the great representation of native sections of the community, a majority of two over the white

membership—which has been so much emphasised by Australia, Territories Department still holds all the aces in the pack, as it does in the Northern Territory Legislative Council. If the unofficial members put through a measure contrary to the wishes of the Department, then the Ministerial veto comes into play and official approval is withheld. So you really can't win anyway.

If that is "free" democracy where do you go from here?

Heads in the Sand?

Considerable publicity has been achieved—both in local P-NG papers as well as Sydney newspapers—of the alleged revival of a so-called "Iniid" cult amongst the Tolai natives which has been responsible, so it is reported, for the fantastic "helicopter", "submarine" and "setting of eggs" incidents described generally as "cargo cult". (See p. 128, this issue).

Dr. J. Gunther (Assistant Administrator) is playing it down. He has made some good points in an endeavour to allay apprehension amongst the European population, sections of which visualise a repetition of what has happened in other parts of the world.

On the other hand, the concerted opinion of the Vunapope Mission, consisting of members with many years experience of local Tolais, cannot be lightly disregarded. In fact, I would be inclined to back their knowledge and deductions against those of Dr. Gunther who has no extensive personal knowledge of the Tolai. The Vunapope Mission Fathers have made it practically a life study.

However, be that as it may, we also have local Acting DO Jack Emanuel, who goes on record to say that Father Reischl (who first investigated Mission enquiries on the matter) "is regarded as an entirely reliable source", and that he (Emanuel), is determined to try to put a stop to the cult.

Mr. Paul Mason, newly elected MLC, is also reported to urge the Administration to take quick action to stop the spread of "Iniid" stories and propaganda.

"We all tend to take these things too lightly", he said, and added that in his experience native unrest had grown substantially during recent months.



"Johnno" Johnstone—now the subject of a book, "Johnno the Diver". "Tolala" mentions it this month.

I agree that we are inclined to take these things too lightly and that too often this has brought tragedy in its wake. In these matters it's not what we, as civilised whites believe, but it's what the natives believe, that matters.

The word *Iniid* has me puzzled. I know of *Iniet* and *Ingiat*, both offshoots of the *Duk Duk* secret society, but *Iniid* is a new one on me.

Is This Dangerous?

According to a Sydney afternoon paper "that most personable of wizards" is preparing to tour New Guinea and Papua with his magic show.

With my old-time B4 apprehensions, I immediately wondered how this would affect his native audiences and exactly what construction they would put on the various demonstrations when he started to saw humans in halves and skewer people with sabres. Could be as the wizard himself has said: "They'll probably think me some kind of god."

What influence is all that going to have on the native mind? Is he going back to his leaf hut or fibro house to dismiss the weird and wonderful spectacles he has witnessed? Or is he going to start wondering about the omnipotence of the white race and if that is the way the "cargo" disappears?

To me these "wizards" represent a potential danger to the Territory, and I'll leave it at that.

(Editor's Note: Another "wizard" visited P-NG centres at the end of



Roma Bates, now a member of P-NG's elected Legislative Council, as Brett Hilder sees her.

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last year, played to big audiences and did not cause any incident. What the natives really believe about this form of "magic" is, of course, unknown).

"Johnno the Diver"

There were few more popular personalities in post-war Rabaul than Diver Johnstone of *Niagara* fame. (He salvaged £2½ million worth of gold bars from the vessel which wrecked off the NZ coast by a German mine).

In the First War, being a Naval Reservist, he went back to England, took a course at a Naval Diving School, and became a Naval diver during that stoush.

Lately he has been operating the Japanese firm of Matsukura Kavieng and Wewak.

Harraps, the publishers, of London, are turning out a book about him by a former RN Commandant entitled *Johnno the Diver*, specially written for boys. It should make good reading even for elderly boys.

Coincidentally, Rabaul's post-war I diver was J. H. J. Johnstone (Jimmy) who was equally popular in those halcyon days. He was attached to the Public Works Department in Rabaul. Jimmy was a deep sea diver though.

Primary Products

Coffee producers in P-NG do not appear to be too happy over Australia's attitude towards the marketing of their produce and from reports they have something to worry about.

Cartels and tariffs are not particularly noted for mixing sentiment with business and the encouragement of P-NG's coffee industry which is of all-high interest to both Europeans and native growers is a mere detail compared with cheaper coffee and reciprocal tariffs to buy into the South American trade—a drive that has only recently been launched to step up Australian exports.

The outcome of the present position will surely be a timely indication of how sincere Australia is in its desire to further primary production in the Territory.

Past history indicates that P-NG interests must not interfere with Australian interests which perhaps is only natural. For instance, are of the NG Mainland are the natural home of some of the world's best sugar cane. Hawaiian cane growers have periodically gone to NG to obtain specimens for plant breeding and improvements of strains, yet nothing has ever been done to foster such an industry in NG.

Should the bottom drop out of the coffee market, officialdom is going to have a few headaches explaining to native growers the intricacies of international trade agreements.

Australian Territories"

have seen for the first time a copy of the periodical published by the Department of Territories, and which is the successor to the well-known *South Pacific*, published by ASOPA, which died in October, 1959, and whose death caused no little comment, being referred to in the Federal House and in various Australian newspaper articles.

Be all that as it may: the new periodical—the No. 2 issue, published in February this year—is not the best thing I have seen in the publicity line from that Department and the editor whoever he/she may be, can take a bow. It is well produced, typographically and, well illustrated and carries interesting articles dealing with a wide range of Territorial subjects, from NT to Christmas Island.

was particularly interested in an article headed, "*Montevideo Maru* Myth or Merchantman", by A. J. Sweeting, the senior Research Officer of the Official War History. (See Book Review section, this issue).

Incidentally there is a discrepancy between the figures given by gadier A. E. Brown (War Graves Commission), as quoted in *PIM* in January, and Mr. Sweeting's figures. Brown, according to that article, gave the total of Australians on board as 1503, while Sweeting's figure is 1503. (Looks as though there has been a typing error somewhere). I am inclined to back Sweeting's figures.

That must surely be the last word on the *Montevideo Maru* mystery.

Realistic Anthropologist?

In reading a report of a talk given by anthropologist Dr. A. L. Stein to the NG Society at Canberra recently on the Tolai people struck me, that for an anthropologist, he is far more realistic than many of his predecessors in his field of research.

Some of his remarks were down-to-earth compared with some of the sky-towered ideas expressed by others a few years ago.

Commenting on their social advancement, he said they had taken on many aspects of the European way of life, yet still adhered to many of their own customs and values. Despite the fact that the Tolai had been undergoing changes since their first contact with Europeans, now nearly a century ago, these changes did not attack the structure of Tolai society at its heart.

He infers that we are expecting too high a standard of Western civilisation from these natives so when they exhibit signs of their old cultural culture we are disappointed and liable to become alarmed.

A Change of Venue

So the New Guinea Bar at Ushers' is closing down—along with the hotel itself. It will be missed sadly by old-time New Guinea residents. It was a handy spot to duck into while the Missus did her shopping.

Islanders have always had a favourite rendezvous when in Sydney (as well as other capital cities, no doubt).

I remember when the Twenties, and even earlier, Belfields, at the corner of King and George, was the popular meeting place and then came Usher's and, of course, Ethel who was the rock on which the NG Bar was founded.

There were then no business-like registers with names and messages as of late years—Ethel was the source of all information and in

many, many cases assisted unfinancial Islanders with a loan to see them home again. She told me that never once was a loan not repaid.

The idea of Aaron's being the projected new rendezvous is, of course, a good one. But is it central enough, and handy to feeding places and shops?

Australian Senator McCallum told a meeting of Liberal Party members in Albury, NSW, in March, that he advocated another 100 years' training for New Guinea natives before granting them self-government. Native officials needed to establish a heritage of Western thinking before they could properly fashion civilised governments, he said.

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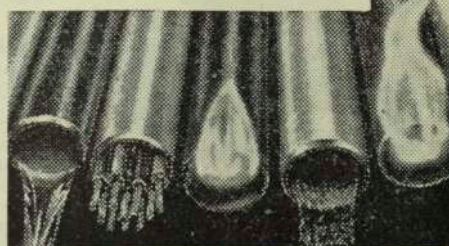
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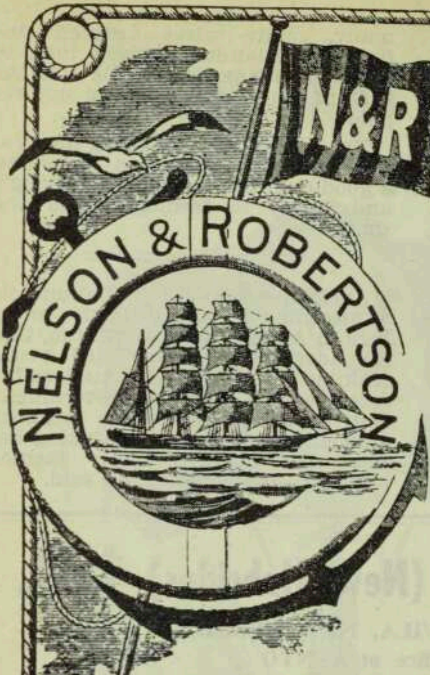


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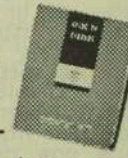
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Canberra COMMENTARY

From our Canberra Correspondent

For a Parliament in which serious debates raged in 1960 on such matters as the exclusion of Professor Max Gluckman from PNG, Prime Minister Menzies' "better - too - soon - than - too - late" statement, and plans for the constitution of the P-NG Legislative Council, 1961 opened nicely indeed.

P-NG rated only the barest mentions; other parts of the South Pacific none at all.

The Administrator, Sir Dallas Brooks, opening the first Federal Parliamentary session ever opened by an Administrator (the Governor-General died in office in February) drew attention to the PNG elections and the opening of the enlarged Legislative Council.

Opening of new Departments of Labour and Trade and Industry in the PNG Administration showed the increasing emphasis being given by the Government to training for employment and to the encouragement of industrial development, marketing and trade promotion, he said.

* * *

London reports that the Dutch Foreign Minister, Dr. Joseph Luns, had produced a proposal for an international commission comprising Australia, Malaya and India to administer the whole of New Guinea. The UN might have been expected to stir our legislators into more than passing interest. Not a bit of it.

There was one isolated question. The Attorney-General and Acting Minister for External Affairs, Sir Clifford Barwick, fobbed it off. He said that he had no information which would enable him to say whether there was any basis for the London speculation.

But no-one followed it up, probably much to Barwick's relief, because no acting Minister would want to buy into that one before Prime Minister Menzies arrived home from London with a full report.

And although the Prime Minister's statements on South Africa and apartheid brought silent, unexpressed disapproval from many of his own followers and angry Opposition speeches about the effect on his opinion, nothing was said of the impact Mr. Menzies' speech might have in the South and South-West Pacific.

There were passing references to

lesser matters.

Territories Minister Paul Hasluck refused to order a departmental investigation into a Madang magistrate's action in varying a maintenance order made by a Brisbane court against a Madang hotel-keeper. Senator Benn (Labour, Q'ld.) had suggested that there should be an investigation into the relationship between the magistrate and the hotelkeeper.

* * *

The Minister took a back-handed swipe at the gaol sentences imposed on the natives in the Rabaul trial of natives involved in the "helicopter cult" disturbances.

He said that the sentences were

"perhaps a little heavier than we administratively thought necessary", but conceded that the sentences were a matter for the magistrate.

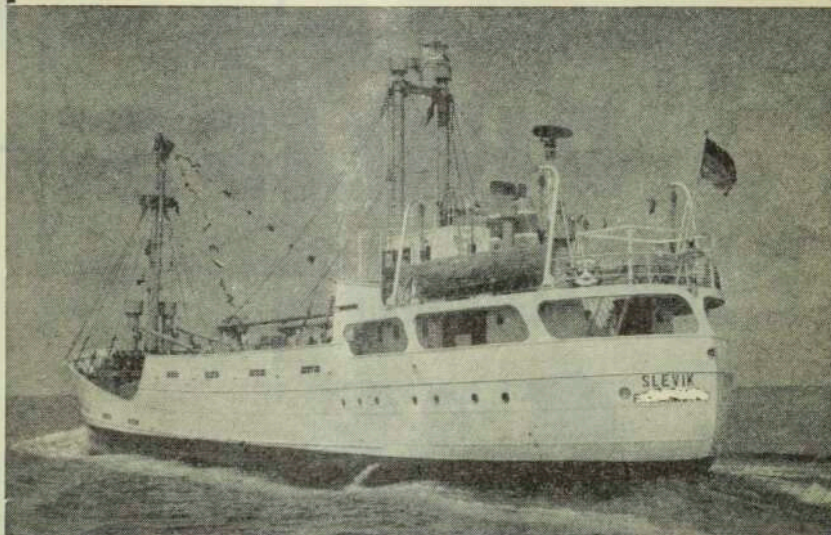
But he dodged replying to a question on the PRI riot at Taurama Barracks

* * *

Mr. Hasluck found himself in trouble with the Chair when he sought to intervene in the suspension of the Minister for Social Services, Mr. Robertson—the second Minister to be suspended in Federal history.

He was trying to get his fellow Minister off the hook by blaming the acoustics of the Chamber. (Mr. Speaker McLeay had claimed he heard Mr. Robertson describe Deputy

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opposition Leader Gough Whitlam a "dirty old man", and Mr. Robertson refused to withdraw anything he claimed he was incapable of saying.)

But Mr. Speaker was unimpressed. He accused Mr. Hasluck of reflecting the accuracy of what he had said and of discourtesy to the Chair. So Mr. Hasluck, as Minister in charge of the House at the time, then had to move for the suspension of his colleague.

* * *

Mr. Hasluck tangled in Parliament with the fortnightly review *Nation* over the closing of *South Pacific*, the journal once published by the School of Pacific Administration.

He was replying to a blatant "Crosby Dix" question asked by Mr. Cresby (Liberal, Q'd.), a member who has not hitherto shown any notable interest in P-NG affairs, but who conveniently sits directly behind the Minister.

The Minister took exception to an article in *Nation* suggesting that the Dutch had complained about the tone of material in *South Pacific* and that two Dutch officials had visited the School to complain. (*IM*, Mar. p. 11).

Hasluck sought to suggest that the article was "a piece of fiction", and added fuel with some gratuitously disparaging remarks about *Nation*.

He said that there were no references "in departmental files" to Dutch complaints or to any particular article published in *South Pacific*.

Now *Nation* has cracked back. In March it challenged the Minister to allow it to submit its "carefully gathered evidence" confidentially to senior counsel to arbitrate the question of "fiction"—so long as Hasluck will offer an apology if the verdict is against him!

* * *

Civil Aviation Minister Shane Ardridge told the Senate that the £2-million offer for Tasman Empire Airways Limited was not envisaged when the Australian and New Zealand Governments began talking over the sale of the Australian share of TEAL.

The Ansett offer is not taken very seriously in Canberra.

The £2 million offered would be a cheap price for the TEAL fleet of three Electras, quite apart from the company's ground assets.

The offer completely discounts the valuable landing rights which TEAL has in Tahiti and San Francisco and takes no account of New Zealand's national pride in owning its own international airline.

And Australia would not be anxious to have a private Australian operator competing with its nationally-owned Qantas on the Pacific route.

Reports reaching Canberra suggest that R. M. Ansett has been making an impact on New Zealand domestic aviation through the small airline in which he has bought an interest.

He has introduced New Zealanders to such novelties as hostesses and smoking in aircraft.

Until now, smoking has been forbidden in New Zealand internal airlines, apparently because the National Airways Corporation estimated the cost of emptying ashtrays at £80 a year for each aircraft.

* * *

The only legislation passed so far this year, the Marriage Bill, does

not apply to Australia's external territories, other than Norfolk Island, whose council, oddly enough, said last year it didn't want it.

The bill, passed by the House of Representatives but still undebated in the Senate, provides a minimum marriage age of 18 for boys and 16 for girls.

When he introduced it, the Attorney-General, Sir Garfield Barwick, pointed out that a law which was suitable for the mainland and Norfolk Island would probably prove inapt in the other island territories.

However, the marriage it enables and the legitimization of children which it effects will be valid throughout all territories.

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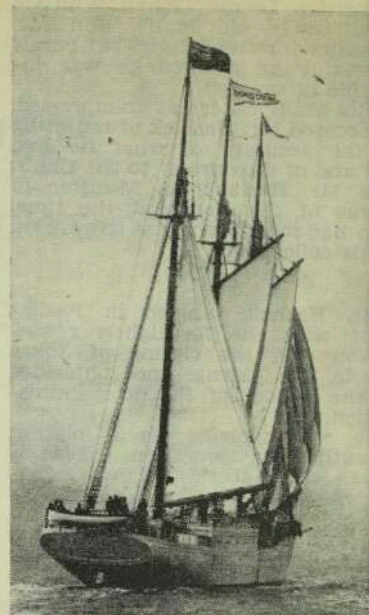
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W.71



"Most Beautiful Schooner Ever"

The photo on this page is of the *Doris Crane*, which hasn't been seen in the Pacific now since 1919 when she was lost by fire north of Honolulu while on a voyage from Fanning Island. Our interest in her here is because, according to Captain Fred Klebingat, of California research associate of the San Francisco Maritime Museum, she was "the most beautiful islands schooner ever built", and thus we are happy to show her.

Captain Klebingat says she was of 351 tons and was built by W. Stone and Son, of Oakland, California, for Fanning Island Ltd., London, and was named after Mr. Crane, the daughter of Mr. Wightman, of Wightman Crane and Company, who were agents for Fanning Island Ltd., and previously for the Greig family.

Doris Crane left San Francisco on her maiden voyage in December 1920, and thus sailed the seas for six years before she was lost.

Captain Klebingat is the reader who sent us the photo of the black birder *Tahiti*, which we used on p. 76 of the December issue. One of 270 Gilbert Islanders died in her.

Capt. Klebingat mentioned passing that he hopes that somebody in the GEIC who saw that photo might recall some of those black birding days and supply some information on a subject about which he says, there has been little written.



Sydneysider Goes Walkabout

FIJI IS NOW SO CUTE

If you dropped out of a space capsule, right into the dining room of the Korolevu Beach Hotel, Fiji, any Saturday night it would be a matter of "three guesses, where am I?"

At this season of the year it could be any place in the world on the American tourist beat—Bali, Bangkok, Benares or Berlin. Even food is pseudo-American—or Australasian, anyhow. Only the waiters indicate that you are in Fiji.

It all goes to prove what the press periodically issued by the Visitors' Bureau have been saying for the last five years—that in the tourist sense, has changed.

Fiji has some excellent hotels of four-star grading (and some merit no stars at all) and is recognised internationally as a resort. This has all been done in the 10 years, and by hard work, not mirrors, as some Pacific tour operators who pay lip service to the idea of tourism (without doing much about it), seem to imagine. A good proportion of the US tourists that are currently arriving in Fiji have already been in Tahiti, however much Tahiti seems to be divided on the matter of whether tourists are hateful or not, that is to be the developing travel centre—Tahiti and Fiji to New Zealand and Australia and then re-orient to Hongkong and Japan or the Middle East and Europe. The trick in this sort of tourism, of course, is to appear to give something new or unique while still pro-

viding all those four-star comforts—and this comes just about as high priced in Fiji as any place else on earth.

One result of this cost structure is that—judging by the "American season", anyhow—the Pacific

DOWN THE LAZY RIVER. The river is Fiji's Navua, and for £4 a head you have a Fiji guide, a picnic hamper and a bundle of yaqona as a ceremonial offering to the chief in the village you will visit.

Islands are becoming the playground of the ageing and aged.

In four days at Korolevu recently I saw one teenage American girl in a family party; two Australian girl tourists who were living in the annex at cheapest rates and who spent their time mooning about the beach like shipwrecked sailors; and my own 21-year-old niece.

The sole presentable representative of young European, masculine gender, was an engineer en route between a job in Pakistan and another in Canada. He had a grey haired mamma in tow and she never let him out of her sight.

Things may be different in the "Australian and New Zealand" season, which occurs in the Southern winter, but I seriously

Up And Down With The Storcks

Mr. and Mrs. Vince Storck, of Suva, own two boats—"Oo-loo-loo" and "Oo-la-la"—in which they take parties of tourists up the Rewa River or out cruising around Suva Harbour's reefs and islands. By some extraordinary gift, they seem to be able to bring a fresh approach to the job with each batch of tourists, although no doubt each day's little lot asks the same number of fool questions.

The Storcks work very hard and put everything they've got into their enterprise and provide, amongst other things on the cruise of the glass-bottomed "Oo-loo-loo" fantastic morning tea. This includes a banana cake whose fame has travelled all over the Pacific. (The recipe is given away at the end of the cruise—but sorry, I've lost mine).

Mr. Storck and I had met before—700 feet underground, as he put it. In 1945, when I first visited Vatu-koula, I was told by the then manager of Emperor and Loloma mines that the company didn't approve of women going underground.

That suited me, but for some reason I've never been able to fathom, his offsider who was showing me around was determined otherwise. He lured me into a cage and without more ado we fell straight down 700 feet in about as many seconds, unheralded and unsung into a group of Fijian miners and European overseers.

The whole thing scared the living daylights out of me and my recollection of subsequent proceedings is dim, but if Mr. Storck remembers it after all these years, it must have made some sort of impression on the assembled company—"Sydneysider".

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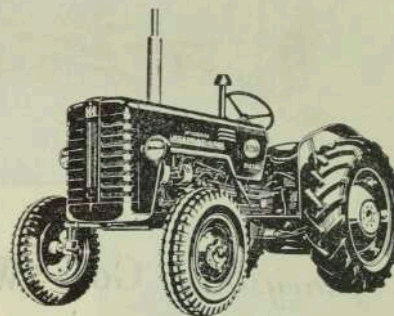
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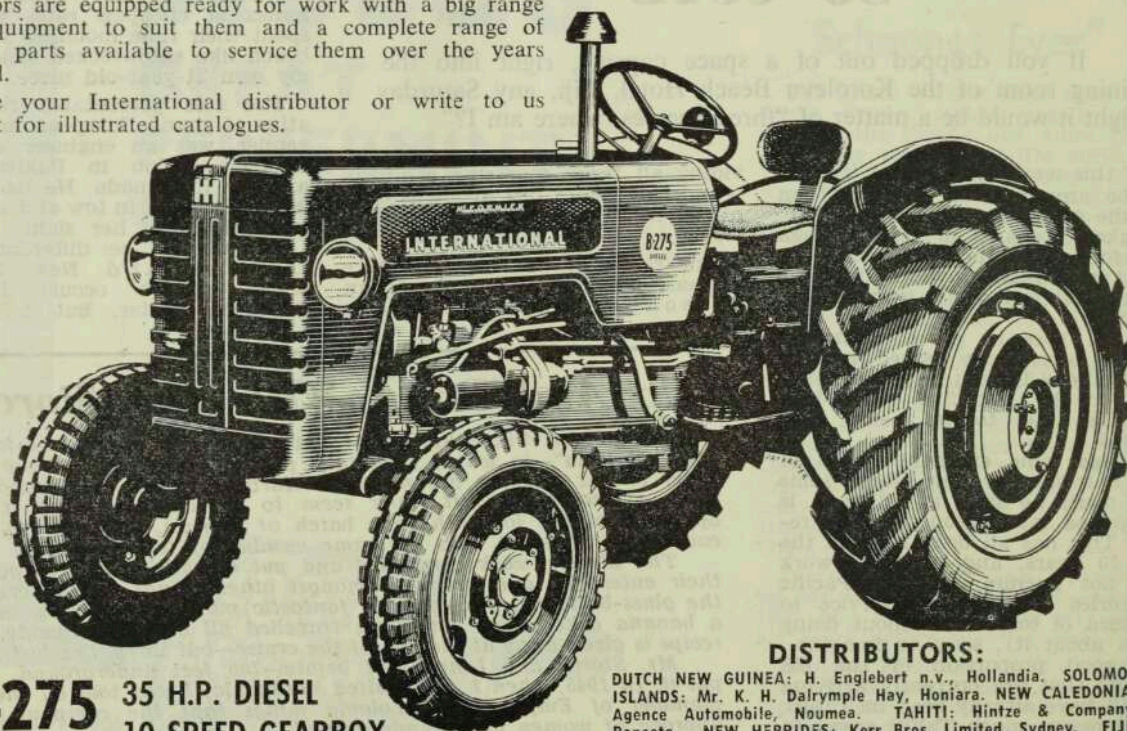
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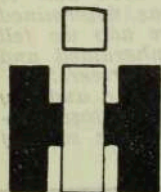
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about it. It is a far better travel gain for youngsters to do the recognised two years' working holiday in Europe; or if they must stay for a while in the tropics to go to the far cheaper resorts in North Queensland. In either case they will find companions of the opposite sex in their own age groups. They'll be lucky to do so in Fiji.

All the Romance

Any girl who has read about the "romance" of the South Seas in books and would like to sample it, would do better to invest in a round trip on the *Bulolo* to New Guinea, where there are hundreds of young, white, single unattached males—a commodity that is shorter in supply in than hens' teeth.

Most of the elderly American tourists, however, do find the Pacific terribly cute, and even though the cost is high, they get their money's worth. But even in this department you can't please anyone all the time, and the last I spent in Suva while waiting for a plane was by appointment with a 60-odd-year-old, male Canadian who had come all that way to see "aboriginal life" and was very disappointed. What he wanted to know from me was what he could do about it; and would he be the kind of thing he wanted in New Guinea if he went there.

The kind of thing he wanted was to go out with the forest rangers without wishing him on my suffering friends in the Native Affairs Department, in New Guinea, was able to tell him that very occasionally a special visitor was taken along on a jeep patrol.

At the end of the interview he said if it were true that some natives in New Guinea still went about without clothes, and when I was able to assure him that it was not so, he registered keen interest. I gathered that the only dressed, wild life he'd seen in Fiji had been American.

I left me, still cogitating, to make a date with a travel agent, who had promised to ship him off on a five-days cruise to the outer islands in a cutter—an experiment which could well cure the most ardent tourist after new experiences.

4—All in with the Yaqona

At the Beach Comber Hotel, though it belongs to the same owner and is closer to Suva, lives in the shadow of the more elaborate Korolevu Hotel these days. It does have in its repertoire a trip up the Navua River.

If you are a tourist and you want to know what Fiji is like away from the road this is as easy a way of doing it as any. For £4 per head you are provided with a Fiji guide, picnic hamper, and a newspaper of yaqona root as a cere-

monial offering to the chief. Most of the cash, I understand, goes to the village which is your host and which provides the transport—a long, narrow, flat-bottomed boat with outboard motor.

The expedition, which takes the best part of a day, is not up to the standard of being out with the forest rangers that our Canadian friend desired, but there is enough hit and miss about it to make it seem like adventure to tourists.

There is no communication with the up-stream village except by these long-boats or over the local broadcasting station in Suva, which

sends out a call during the daily Fijian session. The village then arranges to send a boat down on the designated day.

Life on a Canoe

You join it a couple of miles upstream from Navua township. The boat itself, although a very modern outboard motor is clamped to its rear, is a bit beat-up, and although you find in the course of a couple of hours that it is not as precarious as a powered Sepik canoe, where you just about have to have a centre hair part to keep your equilibrium, it has its moments.

(Over)

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There is about an inch of water over the floor boards when you get in and this level is maintained throughout—due to your guide considerably putting his big toe over a small leak up forward, and one of the two-man crew bailing continually both going and coming.

I should imagine that in very dry seasons it is necessary to get out and push over certain upper reaches but on this day there was a fresh in the river and something like an 8-knot current with which our outboard coped with a high-powered roar.

The stream remains wide and tumbled right up to the village. It twists and turns and climbs by many rapids, with occasionally its

banks levelling out but more often towering right and left and spouting waterfalls.

When the sun is out you frizzle and fry and when it rains you get wet but come what may, the serious-faced youngster, who is O/C operations, steers with uncanny knowledge and precision and lands you in the village in just under two hours from take-off. (The return voyage, downhill, takes 45 break-neck minutes).

Admire the Pin-ups

After the ceremonial kava in Ratu Tavita's house, you admire his pin-ups that range from Winston Churchill, through past and pre-

sent members of the Royal family right down to his own brother who is serving with the NZ Navy.

You stroll in the village and find that one of the village industries is the cultivation and export to the coast of yaqona, the roots of which are the makings of kava, and you realise that in that newspaper bundle of same which was brought up from the coast on your behalf and off-handedly tossed to Ratu Tavita at the end of the kava drinking, it was indeed the kind thought behind it and not the gift that mattered.

After lunch we visit the school and are told that, after the children have sung for us, it would be in order to offer suitable gifts.

We hadn't been briefed about this one, but we had brought some sweets for the kids. Some money, perhaps. Yes, that seemed satisfactory.

A swift accounting amongst ourselves ensures that we'll be able to do the right thing when the time comes and the sweets, too, after all are also accepted with acclamation.

And on this note our visit to the inland village comes to its close. This event, the party was of the phlegmatic Australians without isn't-it-cute among them. It is sometimes otherwise.

A Riot, Sometimes

During the wet season a party goes to the village only about three or four times a month. At other seasons it can be as many times per week and up to six long-boats together.

It must be quite a riot, to say nothing of disrupting village and educational activity—it does show that there are pickings in the tourist industry not only for the Indian taxi driver and the European hotel keeper but for the stray Fijian village as well.

In the ultimate analysis probably adds up to more and better outboard motors—and that's progress.

Who would want to pole a party up those 18 miles of river, anyhow?

New Hotel For Vila Gets Under Way

The site of a new hotel on the edge of the Erakor Lagoon, near Vila, New Hebrides, has been marked out, says a Vila report.

A company has recently been formed, named the Societe Hoteliere d'Efate (SHEF) for the hotel construction.

A share prospectus is being issued. The hotel is to be built on Polynesian lines with a central building, and restaurant with dance floor.

The Vila reports say that it is hoped that an initial capital of £A50,000 will be found locally.

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AVIATION FUTURE. Another recent advance in South Pacific aviation has been the training of 10 Fijian youths to train in Australia and New Zealand. They may take over the role of Nadi airport one day. Eight lads, between 16 and 20, have begun a five-year course as radio technicians at Nadi airport. Two have started courses in London. The youths have been sent to Australia and New Zealand by the South Pacific Air Council, on the request of the Governments of Australia, Fiji, New Zealand and the UK are reported. The photograph above, taken by Rob Wright, shows nine of the lads before their departure from Fiji.

NG Flying May Be Different Soon

From Correspondents in Canberra
and Port Moresby

Civil aviation methods in Papua-New Guinea may have to be entirely revised as a result of higher safety standards recently imposed by the Department of Civil Aviation.

RATIONALISATION of flying networks and changed cargo methods are being suggested to airlines in the Territory absorb added costs imposed by smaller loads.

The Civil Aviation Department has begun a survey of types of aircraft which could be used to replace the 1935-designed DC3, now the horse of Territory flying. Types under examination are: DC6, Fokker Friendship, Douglas, Hercules and Bristolighter.

'Revolutionised'

After reviewing the performance of these aircraft in relation to Territory conditions, a departmental team will report to Territory airline operators in mid-April.

If the larger types were adopted, flying practices would have to be revolutionised.

They could lead to the use of big airstrips from which supplies could be trans-shipped to

smaller aircraft for ferrying to outstations.

This would be a complete change from the present practice of landing DC3's on as many airstrips as possible.

Other changes which might be looked at include:

- Better loading methods to cut turn-round times;
- Drastic changes in packaging methods, as, for instance, general acceptance of cartons to speed handling and make loading easier; and

(Over)



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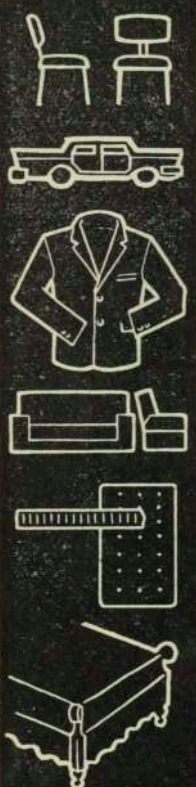
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P-NG is Different

These changes could be forced the airlines because the economy of aviation in the Territory quite different from those on mainland.

In Australia, airlines can fly the freight aircraft 20 hours a day; maintain them in the other for. But under Papua-New Guinea conditions planes can be flown only in daylight—and daylight hours cut even shorter by bad weather.

It is now clear that despite howl from Territory users of aircraft (*PIM*, Mar., p. 125) there is chance of the Department of Civil Aviation relaxing its new payroll standards.

The Administrator, Brig. D. Cleland, complained bitterly to the Administration had not been consulted on the plans.

However somebody obviously put him in a spot. The question raised at top-level consultations between the Departments of Territories and Civil Aviation weeks before any move was made.

Safety Only Concern

At those talks, Territories conceded that flying safety was tirely the province of Civil Aviation.

The Civil Aviation Department meanwhile insists that the cuts payload were dictated by safety factors alone.

To reinforce its arguments it pointed to an incident at Mt. Hagen only a few weeks before the standards were announced.

A DC3 which had a run-around propeller on take-off was only able to land.

The plane was empty—but because the party of natives it landed to pick up had not arrived at the airstrip.

The experts doubt whether plane would have been able to land safely had it been loaded as intended.

The Civil Aviation Department "bogeymen" who have had to bear the brunt of the Territory criticism for tightening safety standards are all men who know Papua-New Guinea conditions.

Director-General Don Anderson was a war-time DC3 captain Papua-New Guinea. He was one of the pilots who flew in reinforcements when the Battle of Wau being fought just off the end of the Wau strip.

Director of Flying Operations Stone is another transport pilot whose wide experience includes DC3's. He is Australian representative on the eight-man council International Civil Aviation Organization, the UN agency responsible for maintaining world flying standards.

And Papua-New Guinea Regional Director Arthur Affleck, a pioneer operator in the Flying Doctor Service, is the man who set down the developmental standards for Territory broadcasting 10 years ago and which have now been revised.

Letter to the Editor

POP TUNES ARE PREFERRED

An article on page 80 of February "PIM", based on a despatch from Port Moresby by Reuter's correspondent there, has raised the ire of Mr. Douglas Channell, Manager of the Australian Broadcasting Commission in Papua and New Guinea.

He lists the article's sins of commission and omission after saying that he was surprised that the article was not mentioned at all.

The correspondent did mention the 9PA which, while being only one of the ABC set-up, means ABC cost laymen. (The ABC conducts only broadcasting service in G.)

Mr. Channell goes on:

MUCH of the information contained in the article was incorrect and none of it was obtained from the ABC. ABC activities were confused with those of the Broadcasts Section of the Administrator's Department and I would like to clarify the part played by both organisations in Territory broadcasting, including programmes for natives.

Material for native news, sport sessions and some other programmes, is compiled by European native officers of the Administration Broadcasts section.

Our article further confuses the picture by stating incorrectly that the Europeans and 12 natives on staff of 9PA's 'Native Broadcast Section' do most of the transmitting and broadcasting. 9PA is the sign of the ABC's medium transmitter in Port Moresby which is not connected with the Administration Broadcasts Section.

The ABC employs both Europeans and natives who are responsible for preparing and broadcasting the programmes which are now rated with general programmes broadcast by the ABC, not only over but also over shortwave transmitters VLT6 and VLT9. The co-operation of the Administration's Broadcasts Section is welcomed by the ABC which recognises the good done by officers of that section in providing some of the programme material used.

Our article places the native listening audience in the Territory

at 26,000 but the ABC does not attempt to provide even an approximation. Listener strength is a recognised intangible of broadcasting anywhere, but more particularly in the Territory.

The ABC is aware of the importance of promoting English as a common language for the peoples of the Territory and is currently broadcasting a daily series of specially-prepared English lessons to assist teachers and school children. However, as a broadcasting agency, the ABC's main function is to communicate with as many people as possible. That is why broadcasts in Pidgin and Police Motu must continue as well as broadcasts in other dialects as the occasion arises.

Another inaccuracy in your article is contained in the statement that the programme, "Your Questions Answered", enjoys great popularity. This programme has been replaced because native reaction to it did not warrant its continuance. On the other hand, the Friday night, "Listeners' Choice", brings in 8,000 letters a year mostly from Papuans and New Guineans requesting popular music.

The South Pacific Commission's second technical meeting on co-operatives will be held in Noumea from April 13. It will be attended by representatives from all parts of the Pacific. The first meeting was held in Port Moresby in 1958.

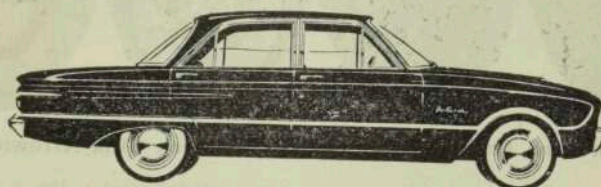
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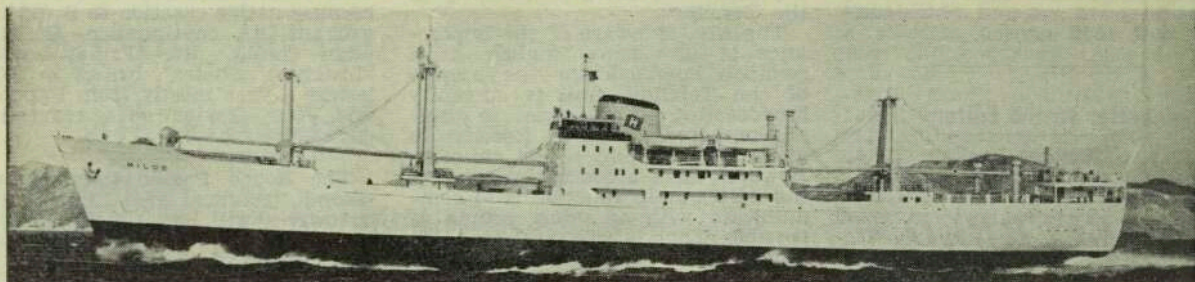
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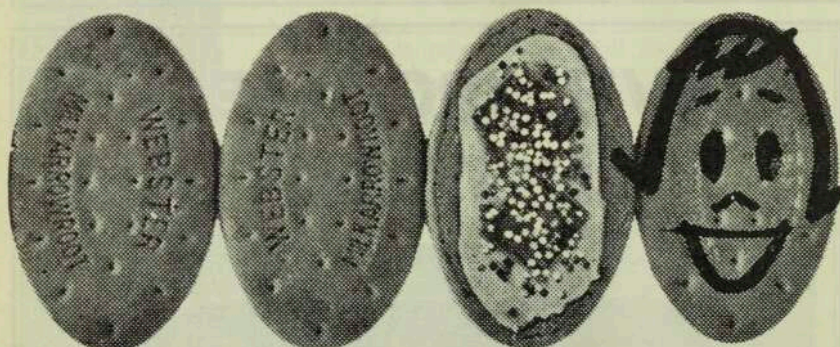
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Cooks Want Tourists Without Tears

From a Rarotonga Correspondent

How far can Rarotonga go in attracting tourists without losing its self-respect? The beautiful main island of the Cooks as recently found itself in this dilemma.

R. R. J. A. Ingram told the Rarotonga Island Council that the Chamber of Commerce was anxious to stimulate the tourist industry, and had discussed the prospect of publishing a booklet for agents and others. But before it went ahead it wanted to know if the council supported tourism. If it did support it, the Chamber wanted to know whether the council would help with the cost of the brochure, and whether it would be in getting more ships and tourists to the island.

The council, after lengthy discussion, decided to vote £50 to the Chamber to assist in the publication of the tourist booklet, but agreed to leave the question of tourism generally to the incoming council (which was elected a week later).

Discussion Points

During the discussion some councillors made it clear that they did not favour "glamourising" the island for tourists. They wanted the present arrangement where concert parties went aboard the ships in the stream, and the island atmosphere remained unspoiled.

Some councillors also said they did not favour shore parties chosen from

various villages, and not just the same two parties every time.

The council president, Resident Commissioner A. O. Dare, pointed out that tourism did not mean just a vessel calling. He said tourism could mean hotels being set up, industry for curios, more employment, etc. A number of people were prepared to put money into enterprises to attract tourists, but they were

Because Rarotonga has no wharf, tourists as a rule don't come ashore from the big ships—so the Cook Islanders go out to them. Here is a concert party which recently went out to entertain 600 tourists, mostly Australian, who arrived on the "Oranje."

Photo: R. D. Moore

waiting for a lead from the council, he said.

Mr. Dare agreed that the better type of tourist was wanted, and he said that the Minister, Mr. Gotz, was very much in favour of tourists.

Mr. Dare added that the question appeared to be whether the Rarotonga Council could encourage tourists "and the island still retain its self-respect."

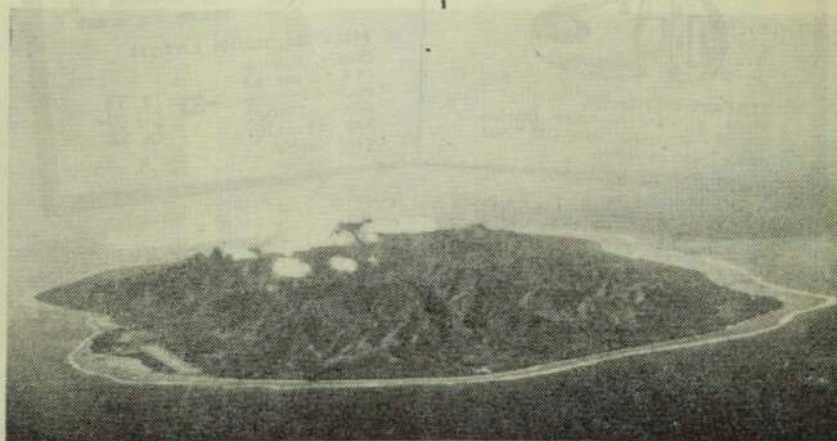
Bright Prospects

Meanwhile, an Auckland report says the prospect of establishing a tourist industry in the Cook Islands seems brighter today than it has since the Union Steam Ship Company discontinued its trans-Pacific passenger ship service in the 1930's.

The Matson Line certainly seems to be taking Rarotonga under its tourist wing, and is opening up the possibility of passengers south-bound from the United States having a three-weeks' stopover at Rarotonga if they so desire—and there seems very little doubt that a good many would desire, if the accommodation is available ashore.

Though Matson is not yet accepting bookings to Rarotonga—due to the fact that with no harbour available there is always the possibility of passengers having to be over-carried in bad weather—regular

BEAUTIFUL RAROTONGA



Rarotonga is one of the most picturesque islands in the South Pacific. This aerial photograph does not give a true indication of how rugged is its centre. Two of its peaks are more than 2,000 ft high.

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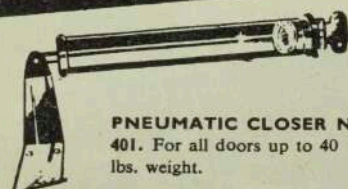
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calls continue to be made and far it has not been necessary to pass the island.

Latest move in what appears to be a Matson plan to give further tourist publicity to Rarotonga airport along this route, is an appeal for high quality photographs of thousands of them, including color negatives—of Rarotonga life and scenery, suitable for publicity purposes.

The two dancing teams which have had the monopoly as entertainment parties for visiting ships are from the Aitutaki Youth Club and from the Titikaveka Youth Women's Centre. They take it turns.

New Incomes

With the Matson visits, island families are getting a new source of income. They are making good money by weaving fans, hats, handkerchiefs and paper *disks*. This is a giving young people incentive to practise local crafts.

The post office continues to be a good business with stamps, and the Press Office has a standing order for 200 copies of the *Cook Island News* each time a ship comes in.

But, as Resident Commissioner Dare suggests: How do you develop large-scale tourism in this island without making concessions in other ways?

Cooks Co-ops Buy Hervey Islands

The Cook Islands Co-operative have bought the Hervey Islands, Manuae and Teatuotou (also spelled Te Au-O-Tu) 130 miles north of Rarotonga.

The two islands, joined by a reef, have a coconut plantation of about 85,000 trees on about 1,500 acres of land. Annual copra yield 180 tons, and the gross income has been from £9,500 to £14,500 a year.

The first meeting of the Manuae Development Co-operative Society was due to take place at Rarotonga in early March.

The Hervey Islands were discovered by Cook in 1773 and named after Captain Hervey, RN, one of the Lords of the Admiralty. Cook revisited the islands in 1777.

For many years the islands were controlled by the Ui Ariki of Aitutaki, who appointed caretakers until about 1890 when the island was leased to John Strickland.

The lease was held by Manuae Plantation Company, Melbourne, with A. B. Donald as the managing agent, and a labour force of copra workers, with manager Kai Anderson. Mr. Anderson was there about nine years.

It is because the lease has just expired, that the co-operative has been able to acquire the islands.



Tonga's Welcome

It was a holiday occasion in Nukualofa, Tonga's pretty capital, in late February when the P & O liner *Orsova* visited there on an islands cruise from Sydney. Passengers agreed that the Friendly Islands were jam-packed with friendly islanders, as some of these scenes, taken by Tulua Bros., show.

At left, the *Orsova* comes in close to the Royal Palace, with its fringe of Norfolk pines, the palace is just out of sight on the left. Left centre, a pretty Tongan lass offers wares ranging from hats to grass skirts to slippers. Immediately below, passengers seat themselves on the grass to watch the dancing, although some of the more avid amateur photographers weren't content to stay on the sidelines (lower left) but ran into the centre for a close-up. Lower right, a group of dancers in black perform an action song. These dancers were, in fact, practising for the entertainment of the Royal children, shortly due home from NZ on their holidays, so the tourists saw the genuine article.

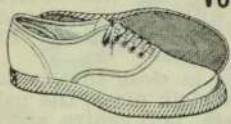




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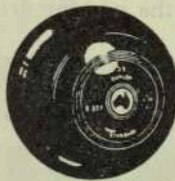
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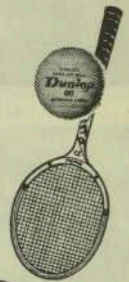


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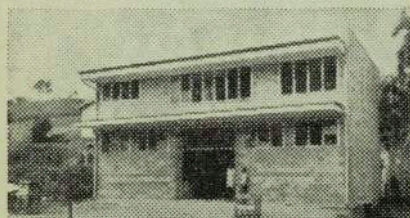
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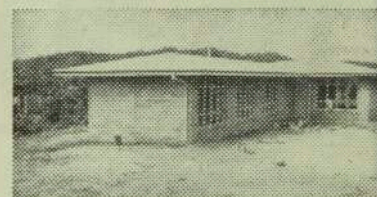
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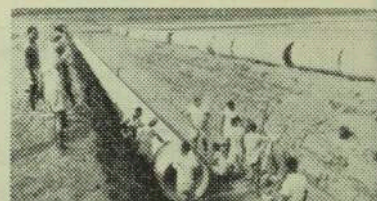
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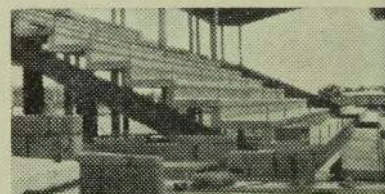
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New Era Begins

SOUTH PACIFIC GAMES FOR SUVA, 1963

An idea which began in the South Pacific Conference in Noumea in 1959 will come to fruition in Suva in 1963, when the first South Pacific games take place on the field.

These Suva games will be the first of a series of South Pacific Olympic Games to be held every two years at a different locale in the South Pacific.

A new body called the South Pacific Games Council is to be set up to organise the series.

The Council will probably be given a small yearly grant by the South Pacific Commission to cover running costs.

These decisions were made at a conference in Noumea in March, which was called by the SPC to discuss the setting up of the Games.

Delegates attended from American Samoa, Western Samoa, French Polynesia, the Cooks, Fiji, New Guinea, New Hebrides, P-NG and Tonga.

Mr. Alwyn Moon, secretary of the Island Amateur Sports Association, NZ, attended as an adviser. Mr. L. O. Simpson, hon. secretary of the Fiji Amateur Athletic Association and Fiji Amateur Sports Association, was chairman.

The conference agreed that all territories eligible to send delegates to the regular South Pacific Conference (which are attended by native peoples) should be included in the series.

Wide Area

This means that participants must come from P-NG, Nauru, New Guinea and its dependencies, American Samoa and Futuna Islands, French Polynesia, NNG, American Samoa, the Tokelau Islands, Niue, Fiji, BSIP, GEIC, Tonga, the US Trust Territory of the Pacific, the New Hebrides and Samoa.

They must be amateurs.

The general feeling at the Noumea conference was that the number of

sports for the first Games be restricted, and that the participation of women be encouraged.

The official sports selected for the first Games are soccer, athletics and lawn tennis.

Tennis events are to be team games, not individual contests. Athletic events will follow as closely as possible those listed for the Olympics.

Swimming, basketball and cycling were suggested for inclusion in future Games.

The conference was very interested in finding, for inclusion in the Games, some sport typical of the South Pacific, but nobody could come up with any ideas.

Most sports discussed were not common to all, or even most, Territories. However, it was felt that canoe racing probably was the best suggestion, although no final decision was made.

After a long and spirited discussion it was decided that indigenous people would be eligible at all times to represent the Territory of their birth, irrespective of their race. Thus an Indian or European may represent Fiji, a Japanese may represent the US Trust Territory, a Chinese may represent any one of a number of Territories, or a Tongan may represent, say, Samoa or Fiji.

(Over)

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- 29-oz. Pears.
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- 29-oz. Grapes.
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If indigenous people were born outside the South Pacific Games region, then at their choice they may represent the Territory of their parent.

Before a competitor becomes eligible to compete for another territory he will have to live in that territory for at least six months prior to the Games. However, expatriates must have lived in the territory they represent for at least 10 years before the Games.

Indigenous Definition

It is worth noting that the conference's definition of indigenous means a person born within a territory irrespective of race, and not necessarily aboriginal.

Expatriates are those born outside the South Pacific Games region, other of whose parents were born within the region.

The conference decided to ask the C to agree to the giving of a grant to the host country of each Games, to help in its organisation, and to ask that metropolitan governments give assistance, in the form of coaches and athletes on short-term visits to stimulate local interest.

Finances for the games are also expected to be helped by gate receipts and such things as the sale of TV film and other rights, and by receipts from perhaps a Pacific Islands Concert to be staged by the participating territories.

Must Affiliate

Among the technical problems discussed was the need for territories not affiliated to any international sports body to arrange affiliation. This is because those territories which are affiliated, can compete against non-affiliated territories.

It was decided to fix the date of the first Games as 1963 to give territories plenty of time to handle technical difficulties and also honour any commitments they may already have for international inter-territorial games.

The host territory for the Games will be empowered to choose the date of the year for them in order to take into account weather and accommodation problems.

During discussion on where the Games would be held, the possibilities of Auckland and Sydney were mentioned before Suva was finally selected. (It was the Fiji suggestion at the Rabaul South Pacific Conference in 1959 that proposed a Games be organised).

The Noumea meeting decided that Territories should use their own officials wherever possible so as to gain experience, but assistance from the metropolitan governments might be required in providing specialist officials, such as referees and time-keepers.

For the first Games, the Noumea meeting laid down that the lawn tennis competition would comprise two men's singles, two women's singles, one men's doubles, one women's, and two mixed doubles.

Games Details

The athletics programme will be, as far as possible:

MEN—100 metres; 200 m; 400 m; 800 m; 1,500 m; 5,000 m; 10,000 m; 3,000 m steeplechase; marathon; 110 m hurdles; 400 m hurdles; pole-vault; high jump; long jump; hop, step and jump; shot putt; hammer, discus and javelin; 4 x 100 m relay and 4 x 400 m relay. It was stipulated that the marathon must not

be run during the hottest period of the day.

WOMEN—100 m; 200 m; 800 m; 80 m hurdles; high jump; long jump; shot putt; discus; javelin; 4 x 100 m relay. It is possible the programme may be added to or altered, and the organising committee of the host Territory may add extra sports "unofficially" to the events, if it gives at least 12 months' notice.

Territories will not be allowed to enter more than three competitors in each individual event, and only one team in the team events.

The South Pacific Games Council will have complete control of the policy of the games.

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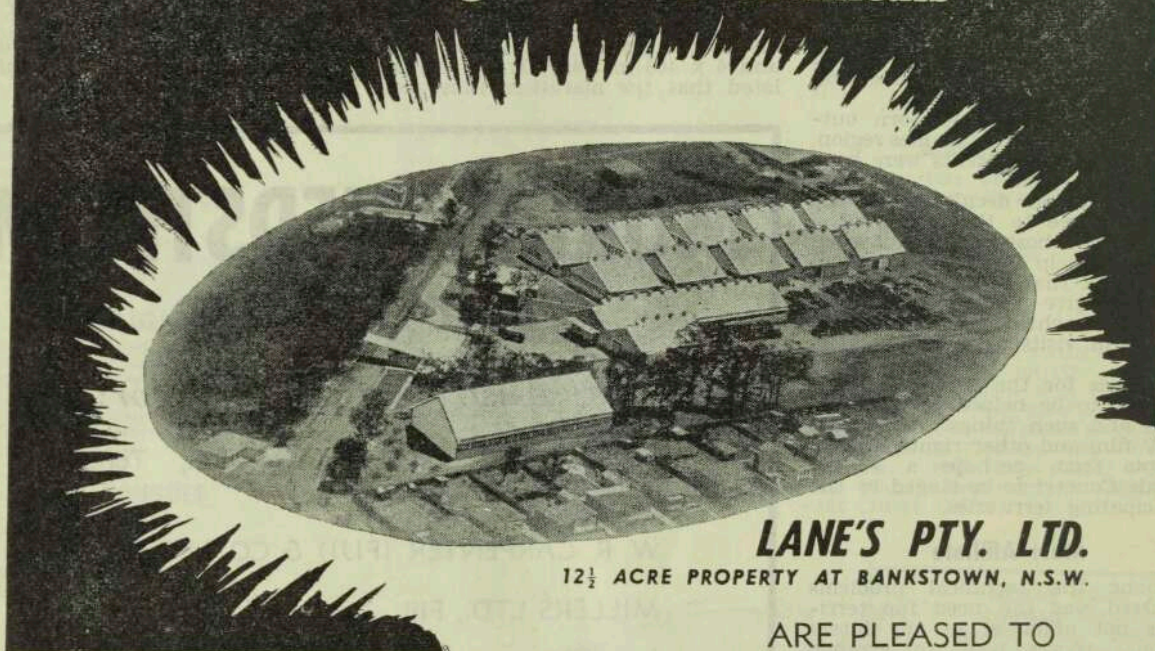
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IT WAS AN AVIATION MILESTONE

From Beryl Sawyer, in Papeete

Another aviation milestone was passed on March 5 with the arrival at Papeete-Faaa airport of a Transports Aeriens Intercontinentaux Douglas DC8 jet with some 60 French and American aviation officials aboard.

It was the first jet to land at Papeete, and the record-making non-stop direct flight from Los Angeles was accomplished in eight hours and 25 minutes. The flight was almost entirely over water.

In spite of intermittent rain, thousands of Tahitians lined the way leading to the 12,000 ft airstrip, and all vantage points were crowded with sightseers hours before the scheduled 8.30 a.m. jet landing.

They greeted the Douglas when it was first sighted, its familiar long-nosed, streamlined fuselage sharply defined in the sky as it approached Tahiti.

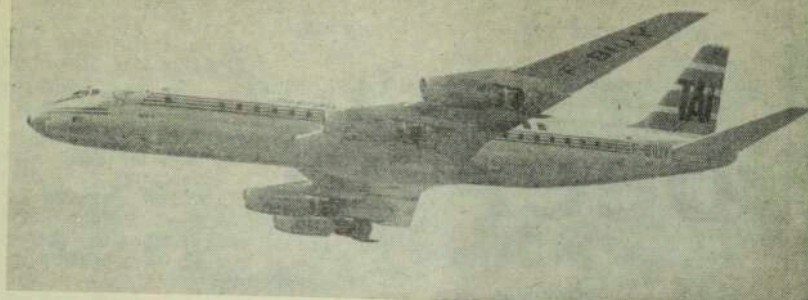
Police and loudspeakers warned the assembled crowd in French and Tahitian languages not to run forward and to keep well behind barriers when the aircraft landed, and the cry was taken up by the crowd—"les gendarmes sont des lâches!"—"the cops are a nuisance!"—to be followed by cries of "ah!" as the jet approached for the landing.

Bora Bora Too Short

More the surprised Tahitians climb on the roofs of their houses for a better view, or hoist their children on their shoulders, the plane landed gently and perfectly, easing itself and slowing speed before coming to a stop at a point two-thirds the length of the runway.

Commented Jacques Sutton, TAI representative in Tahiti: "All went well. It was a most well-planned flight."

Four hours after landing at Papeete-Faaa, the Douglas DC8 flew to Bora Bora on a second test flight.



THE TAI DC8 jet which in March made a non-stop flight from Los Angeles to Papeete—the first jet to land at the new international airport.

preparation for the new jet passenger service between Los Angeles and Papeete which, when approved by French and American authorities, is scheduled to start on May 3.

ABOARD the test flight were Mrs. Donald Douglas representing her husband; Jean Mathieu, general secretary of the TAI, Paris, and Colonel Louis Castex, former President of the Commission of Civil Aviation and one of the leading promoters for the construction of the new Papeete airport.

In an interview with Papeete's daily newspaper *Les Nouvelles*, Castex said, "As far as the airport is concerned, we are ready and able to transport the many tourists who hope to visit Tahiti this year. But as far as the hotels are concerned, I doubt if we are ready to accommodate all those who will descend upon us by DC8 and Boeing jets."

Asked his opinion on whether the French financial corporations were yet convinced of the future of



In the news again in Papeete in March—despite the fact that he is still serving a prison sentence in France for arson and illegal possession of arms—was Pouvanaa a Oopa. This photograph was taken during his arrest in 1958, as he entered the police van.

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hiti's tourist industry, Colonel Castex replied that they are still decided and were "failing to look ahead". The shock would come later when the regular jet flights would bring thousands of tourists each week to Tahiti.

asked if a tourist industry for Tahiti was desirable, Castex stated that, in view of a recession in the coal and phosphate industries, tourism was not only desirable, but the utmost importance to the future of Tahiti.

Want French Investments

It is to be hoped that Tahiti will attract major investment companies, preferably French," he added.

French Deputy Claude Roux added that, in his opinion, tourism should become the number one resource of the territory to offer more to Tahitians.

He announced the arrival in Tahiti shortly of M. Landry, director of the SOT (Society for the Financing and Development of Tourism) who would study the possibility of new construction in French Polynesia.

ANOTHER "first" for Tahiti was the arrival of two bright red helicopters, the first ever to be seen in the skies of Tahiti.

They were Sikorski HSR-3 planes from the United States cruiser USS *Truxtun*, on a mercy mission flying a sick crew member to Papeete for emergency surgery.

The mission accomplished, the helicopter crews flew low around Papeete and the neighbouring districts for a bird's eye view of Tahiti.

Yet another "first" for Tahiti! The first dance marathon—and naturally a Tahitian "pure" dance—was staged at the Papeete roadhouse "Lafayette".

Men couples took part. After two and a half hours of stop dancing to orchestra and photograph the judges were excited. But the dancers were not. However, two couples who were on their bare feet by centimetres had to retire from the contest. The winners—all 18 of them—each received a welcome of iced champagne.

It has been election time once again in Papeete, this time for a new president of the Territorial Assembly. The results produced some surprises!

For a first vote, Pouvanaa a Oopa, leader of the Leftist party—Assemblée Democratiques des Tahitiennes (RDPT), is now serving the third year of an eight year gaol sentence for the illegal possession of a gun and forbidden to live in Tahiti until 1974, gained 17 votes. The defunct Queen Pomare IV received nine votes, and Jacques Faupou, outgoing President, one. For a second vote, Pouvanaa a

Oopa was still favoured by nine voters, who also stuck by him for the third count, only to be defeated by a majority vote for Councillor Franz Vanizette of the opposition Democratic Union (UTD).

IT'S less eggs and lettuce for the average Tahitian family with eggs up to 120 francs (A12/6) a dozen and lettuce at 300 francs (£1/10/-) a pound.

An average workman earns from 200-300 francs a day. But he can still buy a pound and a half of fresh tuna for 40 francs (4/-) or a string of eight red schnappers for 60 francs (6/-).

PAPEETE's hospital, built as a military hospital in 1844 and used as a civilian hospital from 1854, is finally to go! Funds have been provided for a new one.

The present hospital consists of a surgical unit, a tuberculosis ward with 70 beds, general hospital wards with 280 beds and a newly constructed throat, ears and eyes ward with eight beds.

There are at present eight doctors and surgeons headed by the Chief of the Health Department, Dr. Morin, and a staff, mainly Tahitians, of 85 male and female nurses and orderlies. Newly recruited staff members have a two-year training period, plus an extra year of additional training before they can receive their nursing diplomas, making them eligible to accept nursing

posts at Papeete hospital, Taravao hospital or at Mamao Dispensary.

Not Large Enough

But the hospital is neither large enough or modern enough to take care of local patients and the needs of a growing population.

Although the plans for a new modern hospital, to be built at Mamao just outside Papeete, have been approved, it will be three or four years before the hospital is completed and ready to receive patients.

The new hospital will be a single block building with five storeys—the highest building yet planned in Tahiti. There will be emergency wards, an out-patients department, pharmacy, X-ray centre and four large surgical wards on the top floors—served by an elevator. (This will be elevator number two for Papeete, for elevator number one is still doing veteran service at the old Grand Hotel in down-town Papeete).

The new hospital, which will be the central hospital for all of French Polynesia, will have 350 beds plus a private section for those able to pay.

Everyone hopes the new hospital will attract top surgeons able to deal with delicate operations, so as to eliminate the present costly journey to Paris by patients needing complicated surgery.

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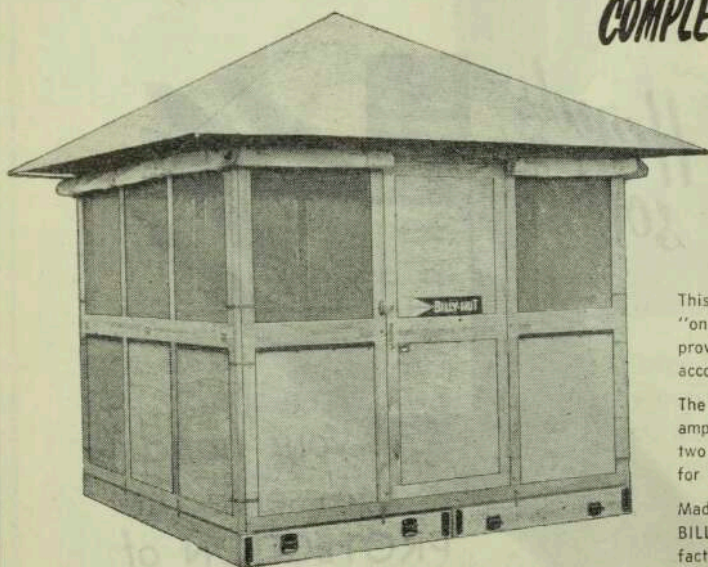
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FIJI COMPETES WITH LOW - WAGE COUNTRIES

From a Suva Correspondent

Did you know that, according to latest available figures, Mexican labourers were getting 4/- to a day? Did you know that on latest figures the labourer in India earned about 2/- a day and the tea-picker in Ceylon was getting just over 5/-?

J.I. Director of Agriculture, Mr. J. Watson, knows these figures. He knows them because these are the countries with which Fiji would have to compete in the export market of any tropical crops such as coffee and cotton.

Mr. Watson is quite aware of the fact that in any discussion of wages and conditions in Fiji, always Australia and New Zealand figures that are quoted.

But they are totally irrelevant to our problems," exclaimed Mr. Watson when I dropped in on him. The big question in Fiji is: How can we pay our farm labourers, with wages of 10/- to 12/- a day, going to compete with these other tropical countries with dense populations on low wages?

We may well find, even with a low yield of cotton, that it would be cheaper for us to buy cotton from India!"

There are also different attitudes between Fiji farmers and those in other tropical countries, says Mr. Watson.

Other farmers are prepared to grow their own food, not buy it, the Fiji farmer, if he makes a profit from any crop, whether it is rice or anything else, spends the money on food which he could grow himself.

Fiji's Trouble

On a larger scale that is what happens to the whole Colony," says Mr. Watson. "We earn large sums from our sugar, copra and bananas, but what happens? We spend half a million pounds on rice that we could be growing ourselves.

And pulses—we spent £106,000 importing them in 1959, yet they are produced beautifully near Nadi, to mention just one place.

And sharps. Certainly, we could produce the wheat; but maize mixed with it grows very well in Fiji. Yet in 1959, sharps cost us £100,000, nearly three times the cost of importing the Agricultural Department for a year. And people here don't know what crops to

grow in a country of growing population—the first consideration must

be to feed ourselves and cut down this import bill."

Mr. Watson said it was difficult to bring home this lesson to the farmer, because he had been utterly spoiled by the two easiest crops in the world, sugar and coconuts, and it was an uphill battle to persuade him to grow anything else that required real farming.

Too Much Sugar

The Colony's preoccupation with sugar, even at a time of world over-production, is indicated by the fact that the Suva Indian Chamber of Commerce at its March meeting, even while deciding that an increase in the duty on rice should be used to increase the production of rice in Fiji, passed a resolution asking that the sugar industry be as widely distributed as possible to give employment in all districts of Fiji, and that the Government should give help to re-establish the sugar industry in Rewa.

Labasa farmers at least have apparently woken up to the fact that if they grow their own rice,

they will not starve, whatever happens to the sugar industry. Every bit of spare land there not occupied by sugar seems to have turned to rice recently.

On the future of cotton growing in Fiji, which has aroused quite a lot of interest in the local Press lately, Mr. Watson is not really very optimistic.

He does not deny that Fiji cotton enjoyed a high reputation overseas during the American Civil War when prices were so high that even a very low yield was still very profitable.

Tracing its history in Fiji, Mr. Watson said in 1875 cotton earned £22,406, by 1880 its income was £30,070, but by 1900 it had dwindled to £70/13/9.

The reason, Mr. Watson said, was that while the quality was undoubtedly good, the yield was extremely poor, so that as soon as America re-entered the market in force, prices fell.

About 1922-1923, said Mr. Watson, cotton ginneries were set up at Lautoka and Sigatoka, and an over-



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tropical plants. Wide, white sandy beach—good fishing and swimming.

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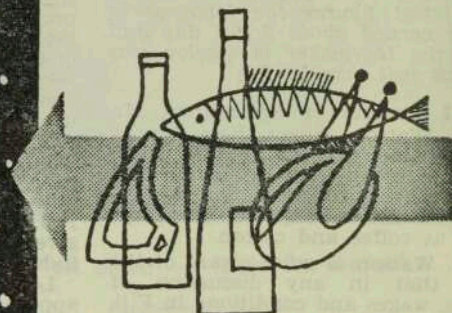
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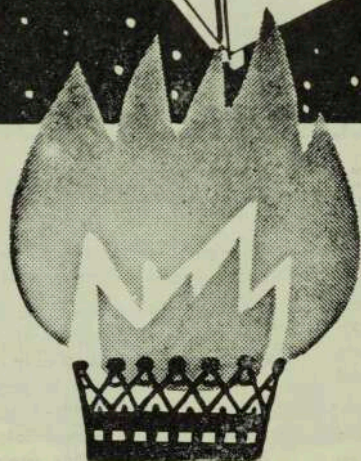
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A Swedish
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as cotton expert experimented with Sea Island cotton, only to find the yield was very low, and then crossed the Sea Island cotton with New Guinea kidney cotton.

Low Cotton Yield

This meant a poorer quality but did achieve a better yield. However, the grower received only about an acre and just gravitated towards the more rewarding sugar. In 1958, Mr. Watson said, he himself planted four sample varieties had received from the director of the Empire Cotton Growing Corporation Research Station, in Uganda, as being thought suitable for Fiji.

I planted them out on fertilised sika soils near Labasa, and I don't know why, but they did not do well at all," said Mr. Watson. He said he then consulted one of the world's most famous cotton geneticists, Dr. Harland (now retired) who strongly advised him to worry about a quality cotton, to try for a short staple cotton. On Dr. Harland's advice, Mr. Watson contacted the CSIRO in Australia, and was sent two Queensland varieties which he is now trying out at Sigatoka.

They look very well, but have not flowered yet. I am also keeping touch with other cotton-growing countries in an effort to find out which variety, if any, is really suitable for Fiji," he added.

I present with the information available to me, reports of yields, I could not recommend that the Government spend a lot of money on cotton research.

One of the most significant arguments against it to my mind, is the fact that the Mr. Watson who is a member of the Burns Commission, and who had himself been Director of Agriculture in Uganda, and the Empire's biggest cotton producer, never mentioned cotton in his report on Fiji.

I can't help feeling that, with his experience, he was alive to the fact that this is not a cotton country—not at present anyway."



They're Learning To Be Fiji Farmers

Navuso Agriculture School in Fiji has started a student farmer scheme, and 12 students have already started on a three year course.

THE boys at Navuso and others from the Ratu Kadavulevu School have cleared and levelled sites in difficult bush country near Navuso and erected, as part of the school's trade course, small three-roomed houses for occupation by the student farmers.

Two farmers will jointly occupy each house, and each student will farm about eight acres of subsistence crops and cash crops, including bananas, cocoa and coffee. Each boy will also have 48 head of poultry.

The boys receive a monthly allowance and all farm produce will be costed. Any profits will be banked in trust for the students. It is hoped the farms will be fully productive in seven years.

The photos show (top) student farmer Matia Tokalolo surveying the property he will share with Epeli Naiseku. Centre: the Governor, Sir Kenneth Maddocks, and his party climb a steep bush track on the way to visit the farmers recently and (bottom) Sir Kenneth shakes hands with the 12 young farmers.

Photos: Rob Wright



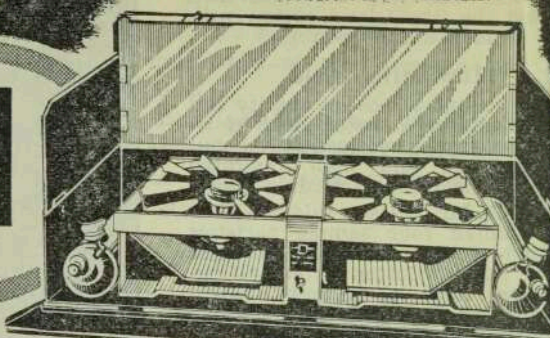
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"We are peaceful demonstrators. We demand justice and fair play from our Government," and "Our wives and children are starving! What is Government doing?" These were among the banners carried on a march through Suva on March 7. British Fabian B. L. Bernard can be seen second from the right in the front row—the little man in light coloured clothing.



THE SUVA SHOPKEEPERS WERE NERVOUS

From a Suva Correspondent

Nervous shop owners put up wooden shutters and conservative elements deplored the fact that permission had been given for a march of unemployed through Suva streets on March 7. But the march passed off quietly and the eye-brow raising was reserved for the lone European who occupied the front rank with Fiji trade union leaders.

THE stranger was Dr. B. L. Bernard, a visitor of a few weeks only to Fiji, and a self-professed member of the British Fabian Society.

He also attended the meeting in the Century Theatre that preceded the march, when he advocated that something constructive should be put before the Government.

He was for freeing credit and a programme of works, such as building municipal baths, major roads, etc., to keep men employed.

The meeting, which had heard Mr. Mohammed Tora speak in English and Fijian on the unemployment situation for 40 minutes, cheered Dr. Bernard loudly, and lost no time in appointing him to a reputation of unemployed and members of the Wholesale and Retail Workers' General Union, which planned to wait on the Acting Colonial Secretary, Mr. Eric Bevington, and present him with a number of resolutions.

So Dr. Bernard became one of the 100 or 700 who joined the "unemployed" march—although "unemployed" was not quite correct as far as the marchers were concerned, for many of them were in work. In fact, the Union delayed the march until after 5 p.m., so that members could join after knock-off time.

The few nervous shopkeepers who barricaded their shops no doubt feared a repetition of the events of December, 1959, when there were two days of rioting.

At the front, a steady 20 yards ahead of the marchers, was a police

car, just ahead of the front rank were a dozen or so sturdy policemen, while large numbers of police patrolled the length of the march.

The Police Helped

Mr. Tora, as union president, had earlier told the theatre meeting that the Commissioner of Police, Mr. R. H. T. Beaumont, had told him he would provide police "to help with the march", in spite of Tora's protests that the police were not necessary.

The police "helped" to such an extent that some onlookers reckoned that there were more police than unemployed.

Mr. Bevington met the deputation at the Government offices, heard their views (with Dr. Bernard expounding freely on a number of plans to solve the problem), promised nothing—except to pass

Tonga Radio Has "Excellent" Cover

The Tonga Broadcasting Commission's 10-kilowatt broadcasting station ZCO at Nukualofa—on 1020 kc/s—was officially opened by Queen Salote on the occasion of her birthday on March 13.

The station had been carrying out test transmissions at various times of the day from mid-February.

Probably due to its location on an island of no great size surrounded by open oceans, the station appears to have a very excellent coverage. Certainly in Auckland it provides better signal strength than many New Zealand stations of comparative power located to the south of that city.

For the Tongans of Auckland it will provide a very real link with home. Reception is likely to be even better through the winter.

Programmes so far have been a very pleasant mixture of Tongan vocal music and European music of the more restrained type, with no advertising, though it is understood that sponsored programmes will be introduced.

Occasional news items have been given but up to March 18 there did not appear to be any organised local news service, at least during the evening programme which was then being heard from 0600 to 0900 GMT (7 p.m. to 10 p.m. Tonga time).

A news service will be keenly awaited by Tongan listeners outside Tonga.

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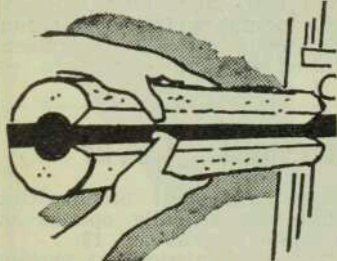


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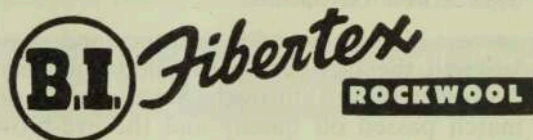
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the resolution on to the Governor next day—and virtually had it eating out of his hand.

He then agreed to go outside the Government Buildings, where about 1,500 men had gathered, and make a short speech. He again repeated his promise to pass the resolutions on to the Governor who, at the time, was in Lautoka.

In fact, Mr. Bevington did an excellent piece of public relations work, something which is all too often lacking among departmental heads in Fiji in their dealings with the public.

Serious Problem

Although this march may have turned out to be a bit of a damp squib, there is no doubt that the unemployment problem in Fiji is serious. And it is likely to become worse.

With a stagnant economy, in spite of much lip service on the need to attract new capital, little has been done, and it is difficult to see bright times ahead.

Mr. Bevington told the delegation that Fiji was overdrawn in London to the extent of £2,000,000 in order to keep current works going, while hoping to raise more loans in London later this year.

The UK has guaranteed £5,000,000 in loans and grants between now and 1964 for the continuation of the development work in Fiji, but it still won't be enough.

The delegation suggested to Mr. Bevington that Australia and New Zealand be asked to take unemployed from Fiji for contract work. This suggestion is not likely to meet much favour from trade unionists in those two countries, particularly Australia, where local unemployment is a much discussed subject—although few people seem to be without jobs. In New Zealand there is a chronic shortage of labour, both skilled and unskilled, and a man seeking work can virtually write his own ticket.

The delegation also asked for unemployment benefits of £2 a week for married men, and £1 for single men—without suggesting where the money might come from.

A demand was also made for the replacement of the Commissioner of Labour, Mr. John Amputch, with someone who had a more "realistic and sympathetic" approach to the unemployment problems—a demand that was perhaps unfair to Mr. Amputch, who has devoted a lot of time to the problem, admittedly without much success.

Where Mr. Amputch has merited criticism is in his apparent reticence about what he has tried to do for the growing army of unemployed—but that is probably only another example of poor public relations on the part of his particular department.



He Gave This Home To Suva's Aged



Suva businessman A. E. Pearce in March handed over to Fiji this fully furnished home for old people. He built it and furnished it at his own expense (about Fijian £15,000) to replace an old building known as the Cottage Home, which has sheltered distressed Europeans in Suva since the 1880's.

The new building has been named the Pearce Home. The original Cottage Home was also built by public goodwill. A group of public-spirited people raised funds for it, and public generosity has persisted throughout the years.

After the Governor, Sir Kenneth Maddocks, officially opened the Home, Lady Maddocks opened the front door with a special key. Said Sir Kenneth: "Mr. Pearce's donation of this home has been an extraordinary act of generosity."

The photos show the lounge of the new home, and Mr. Pearce handing the key to Lady Maddocks at the official opening.

Photos: Rob Wright

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68 APRIL, 1961—PACIFIC ISLANDS MONTHLY

Martyred Bishop Remembered

Special church services have been held in the Solomons to mark the centenary of the consecration of the first Bishop of Melanesia, John Patteson.

Bishop Patteson's episcopate of 10 years came to an end in 1871 on Nukapu, in the Reef Islands, where he was mistaken for a blackbird dressed in the garb of a priest, and was killed.

The casket in which is preserved the burial mat which was wrapped around the body of the martyred bishop, as well as the paten and chalice given for his use in the Western Pacific, is still kept in All Saints' Cathedral, Honiara.

Patteson made his first missionary journey to the Solomons in 1856, prior to his consecration.

Cinderella Timber Comes Into Its Own

Previously the Cinderella of ji's building timbers, kauvula at last coming into its own.

WHEN Mr. C. S. Sibley Elliot, assistant chief of Forest Products Division of the Commonwealth Scientific and Industrial Organisation spent a week in the colony recently, kauvula was one of the main objects of his scrutiny.

Costing about £4/10/- a hundred per feet, as against about £6 for imported oregon, kauvula is an obvious way of utilising a natural source as well as getting a cheaper use and furniture.

Fiji's Forestry Department has been pushing it for years, as an alternative to the more expensive kua and oregon, but until recently had been used only for cases and sh like.

Although it needs treatment—the Forestry Department has installed plant at Colo-i-Suva—kauvula is all worthwhile because it is reasonably prolific and fast-growing.

Mr. Elliot was able to investigate use in a Methodist Boys' School and in houses on the Raiwaga estate. A lot of the timber had come from Kadavu, although kauvula can

be seen along the Queen's Road, and the Forestry Department now has a plantation at Colo-i-Suva.

Mr. Elliot's coming to the Colony demonstrated the good sense and foresight of the department in allocating £2,250 of its Colonial Development and Welfare grant for timber research by the CSIRO.

For that amount, Fiji will have the benefit of the resources of the vast CSIRO's forest division for investigation, testing, planning and development of the Fiji timber industry.

"Even identification is quite a job in itself. There are a lot of local timbers we don't know anything

about yet. Now, we can send specimens to Melbourne for identification, and then decide what is best for the future. We are trying to encourage the local timber industry and cut down imports if we can," said a Forestry Department Officer in Suva.

"Mr. Elliot came to have a look at our problems for himself, and he has now gone back with a much clearer picture than he would have had if he had not made the trip."

In the week after his arrival on February 22, Mr. Elliot explored forest projects in the western division of Viti Levu and visited various sawmills along the Queen's Road.

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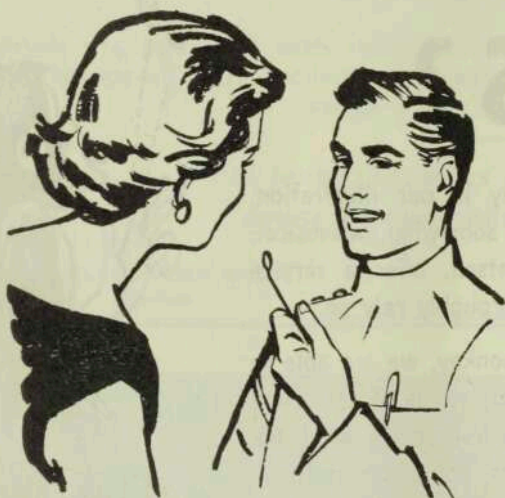
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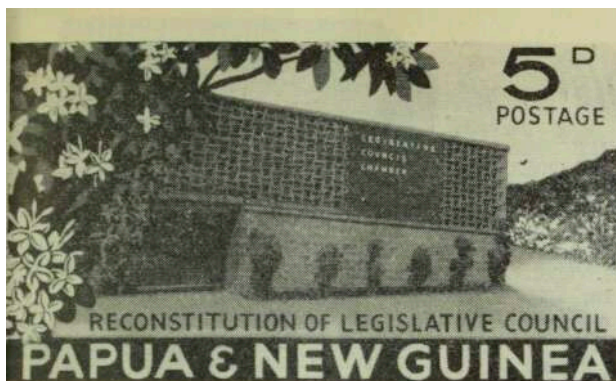
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P-NG's new Legislative Council chambers in Port Moresby are depicted on this new 5d stamp, released in April to coincide with the opening of P-NG's enlarged Legislative Council. It is also available in the 2/3 denomination.
Photo: M. R. Hayes

WHAT DOES A NATIVE POLITICIAN NEED ?

From our Canberra Correspondent

Do Papuans need formal education to be politically effective?

THREE Australian National University Research workers differed on this point at a forum organised by the Canberra New Guinea Society on: "New Guinea—Fast or Slow?"

The head of the Department of Pacific History, Professor Jim Davidson, told the forum it was wrong to assume that an effective politician must have a high level of

formal education.

He was replying to one of the main speakers, Mr. A. H. Healy, a research scholar at the school who recently spent some months doing field work in P-NG.

Won't Justify Hopes

Professor Davidson challenged a claim by Mr. Healy that it was doubtful whether any of the members of the Hanuabada Local Government Council who had stood for the Legislative Council would be "able to justify the hopes of those electing them".

Mr. Healy said that none of the present Hanuabada councillors had any but elementary education.

He said that if education had been allowed to develop years ago throughout the Territory and the people given Local Government as soon as they were ready for it, they would now be in a better position to fend for themselves.

Professor Davidson said that if the Hanuabadans disappointed their electors it would be because the Government was not giving them a lead and because they had not had the opportunity of acquiring the sort of knowledge a politician needed.

Mr. Healy replied that the argument that Local Government councils were giving the people the sort of political training they needed did not hold water.

The Local Government councils were an Administration instrumentality.

Not Political

It was possible that the councils might give Papuans some training in the mechanics of administration, but they provided no oppor-



e's from the NG Eastern Highlands and she is mud and pig grease in her hair, which is fashionable there. Can people like this be politically effective?

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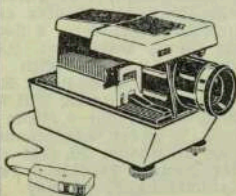


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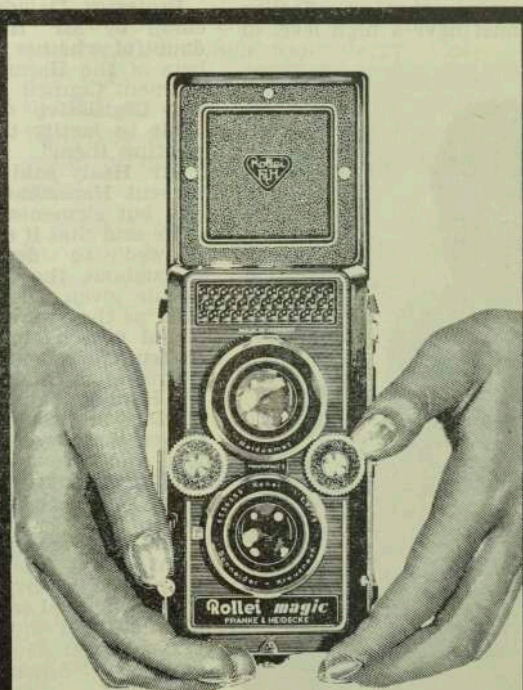
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tunity for Papuans to exercise political functions.

Although a politician might not need a high level of education he must have a certain amount if he was to profit from his other experiences.

The other main speaker, Dr. A. Epstein, an anthropologist and former student of Professor Max Gluckman, recently spent a year among the Tolai people of the Gazelle Peninsula, possibly the most sophisticated and most prosperous people in P-NG. He is returning to Rabaul in April.

He also criticised the Local Government Councils as a means of giving Papuans political experience.

The Councils, although useful, did not cope with national or territorial problems which transcended the purely village level, he said.

Conservatives

Members were drawn mainly from the conservative elements of village society and no Tolai had emerged who had been able to command any substantial following.

There were recent signs that new spokesmen were emerging, and as tensions increased younger spokesmen would appear.

These would be no longer content to work within a paternalistic framework of Government, and they would be unimpressed by the Government's policy of "even development".

They would not want to wait while the backward areas of P-NG caught up with the Gazelle Peninsula.

The Main Points

Other points made in the forum included:—

RETIRING AGE: Mr. Healy said that lack of co-operation between Administration services at the village level might be due to officers who were "too old or too old-fashioned" for co-ordinated effort.

These men had been brought up in the pre-war tradition of direct man administration. Failure to adjust ideas and methods quickly could be disastrous.

His lack of co-ordination was marked contrast to attitudes in British colonial service, where retiring ages were much lower than in P-NG.

POLICIES: Mr. Healy bitterly attacked the even-development policies of Territories Minister I Hasluck as unreal.

"It is inevitable that development involves risks," he said. "But does it involve more risks than the policies at present being followed?"

Australian policies differed from those followed by Britain in post-war Africa, but were similar to those of "one or two former colonial powers".

Mr. Healy did not develop this point specifically, but his other references made it clear that Belgium was one power he had in mind.

• **TENSIONS:** Dr. Epstein said that land shortage was already causing social tensions among the Tolai, especially with the development of larger cocoa areas.

The activities of the "more enterprising or the more grasping" in competition for land threatened the unity of kinship groups of native society.

Since the population was likely to double itself in a generation, social tensions caused by land pressure would mount.

BSIP customs men are to go into uniform—one based on that worn by the British Navy in the tropics. It consists of white shirt and shorts and peaked cap with distinguishing shoulder badges and buttons.

ANTI-TB CAMPAIGN IN FRENCH POLYNESIA

IN Tahiti on a four months visit is Dr. Hillel Beham, sent by the World Health Organisation to re-organise and aid French Oceania's programme against tuberculosis.

Ninety per cent. of the population has come forward to take anti-tubercular tests, and persons under 20 years of age—30 per cent. of the population—have been vaccinated with BCG as an anti-tubercular measure.

Last year a total of 1,287 school children were vaccinated together with some 400 newly-born infants. Anti-tubercular programmes continue in the outer islands, the Marqueses, the Australs and the Tuamotus. It is hoped that by 1970, tuberculosis will be completely controlled. For TB sufferers there is a modern programme of treatment and control together with free drugs and free medical consultations.

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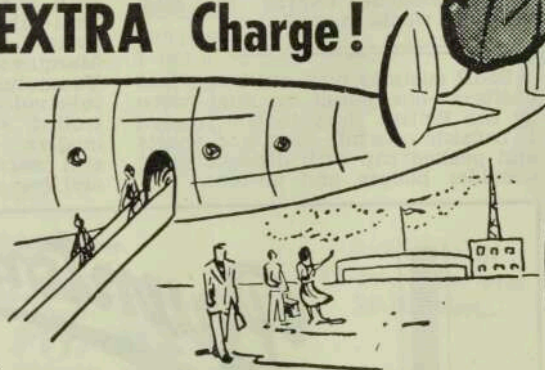
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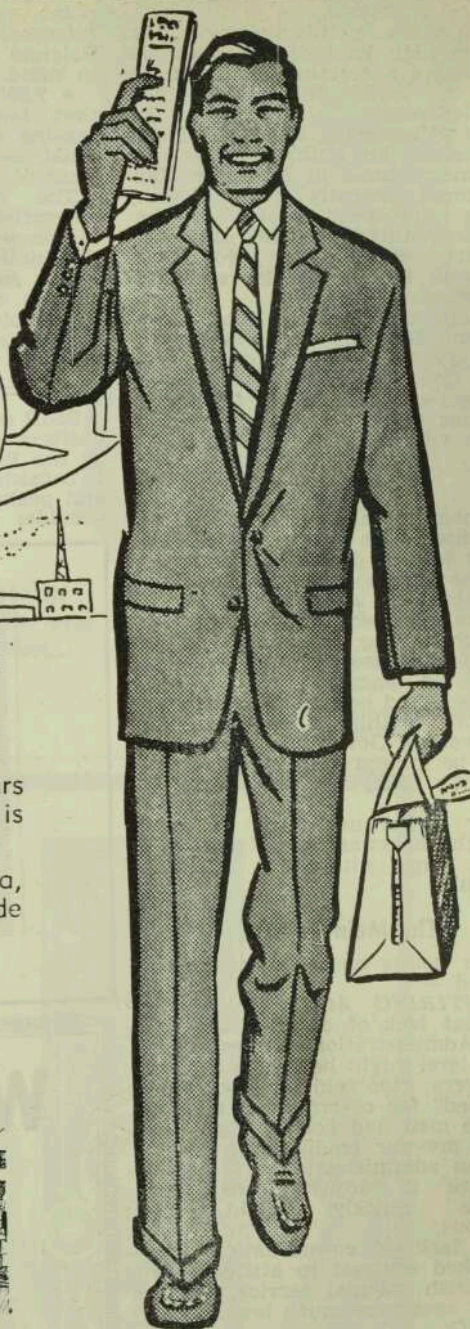
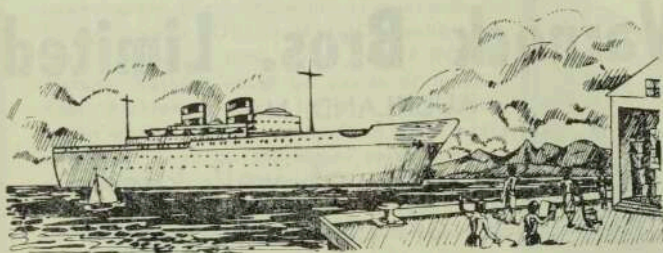


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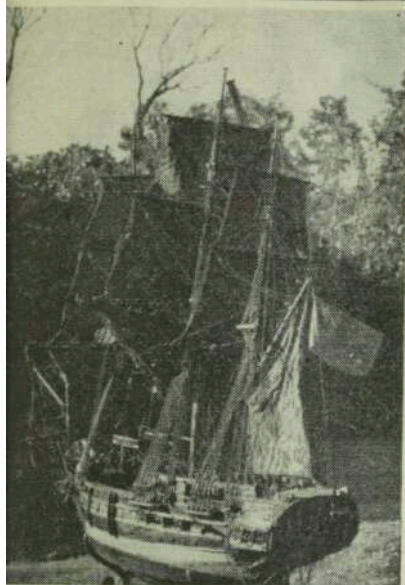
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This model of HMS "Pandora" is in Cornwall's Pandora Inn, near Falmouth (seen below). The commanding officer of HMS "Pandora" lived there after playing his part in the drama of the mutiny on the *Bounty*, and he also erected the model. The original "Pandora" was wrecked on the Great Barrier Reef in 1791.



There seems to be almost no end to the discoveries you can make connected with the famous mutiny on the "*Bounty*" of 172 years ago.

Ancient Cornish Inn Is Link With The *Bounty*

By Robert Langdon

One such discovery that I made recently is that at Restronguet Creek, near Falmouth, Cornwall, there is an ancient inn that was once owned by one of the principal characters in the *Bounty* story. And the present owner is still interested in the *Bounty*.

THE earlier owner was the notorious Capt. Edward Edwards, commander of HMS *Pandora*, who was sent to the Pacific in 1790 to find and arrest the *Bounty* mutineers.

The *Pandora*, as every student of the *Bounty* story knows, was wrecked on the Great Barrier Reef on August 28, 1791, while returning to England with 14 members of the *Bounty*'s crew whom Capt. Edwards had arrested in Tahiti.

Four of the *Bounty* people were drowned when the *Pandora* sank. The rest barely escaped with their lives, for Edwards had imprisoned

them in fetters in a roundhouse on the quarter deck, and he refused to have mercy on them even when his ship was sinking.

Courtmartialed

When Edwards got back to England with the 10 survivors, he was courtmartialed for losing the *Pandora* but was honorably acquitted.

He was then a man of 50 and was apparently considered too old for further active service.

In these circumstances, he bought the inn at Restronguet Creek, and he lived there on half-pay for the rest of his days.

The inn, a thatch-roof building, erected about 1250 AD, was then called The Ship.

But Edwards renamed it Pandora Inn after his last, ill-fated command, and this is the name it still bears today.

Edwards had a model made of the *Pandora* which he installed at the inn as an ornament.

The model, which is still in existence, is believed to have been made either by a man who served in the *Pandora* or who helped in the building of her.

Made Him Admiral

Whether Edwards was a more genial fellow as an innkeeper than he was as a naval officer, I have been unable to find out.

But he was certainly an unusual one, for when he died in 1815 he was almost Admiral of the Fleet.

In his day, naval officers could

(Over)

THE DAY WE JACKED UP!

By Doug Askew

The first European strike in the Islands happened on Vanikoro in the Eastern Solomons about 1929. I know, because I was in it.

THERE were about 32 of us employed on Vanikoro by a Melbourne concern in those days, and we could muster 11 nationalities. There we were, for better or worse, on a two-years' contract—the most isolated group of men in the Islands. Vanikoro is just a mountain-

ous place, completely surrounded by reef and covered with beautiful kauri pine—and these were not just saplings, either.

The largest tree I felled there measured 38 ft around the girth, 10 ft off the ground; and I cut ten 12 ft logs out of it before coming to the branches.

For the first year, everything went pretty well. We left the beach at seven in the morning on the log-train, which ran inland on the flat about three miles, and then we climbed the mountains to where the kauri commenced at 2,000 ft.

'Bounty' Link

(from previous page)

not be retired, and they received promotions automatically when those ahead of them in the service died.

Edwards, who had been a post-captain for nine years when he began his voyage in the *Pandora*, was promoted rear-admiral in 1799, vice-admiral in 1805, and admiral in 1810.

There were then three grades of admiral in each rank—blue, white and red. The most junior admiral was a rear-admiral of the blue, and the most senior, admiral of the red.

Edwards died as an admiral of the white, so he was just two steps short of being Admiral of the Fleet!

Airman Owns It Now

The present owner of *Pandora* Inn is Mr. Peter Howard-Williams, one of the Battle of Britain "Few", and a former Assistant Air Attache at the British Embassy in Paris.

Mr. Howard-Williams and I have exchanged several letters recently about the *Bounty*, Capt. Edwards and the *Pandora*, and in one of his letters to me he enclosed the two photographs reproduced with this account.

Describing the model of the *Pandora*, Mr. Howard-Williams said:—"It is approximately 6 ft by 6 ft and has the most tremendous amount of detail.

"People come from all over the world to see it.

"The model has *Pandora* carved across the stern, and it has been much admired by experts."

Mr. Howard-Williams is greatly interested in an old wreck which was found off the northern coast of Queensland last November, and which I suggested in January *PIM* might be that of *HMS Pandora*.

If the wreck is ever raised, and if it should prove to be the *Pandora*, Mr. Howard-Williams says he would like to obtain a piece of it for the *Pandora* Inn.

Self-respecting Bushmen

We did not receive the food any self-respecting Australian bushman would consider necessary to start the day's toil, such as porridge with a hunk of butter, plus a slab of steak with a few eggs, and lashings of toast and tea. That kind of food just didn't exist on Vanikoro!

But we got by—losing weight steadily, and beset by malaria and blackwater fever.

There came the day when we farewelled our Westralian manager, who had served his two years. He was popular—"a scholar and a gentleman", as we say in the bush.

We got in his place a roughneck type who breezed ashore and started to lay the law down about how he expected things done.

He was not the manager type. Especially for a place like Vanikoro. (What we needed, I guess, was a cover like Dag Hammarskjöld!)

So, up went our hackles against the oppressor with his trivial rules, until his final order came:

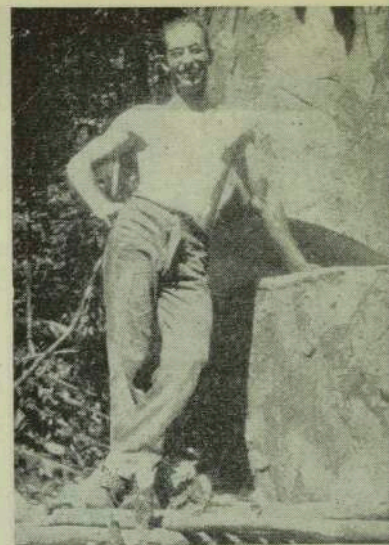
"All bushmen MUST be up in the hills ready to swing the axe at 7 a.m. and NOT—repeat NOT—just leaving the beach."

"To hell with that!" we said. We told ourselves that he had just landed, full of New Zealand fat, as you might say, and that by this time we were a pretty debilitated lot of wrecks, in our second year. I had dropped down from a nice solid 12 stone to 10 stone.

We Jacked Up

So we all jacked up and went fishing. It's funny to look back on it now. Another Nino Culotta would have been in his element, for we were a "weird mob", by any standard.

The new manager shot off radio messages all over the place. We held a meeting (during which he got pushed off the wharf into salt water).



D. S. Askew, on Vanikoro, with the large kauri tree he felled there—38 ft around the girth, 10 ft off the ground.

Well, Melbourne office dropped us, and backed the new boss.

We expected it, anyway, but we did not expect the Resident Commissioner to arrive from Tulagi on the Government yacht *Ranadi*, plus his officers and a contingent of native police!

Maybe, they expected a Cong situation, or a Eureka Stockade and were surprised perhaps to find a corpse around!

The good ship *Calula* breezed in shortly after that, and we took off for South with whoops of joy and certain appropriate gestures.

The fare to Melbourne was only £15, and I reckon that each of us ate about £40 worth of tucker on the trip, after being half-starved on Vanikoro.

That lovely grub—with the Chinese stewards lashing it out to us, the eyes popping at the spectacle of really hungry men.

That was the highlight of my introduction to the Isles of Illusion—and it was a tough place.

Do You Remember ?

The British and French Pacific were getting together in 1941. They had a common enemy in Europe now, and were soon to get one in the East. The South Pacific of 20 years ago was, in fact, realising for the first time that it was a geographical entity of its own and that it had to stick together.

Here are extracts from "PIM" of April, 1941:

Canberra announced that a Pacific Copra Marketing Board was to be established with headquarters in Sydney. It would represent, Australia, NZ, Fiji and the Western Pacific High Commission; and bring all the copra of British and French Territories into the one pool. However, the announcement gave no hint as to what would be done about the shipping shortage.

Mr. T. Flower had just commenced work on a timber getting enterprise in Balley Reach, Papua, and expected to ship 200,000 ft of logs a month to Australian and American markets.

From all around the Pacific there seemed to come persistent reports that Count Felix von Luckner was in command of German raiders "somewhere" in the Pacific.

Underground miners employed by New Guinea Goldfields, Wau, were on strike for a 44-hour week and an increase in pay per shift. They brought a large number of alluvial miners out with them.

From Apia the names of the first 25 volunteers for overseas military service had been announced. Eleven were from NZ and Australia, and 14 were Europeans. The Administration had recently waived the regulations requiring volunteers to have more than half European blood and many of half-Polynesian blood were being accepted. However, prohibition against men of more than half-Polynesian blood was arousing indignation and Europeans had petitioned the NZ Prime Minister to further modify the recruiting regulations.

A strange craft presented itself at Rotonga—a modernised Chinese junk, "Heng Ho", owned by Mrs. Archbold, daughter of the millionaire leader of the New Guinea Archbold expeditions.

Mrs. Fern Thompson, sole survivor of the "Wing On" tragedy, had just arrived at her home in Los Angeles, her mind still a blank as to what had happened. The "Wing On" had made its last voyage when it foundered on a reef off the coast of California after having sailed from California on a pearl hunting expedition. The ketch carried Mrs. Thompson's husband and other couple, all of whom died of starvation, and Mrs. Thompson was found in a demented condition.



The Marchese and Marchesa Pucci.



A sample of Pucci's work—a fully draped evening dress in solid silk jersey.

Island Ideas For Italian Collection

From Dorothy Baxter, in Suva

It really takes something to impress the sophisticated palate of a Florentine, especially a mature ex-pilot, sportsman, man-about-town like dress designer Marchese Emilio Pucci Di Bartento.

BUT the natural elegance of the Chinese girls in Hawaii, Tahiti and Fiji when he saw them recently, brought the Mediterranean maestro to a quick stop. In fact so impressed was the Marchese that he is thinking of enlisting four or five Chinese models for his next Florence collection in July.

"They are so feminine and graceful. I think they would be a great success" Pucci confided during a brief sojourn at Suva's Grand Pacific Hotel, in March.

Likewise Pucci's far from unfeminine Marchesa Cristina was in the mood to rave.

The Loveliest

"The Chinese girls are certainly the loveliest to look at but all the island girls have a wonderful charm about them and such friendly dispositions," said the willowy Marchesa, relaxing in one of her husband's deceptively simple silk jersey frocks that fetches a mere 100 dollars or so on the US market.

Actually the Puccis were island-hopping not in search of girls but for ideas for his coming show—he has one in January and July each year.

"I like to get out among people and get the feel of things. You cannot go on creating if you are forever in an ivory tower" Pucci said.

And since he's contemplating a tropical experiment—i.e. a wardrobe designed specifically for torrid climes—he thought it best to mingle with the people of the islands, Hawaii, Tahiti, Fiji and later Bali and Ceylon.

While there had been several adaptations of native styles, there had never been a collection designed specifically for the tropics. Even the women of Brazil, the most fashion-conscious of all in the sun-drenched sphere, had to make do with what they could fessock out of collections designed for temperate zones, he said.

(Over)



Marchese Emilio Pucci.

Now that air travel is making the romantic-sounding but formerly far-away tropics so much more accessible Pucci thinks it is time something was done to meet the growing demand.

So that it's quite likely his mannequins will be parading models tagged "Fiji", "Suva", "Papeete", etc., before the high-fashion Press of the world at their July preview.

The Marchese certainly is high-fashion. In fact his clientele is so elite that he is quite bashful about them.

"Look at the embarrassment poor Mrs. Kennedy has had because she used to get her clothes from overseas designers" sighed the Marchese without saying whether he had been one of the culprits.

But he did admit to architecting a geranium silk jersey evening dress for Queen Sirikit of Thailand, and running up a few seams for Mrs. Henry Ford, and "many film stars", including Sophia Loren, Paulette Goddard and Audrey Hepburn.

The 46 years old Marchese who turns out about 500 models a year, designs his own fabrics and has his own silk factory as well as calling in other local plants.

The man whose ancestors were recorded for posterity by such artists as Botticelli and Leonardo da Vinci has been designing for only about 10 years but now exports to 51 countries including Australia.

Footnote: He did not say where he would recruit his Chinese mannequins if he does finally decide on them so there could be a chance for any comely island-born Chinese girl who happens to knock on the palace door of Palazzo Pucci, Via de Pucci 6, Florence, Italy, between now and July!

Theory on a Fascinating

Subject

A Clue To The Fate Of The La Perouse Men

By C. Jack-Hinton

The fate of the vessel which the survivors of the La Perouse expedition constructed, and in which they set sail from Vanikoro as explained in R. A. Langdon's excellent article, is a fascinating one.

D'URVILLE himself, after his visit to Vanikoro, in 1828, concluded that they would have directed their course towards New Ireland in an attempt to reach the Philippines or Moluccas, following the known routes either of Carteret or Bougainville.

That they would have followed the route of Bougainville rather than Carteret seems likely in view of the prevailing winds and known coastlines.

As D'Urville wrote, "it was then the only route which offered any chance of success to a vessel as insecure and as ill-equipped as they would have been able to construct on Vanikoro, for one must assume that the French had been singularly weakened by fever and their conflicts with the natives".

He added that he considered it most likely, if any traces were to be found at all, that they would be found on the west coast of the Solomons, "in the vicinity of the space known by the name Bay of Indians, between Capes Deception and Satisfaction".

This was the part of the archipelago of the Solomons which Shortland had discovered in August, 1788, the name "Indian Bay" having been given by him to the apparent bay between "Cape Deception" (Rendova) and "Cape Satisfaction" (Simbo).

Only a Coincidence?

It may be nothing more than coincidence that the only references to wreckage being sighted during the years immediately following the departure of the survivors from Vanikoro, relate to this particular section of the archipelago mentioned by D'Urville.

Captain George Bowen stated in a deposition to the Justice of the Peace at Morlaix that, whilst sailing from Port Jackson to Bombay in command of the *Albemarle*, in December, 1791, he saw "upon the coast of New Georgia" (by which he meant the whole archipelago of

the Solomons) "pieces of the wreck of a ship floating upon the water".

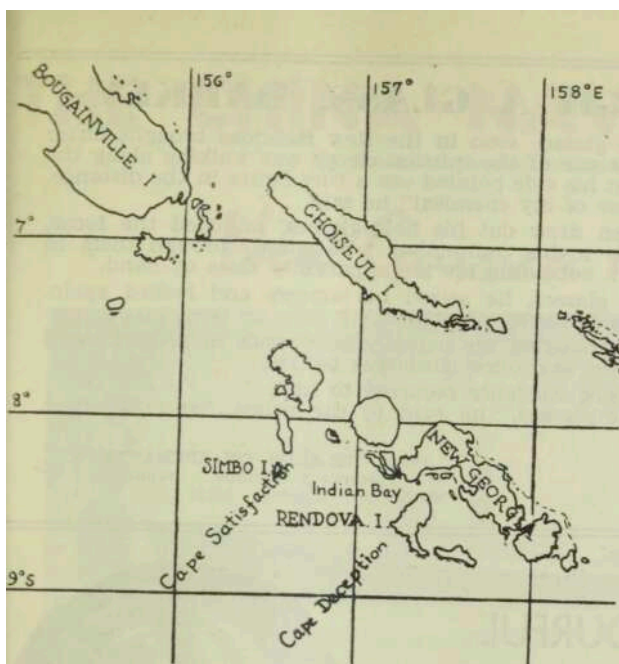
He had seen the wreckage "by the help of a great fire lighted upon the land near the middle of the night of the 30th December, 1791" and that, without this fire, he would

THE STORY

Was Captain Peter Dillon the first man to discover the fate of La Perouse's two ships after they were wrecked at Vanikoro in 1788? R. A. Langdon, author of "Island of Love", raised some doubts in an article written for PIM in February. He gave some facts which indicated that an English whale ship had apparently found evidence of the Frenchman before Dillon made his discovery.

However, Langdon's story pointed out that a mystery that still had to be solved was the fate of those of La Perouse's men who were not drowned or killed at Vanikoro. These men had built a two masted ship from the wreckage of their vessel and had sailed away — "never to be seen again".

In this article for PIM, C. Jack-Hinton suggests an explanation for the disappearance of those men. Mr. Jack-Hinton is a former District Officer, Malaita (BSIP), and is now a research scholar with the Department of Pacific History, Australian National University, Canberra. He is working on the history of the discovery of the Solomons.



A chart of the area in the Solomons to which this article refers.

probably have "run upon the rocks of Cape Deception".

He identified the wreckage as of French construction, and added that natives who had come aboard had signified their acquaintance with European vessels.

The second account, obtained by Urville himself in Hobart in 1827, came from James Hobbs, first officer of the *Union*, commanded by Captain J. Nicholls.

He stated that, whilst bound for Penang, in April, 1811, the *Union* was becalmed "off New Georgia or Solomon Islands". He went ashore with four lascars and an English sailor to obtain fruit for the crew on an island situated in 8°18'S, 156°30'E (Simbo), which he did not think was inhabited since it was so small.

Wreckage Seen

As he neared the island he noticed a channel running into the island which he saw "quite distinctly" the wreckage of a European vessel. At the same time he saw a large number of natives who attempted to entice him to land. Having failed to do this they attacked and the boat only escaped with difficulty. Bowen had himself stated in his position that he knew for certain only a few vessels which had passed the Solomons prior to his passage and that none of them was known to have been wrecked. Nevertheless, the French tended the view that Bowen's story was suspect and only seem to have published it in order to discredit it. At that time, however, they were not aware of the fact that the survivors had constructed a boat on Vanikoro and had set sail in it. In this respect at least Bowen's

story seems more valuable than Hobbs'.

By the time Hobbs sailed near the Solomons it is quite possible that one whaler at least had been wrecked on these relatively uncharted shores.

In 1791, however, when Bowen sailed past the Solomons, the whaling fleet was only just beginning to creep into the Western Pacific; the European vessels which had been there recently were known, and, with the exception of those of La Perouse, were all accounted for.

I would be distinctly reluctant to suggest that any conclusions might even be hazarded on this evidence.

It is, however, interesting that the only wreckage known to have been sighted—if it was wreckage—was sighted in an area on the probable route of the survivors and where they might well have come to grief.

Admiral Manby's report of the probable landing on Vanikoro of the crew of a whaler is of importance, not only in relation to the La Perouse question, but also in relation to the general question of European activity in the Solomons during the early years of the nineteenth century.

That it was Vanikoro, rather than another island on which the survivors were again wrecked, is perhaps indicated by the islanders' reference to the ship's size and the contents washed ashore from it.

Assuming that the whaler did land on Vanikoro, then the account is important, not only for its relevance to Dillon's claim to being the discoverer of La Perouse's fate, but also as a reference to probably the first European contact with the natives of Vanikoro after the shipwreck of La Perouse.

No Landing Before 1788

No record appears to exist of a European landing prior to La Perouse in 1788, though the island was sighted on several occasions.

Mendana probably sighted it in 1595 and assumed that it formed one island with Utupua, whilst

(Continued on p. 93)



This 9 ft anchor from the "Astrolabe" was one of those recovered in 1958 by a combined French-British expedition to Vanikoro. A leading member of the expedition, New Zealander Reece Discombe, of Vila, took the photograph shortly after the old anchor, in a precarious state of preservation, was hauled aboard.

NO MORE THAT SEWER-LIKE SMELL?

From a Cook Islands Correspondent

Avarua's rare durian tree, whose fruit has been compared to "French custard passed through a sewer pipe", has been struck by lightning, and its days may be numbered!

A LIGHTNING bolt stripped a piece of bark from top to bottom of the trunk and although there was no burning, the leaves are withering and dropping off and it is feared the tree has had such a shock that it will die.

Avarua's rare specimen which is growing at the Government experimental farm Rarotonga, first received prominence in 1931 when Dr. Gerrit P. Wilder wrote about it in his *Flora of Rarotonga*, published by the Bishop Museum. He said the specimen had been introduced from the East, but had neither flowers nor fruit. Its botanical name was *Durio zibethinus murray*, but it was well known as the Durian tree in the East Indies and Malaya.

In 1953, when a Dutch professor wrote to Rarotonga asking about the tree, the government was able to report that it was growing well and producing flowers and fruit.

What it Looks Like

Dr. Gerrit gives this description of the durian tree in his book:

"A very large, stately, upright tree, indigenous to Malaya, but now seldom found in a wild state, commonly cultivated in the Straits, Burma, Java, etc., for the sake of its celebrated fruit.

"The latter, produced on strong, mature branches, varies somewhat in shape from round to ovoid, is yellow when ripe and usually weighs from 6 to 8 lb, sometimes as much as 10 lb or more.

"It is armed with thickly set, sharp pointed spikes about half an inch long, and possesses when mature a very offensive odour, more especially so on first acquaintance. The white custard-like pulp surrounding the seed is highly relished and regarded as an aphrodisiac by Malays and others; it is also esteemed by some Europeans who acquire a taste for it once the smell is overcome.

"It has been described as 'resembling blanc-mange, delicious as the finest cream', whilst according to Russel Wallace 'the sensation of eating durians is worth a voyage to the East'.

"Others have compared it to French custard passed through a sewer-pipe."

THROUGH A GLASS, DARKLY

The first field-glasses seen in the New Hebrides brought bitter disappointment. As one of the mission clergy was walking along the shore, the native at his side pointed out a tiny figure in the distance.

"There goes one of my enemies!" he said.

The white man drew out his field-glasses, adjusted the focus, then handed them to his companion, who gazed through them in excited amazement, beholding his foe apparently close at hand.

Dropping the glasses, he seized his arrows and looked again. The enemy was as far away as at first.

Once more he snatched the magic glasses, once more exchanged them for his arrows, and once more was baffled.

A bright thought suddenly occurred to him.

"You hold the glasses," he said to the priest, "and I'll shoot him!"

From "ISLANDS OF ENCHANTMENT",
by Florence Coombe, published by
MacMillan, London, 1911.

A Brett Hilder Profile

THE COLOURFUL HARBOUR MASTER

Captain "Frog" Evans, harbour master at Madang, has had an unusually colourful life.

HE was born at Portsmouth in 1908 and baptised Joseph Horace. His father, who hailed from Holywell in Wales, served his whole life at sea in the Royal Navy, and became deputy King's Harbour Master of Malta in 1918.

"Frog" says that it was here that he got his first experience in handling ships, when he spent all his spare time on Navy paddle wheel and twin screw tugs; the Maltese skippers obligingly letting him work the telegraphs and correcting him only if he was likely to ram a battleship or sink the Admiral's pinnae.

"Frog" was then sent to England to be educated at Weybridge Park College, and then went to sea in 1925 at the age of sixteen as a cadet on the training ship *Wangaratta*, on the England-Australia run. He passed for second mate in 1929 and resumed service with the British India Steam Navigation Co. on ships running round India and Burma, and was then put on the mail run in the Persian Gulf.

Command in Singapore

On leave in 1931 he passed for first mate and returned to the East, serving this time in Malayan waters. He passed for master in 1935 and accepted a short command of the Governor's yacht *Sea Bell II* at Singapore to qualify him for a shore appointment.

He was appointed as assistant superintendent of the Penang Harbour Board and became superintendent in 1938. During his period



ashore he joined the Straits Settlement RNVR and as an acting sub-lieutenant instructed more senior officers in navigation and seamanship, but at the outbreak of war, as a lieutenant, he was given command of the minesweeping flotilla in North Malayan waters.

Hoping to transfer into the Fleet Air Arm for more lively duty he qualified as a pilot under the Malayan Volunteer Air Force training scheme.

When the Japanese landed, Frog's flotilla got the desired lively operation around Johore, Singapore and the Rio Straits, and he was then ordered to Java to serve with the Royal Dutch Navy at Batavia, but having navigated the minefield on verbal advice and no chart the Dutch NOIC declared him a pilot and he was given the job of bringing in the ships with evacuees from Singapore.

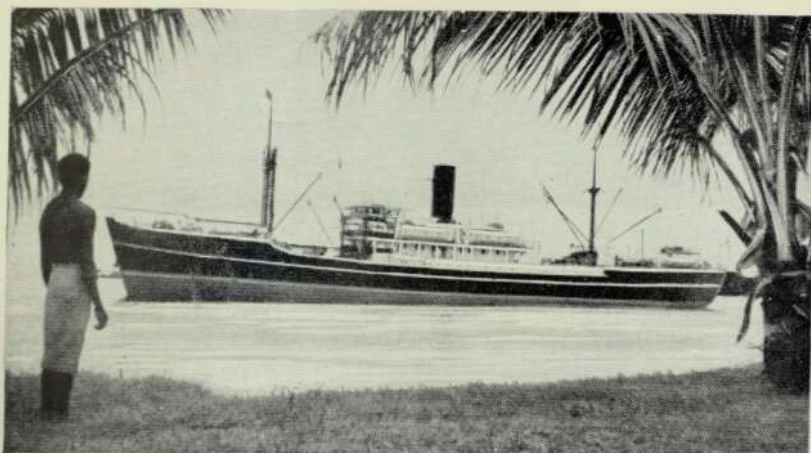
Frog was then ordered to South

(Continued on p. 95)

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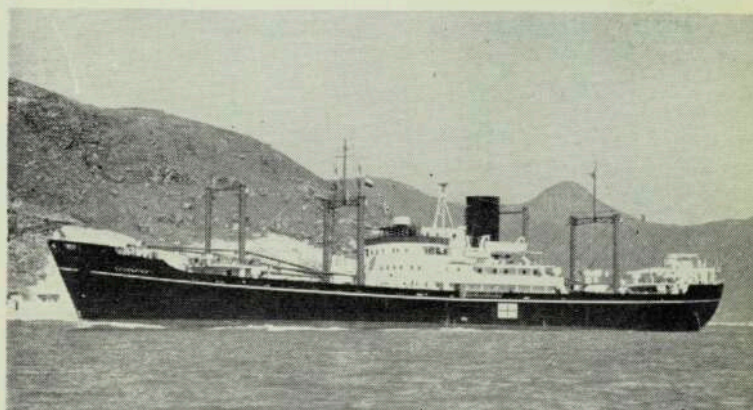
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Sex That Excites Scientists

It was no surprise to find that American anthropologist, Dr. Donald Marshall, chose sex for intensive investigation on Ra'ivavae, instead of, as he might have done, craftsmanship, art, music, oral literature or dancing.

SEX may not quite make the world spin on its axis, but it's what sells books. (I've been told by a respected colleague that when once required to write a story about a travel-pit he was "able to introduce some sex into it"—which seems to epitomise the requirements of modern journalism so effectively I've never spoiled the story by asking how it was done).

The appeal of sex being what it is then, I shouldn't be surprised if Ra'ivavae doesn't become the first anthropological best-seller since Malinowski's *Sexual Life of Savages*, which was required reading for first year anthropology at Sydney Uni. for so long—and maybe still is.

It's to the credit of the publishers, however, that they haven't called it *Sex Orgies in the South Seas*; or put a semi-nude hula dancer on the cover. Moreover, the words *Paradise* and *Love* don't appear anywhere; they have confined themselves to saying their piece on the flaps of the dust-jacket.

This is the background: Some years ago, the American Museum of Natural History, sponsored by the Peabody Museum, undertook a long-term study of human behaviour based on reports made on a Polynesian island by J. Frank Stimson.

Stimson, who had lived for many years in French Polynesia, had written voluminously on the ancient sex practices of the natives of Ra'ivavae and it was Marshall's job to find out whether what Stimson had recorded was fact, or whether Stimson was—as many of his critics claimed—simply carried away by an inordinate interest in sex.

Marshall also had the additional task of trying to equate the ancient sex practices of the Ra'ivavaeans to the behaviour of modern Western man (and woman).

Marshall does this to his entire satisfaction in the epilogue. If, however, the reader, like this reviewer, feels that the fact that the ancient Ra'ivavaeans indulged in orgies of sex, in public, at certain times of the year has little real bearing on his own current behaviour, he will still get something out of this book by studying the thought processes of the Western anthropologist.

The idea that man is an emotionally fettered creature, forced along a certain line of behaviour by things beyond his control, is a currently popular device among the pseudo-scientific, and as good a way of escaping individual responsibility as most.

Sex Cults

But back to our Ra'ivavaeans. It appears that in pre-European times these people had some sort of sex cult based on an active private and public interest in the genitals of both sexes.

With the idea of enlargement, these were manipulated in children from the tenderest years and if you think that nothing much could be done in the female department—well, read the book.

But these things were all well in the past when Marshall and his party arrived on Ra'ivavae to spend several months.

A century or more of Christianity and colonial rule had washed over these people since those far-off halcyon days.

The population, from the diseases

Samoan Book Available

Mr. R. D. Taylor, whose "Polynesian Paradise", a colourful account of missionary work in modern Samoa was reviewed on page 86, December "PIM", informs us that the book can now be purchased in Australia. (It was published in the United States).

Supplies are available from: Book and Bible House, 8 Yarra St., Hawthorn, Victoria, E2; or 84 The Boulevard, Strathfield, NSW. Australian price is 32/- plus 1/5 postage.

that Europeans had introduced in the early 19th century, had been reduced from vigorous thousands to six or seven hundred sober citizens of France, who had moved out of their old villages to be near the church.

Politically they are unambitious; few realise the significance of being a French citizen although they know the Government as a benevolent, if generally unseen, force that provides free education and medical help and sends a gendarme all the way from Paris to keep law and order.

Their chief, although he still exists and is paid by the Government, has lost most of his powers and is regarded as a bit of a joke. Only in matters of church and religion is there any vigor; they forget, or pretend to forget, old pagan practices which are now regarded as sinful.

In religion they are Fundamental-

If It's Censored — Fiji Has It

If Fiji has any book censorship laws then they aren't readily discernible to the naked eye. And all this is a very great delight to visitors from less enlightened countries—hence this advertisement that appeared in a local Fiji newspaper recently:

POCKET BOOKS: *Lady Chatterley's Lover*; *Lolita*; *No, I am Not Afraid*; *Return to Peyton Place*; *The Chinese Room*; *Confidential Love Letters, with Replies*; *The Bramble Bush*; *Nobody Cries For Me*; *Shadows of Shame*; *The Hard Blue Sky* and many more Science Fiction books always available.

It's the first time I've heard old Chatterley described as Science Fiction—it gives her quite an aura of respectability.

American paper-backs are also freely available in Fiji, at astronomical prices. When I bought an Ian Fleming thriller in Suva in March it cost 7/- Fijian, although its companion-piece in an English Pan, which we had here last year, cost 3/9 Aust. Printed into the cover was the original American price tag—35 cents.

According to my arithmetic that's about 3/3 Australian and less than three bob Fijian.

Apparently there is some fierce Customs duty on them in Fiji to jack them up to that price. UK paper-backs sell at normal prices.

Australian or New Zealand tourists—whom Fiji generally affects to despise because they don't throw their money around like drunken sailors—fall for this sort of thing only once. But those poor old Yanks! Travel certainly must broaden their minds in more ways than one.—JT.

alists, believing in the literal wording of the Bible and ruling their lives according to the Christian ethic—with one exception.

The exception is pre-marital sex relations, but even this, according to them, is "according to the Book". Although the Bible does forbid adultery (which the Polynesians always considered a sin, anyway) it does not specifically forbid sexual adventures before marriage, and on Ra'ivavae as elsewhere in Polynesia, these are freely partaken of by all youngsters.

It is this description of life amongst the modern Ra'ivavaeans that makes it worthwhile, for me anyway—a statement that, I've no doubt, lays me open to a charge by Dr. Marshall of having missed the point entirely.

Doubtless the alleged sex practices of the ancient Ra'ivavaeans is exciting to scientists and certain readers after a cheap thrill—and the blurb that has been issued about this book makes it clear that there is a deliberate appeal to this sort of reader.

But most adults are fully attuned to the fact that sex *is*, and that there are as many longitudinal and latitudinal variations of it as there are regional recipes for cooking fish—so why the fuss?

The sex aspect investigations into primitive life has been done to death and is boring in the extreme, yet it is the one thing that never fails to stir anthropologists to their greatest agitation.

In this connection, it is interesting to see that Alan Seabrook, who was one of the party and at first had been Marshall's *alter ego* in the investigations, is noted on page 267 as having "quit collaborating", because he believed that an "unhealthy interest in sex was evident".

Borrowing from Polynesia

It always seems extraordinary to me that in these days, when one is almost called upon to apologise for having a white skin, the most diligent researches by whole bands of scientists and anthropologists have failed to unearth one piece of Afro, Asian or Islands primitive culture that Western man has wanted to graft into his own—except one: The Polynesian's freedom in sexual matters.

To that extent perhaps you can say that Dr. Marshall has made one of his points.

Having read the book with some thoroughness I'm still in two minds as to whether it is to be regarded as a serious scientific work, or merely for popular reading.

Malinowski's effort on behalf of the Trobriand Islanders, written in the early 1920's was quite clearly a text-book; *Ra'ivavae* is attractively and competently written in contemporary American and is guaran-

teed not to strain the patience of the most unliterary reader.

In short, it is an interesting account of life on a remote island in modern Polynesia, with excursions back into the past.

Excursions, I might add, that still leave me trying to work out what possible significance it can have for me (as a representative of Modern Western Woman) that, at a time when my own ancestors were bounding over the Skye heather in their kilts, trying to push the McLeods back into the drink, the virgins of Ra'ivavae were having public gynaecological inspections!

(RA'IVAVAE. Published by Doubleday. US price, \$4.95.)

Mystery Within A Mystery

A mystery within a mystery and much plain and fancy writing go to make up "Twice Lost", by Phyllis Paul. The sum total of it is to prove—if proof is necessary—that human beings, by and large, are pretty miserable creatures.

WESTERN art and culture is, of course, entirely miserable; no writer who has any pretensions in these directions ever sees anything except through a glass, darkly. Anything that suggests that human beings can sometimes be happy, is

regarded as bucolic. Mere peasant stuff.

It can be gathered, then, that Miss Paul's piece is an atmospheric novel and no whodunit.

The story covers a number of years, but begins with the unexplained disappearance of a not very attractive small girl. This disappearance, in the years that followed, produced extraordinary guilt complexes in a number of people: In her step-mother, who had been rather bored with the child; in Christine, the teenager who had accompanied her home on the fatal evening; in Thomas Antequin, the ageing novelist whose house seemed to have some connection with the mystery; and in his son Keith who was professionally devoted to his father.

When the girl seems to have appeared again, now 12 years later as a young woman, and then disappears once more, there is a fresh seething and a swarming of consciences.

The key to the mystery lies in several pages that, torn from a diary and discarded had got into wrong hands. But this, although it rounds out the story, is not all. It is not intended to be by the author whose primary object is to show the cause of one individual's behaviour and its effect upon that of others.

(TWICE LOST. Published by Wm. Heinemann Ltd. Australian price, 20/-.)

The Women Aren't Brash

In a combined operation that sounds like a prescription for a pill and a potion, publishers Macmillan and Penguin have sent out *Scenes from Married Life* and *Scenes from Provincial Life*, both by William Cooper, as a package-deal. A covering letter says that they feel that, for maximum enjoyment, the books "should be taken together".

IT is hard to tell the real result of this gambit because, by the time you have ploughed through *Provincial Life* and embarked on *Married Life*, you are naturally in two minds as to whether the whole thing is growing on you; or whether the latter is really a better book than the former.

Both are the continuing story of Joe Lunn, in first person, written (and published) 10 years apart. Thus, in *Provincial Life*, we find a young Joe in 1939, a Science Master in a Provincial grammar school—which appears to be the lowest type of British secondary education; while in 1949, at the time of *Married Life*, he has weathered the war in London as a Civil Servant, while producing several not-best-selling novels.

He is now not so young—in fact, 10 years older—but his extra-curricular activities are the same—to wit, the pursuit of sex.

In 1939, Joe liked to sleep with his girl, Myrtle, but he was determined not to marry her. That was the fashion of the time and fair enough; but 10 years later, at 39, when marriage had again become the done thing, Joe was stuck in a rut in that although he still liked to sleep with his girl—by this time, Sybil—the thought of marriage, permanent and respectable, made him as jittery as a pedigreed racehorse.

Even when he met Elspeth and said This is for Me, he went through the old routine of having her along to sleep only at weekends, while poor Elspeth palpitated visibly with anticipation of the question being put.

Author Cooper's women are painfully made all in the same mould: Not a brash one amongst the lot to demand to be made an honest woman of; and, although ardently desiring matrimony, they deliver

that Joe wants at weekly intervals, or more frequently as required, while waiting patiently for his formal proposal.

This quiescence may, of course, be the outcome of living in a society where there are five women to every four men, although it probably won't strike any observant Antipodean as an accurate judgment of the character of the Englishwoman.

When Joe finally worked himself up to the point of matrimony he and his Elspeth were deliciously happy in a union based on the same principles as their former liaison—sex.

Tables—No Diagrams

According to C. P. Snow, eminent critic of the *Sunday Times*, William Cooper is "hilariously funny"—which, if true, simply means that Mr. Snow and I are working with different dictionaries.

There are numerous grins and a few chuckles in these novels, but not hilarious, rolling-in-the-aisles, belly laughs. They both are, in their way, quite excellent examples of what we believe is the English talent for understatement; and both are mixed with quiet satire.

They may, however, miss their mark in "poking fun at English bores of class"—at least in Colonial society. Joe had a modest family background—a father who was a Methodist parson and a mother who passed up a tiny legacy to send him to Cambridge. This sort of set-up is regarded in England, amongst those who matter, as distinctly Non-U. In our society, of course, a Methodist parson may not only be quite good, but a community leader in his own right, but could turn out, as well, to be a coast-to-coast TV personality—and to dizzy heights no one could hope to aspire.

Nor is it sex likely (as the jacket says) to shock anyone who has become used to contemporary American novels where sex is given the full treatment short of coloured diagrams.

It's a sort of Upper Civil Servant and of sex, even when poor Joe, haunted by the newly-married question of how often, gets out of bed to consult a table in the manual *Sexual Behaviour in the Adult Human Male* and, for his appropriate age of 40, comes up with the answer of 2.3 per week.

And the genteel reader may well spare him a tear for his predicament, when, having persuaded Elspeth to go to bed with him for the first time, he lies there in a panic and a sweat wondering if, for once, his mind hasn't made an appointment that his body can't keep.

(SCENES FROM PROVINCIAL LIFE. Published by Penguin. Australian price, 5/-). SCENES FROM MARRIED LIFE. Published by Macmillan. Australian price, 20/-.)

Territories Magazine Is Interesting

Australian Territories, the new monthly magazine produced by the Department of Territories in Canberra, is a far more pretentious journal than *South Pacific* (which was produced by ASOPA) and which it supersedes.

AND, although it still contains some of those obscure articles on linguistics in native areas—which are Greek to everyone but trained anthropologists—it is much more interesting to the layman.

Issue number 2, which is the last we have received, has some information on the development prospects in the Northern Territory—which for the adventurous is a far safer bet than P-NG these days. NT will some day achieve full Australian Statehood but the bogey of "independence" can't hang over it.

Of particular interest to P-NG Territorians are two articles—one by J. L. Taylor, now a coffee planter near Goroka; and the other by A. J. Sweeting, a research officer of the Australian Official War History.

Jim Taylor tells of his patrol from Mt. Hagen, in what is now the Western Highlands, to the Sepik between March, 1938 and June, 1939. It was the last long patrol in the Territory as post-war development of air transport and roads makes it unnecessary for men to be out for anything like that length of time.

He was accompanied on this marathon journey by J. N. O. Black. Both, in those days, were Administration officers; both have subsequently left the service.

Montevideo Maru Sinking

A. J. Sweeting's article concerns the *Montevideo Maru* on which 208 civilians and 845 POW's lost their lives on July 1, 1942.

The fate of these men, and in fact, the very existence of this vessel, was questioned by Bishop Leo Scharmach, of Vunapope, near Rabaul, in his book, *This Crowd Beats Us All*.

However, the Bishop's opinion was a minority one and both American and Japanese reports show quite clearly that there was such a ship, that she was sunk by the American submarine *Sturgeon* off Lingayen Gulf, and that only 10 crew men survived. (PIM, Oct. to Dec., 1960).

Moreover, all the circumstantial evidence is there to show that the men sailed on her as planned and later reported in Japanese records. The only missing piece to the jigsaw is that no one now living actually saw the men embark in Rabaul.

There is no reason to suppose that they did not, for if they did not go down with *Montevideo Maru*, where are they? The disposal of

1,000 men in the Rabaul area undetected would be a physical impossibility even for the Japanese.

In his article, Mr. Sweeting says (in part):

"War-time Japanese documents which were produced revealed that on July 20, 1942, the Japanese Navy Department officially notified the owners of the ship's loss; on January 6, 1943, it forwarded details of the sinking to the PW Information Bureau, together with a complete nominal roll of those on board and presumed lost. Other documents told of the last days of the *Montevideo Maru*.

"On charter to the Japanese Navy, she left Rabaul bound for Hainan on June 22, 1942, carrying 845 PW, 208 civilians, the crew and a naval guard of an ensign, a medical orderly and 63 naval ratings. Before dawn on July 1, while proceeding without escort, she was torpedoed about 7 miles off Bojeador Light-house, on the NW corner of Luzon.

Some Survivors

"A party of 'more than 10' of the crew, the only survivors, got ashore at Bojeador where most of them, including the ship's captain, were killed by guerilla forces. Five escaped and set out on foot for Manila, two dying en route. At Manila the survivors reported the sinking, whereupon 'an immediate search was ordered, but due to the lapse of time no trace of either ship or men could be found'.

"The nominal roll obtained from the Navy Department was in Japanese characters, representing phonetic spellings of the prisoners' names. After transliteration a copy was sent to the Central Army Records Office, Melbourne and checked, or course, against the prisoners' personal documents. This information formed the basis for subsequent notification of next-of-kin.

"Independently a roll of civilians who embarked on the *Montevideo Maru* was compiled, presumably largely from memory, by Messrs. A. Creswick and Gordon Thomas, two civilians who had remained in the Rabaul area throughout. The roll forms part of the archives of the Australian War Memorial, where also the remainder of the information on which this article is based may be found."

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Something For Christmas

We should imagine that "The Singing Dolphin and the Three Cavaliers—Two Plays For Children", would have a limited appeal in the Pacific Islands generally, as none of the Islands, so far as we know, has a Children's Theatre movement.

HOWEVER, if any of the various art groups—such as those in Fiji or P-NG—would like to put on something special for the youngsters when they are home for the Christmas holidays this year, either of these two bright plays would do admirably.

Beverley Cross, who has written the plays, is a successful playwright for adult and juvenile theatre; both plays are designed as Christmas entertainment—a time in England when West End theatres and those in the Provinces make special efforts with pantomime, ballet and plays for the young.

Except for a teenage girl and a midshipman, the casts are adult in both plays; they are in two and three acts, respectively. The first, *The Singing Dolphin*, is a rollicking sort of extravaganza about an eccentric band of pirates aboard a cutter on the Spanish Main. The time is Christmas, 1760.

The time of the second play, *The Three Cavaliers*, is around Christmas 12 years earlier, when the young, exiled Princess Elizabeth tries to rescue her brother Charles from the castle where he is held by the Roundheads.

The scene changes between France and England, the plot is amusing and exciting and the kids will probably love it. But some of the characters are required to do a bit of nimble fencing, so they should be warned in time.

Amateur and professional performing rights are protected, but the address of the author's agents, where permission may be obtained, is given in the book.

(TWO PLAYS FOR CHILDREN. Published by Rupert Hart-Davis Ltd. Australian price, 18/9.)

What Did We Do To Brown Brother?

As we remember it, Victor Carell and his wife Beth Dean were, until a few years ago, merely experts on the dance. It was this expertise that took them to North and Central Australia to study aboriginal dancing (from which came their book, *Dust For the Dancers*); and later to New Guinea (from which trip came *Softly, Wild Drums*).

BUT from being experts on native dancing they now appear to have become experts on native people—or Carell has. The latest book,

Naked We Are Born, is a solo performance.

He probably hopes—or his publishers probably hope for him—that this series of "before and after" (the white man) episodes will make some significant contribution to what they call "one of the most urgent problems of our day".

The world, unfortunately, is full of people who have made significant contributions to universal understanding, with the result that there is more sectional friction, more international ill-will, more howling down of the other fellow's point of view, more misunderstood motives, more selfishness today than ever before in history.

The air waves seethe with so-called experts ponderously solving everyone else's problem but their own; and so does the Press and TV. If there could be a blanket shut-down on communication media for just three months, probably nine-tenths of the world's present troubles would solve themselves.

Mr. Carell writes about Australian aborigines, New Guinea natives and New Zealand Maoris. There are two stories in each section—one before the advent of the European in that particular society; and one after.

But it is hard to tell from any of them whether or not the author believes these natives were better off before civilisation caught up with them.

In any event, the urgent problem

in the Pacific today is not the European impact on natives. As history has now recorded, that impact in the 19th century was deadly, but for the last two generations at least the Pacific people have got on top of it, and have even recovered from it.

The problem facing them today is one we all face—of living in an international world where there is not one European opinion but a dozen trends of thought; and where Asian and African opinion, although it may not yet be quite so important, is 10 times as vociferous.

Nonetheless, Mr. Carell writes well enough if you happen to like that semi-fable type of story about native people. As his publishers say, he is a sensitive observer, and thus is probably more prone to over-romanticise the pre-European native period than the rest of us.

For my money, natives have always seemed pretty much like the rest of us—fairly evenly divided between solid citizens and plain pains in the neck.

(NAKED WE ARE BORN. Published by Ure Smith Pty. Ltd., Sydney. Australian price, 22/6.)

What is a Fair Retail Profit?

IT always has seemed to this reviewer that there is something cockeyed about the cost of the retail distribution of goods.

Again and again, one sees the cost of an article that, at the factory or wholesaling level, would represent quite a reasonable price to the ultimate owner, boosted to a quite unreasonable level by the retailer.

The great majority of retailers use a rule-of-thumb method to calculate what they regard as the

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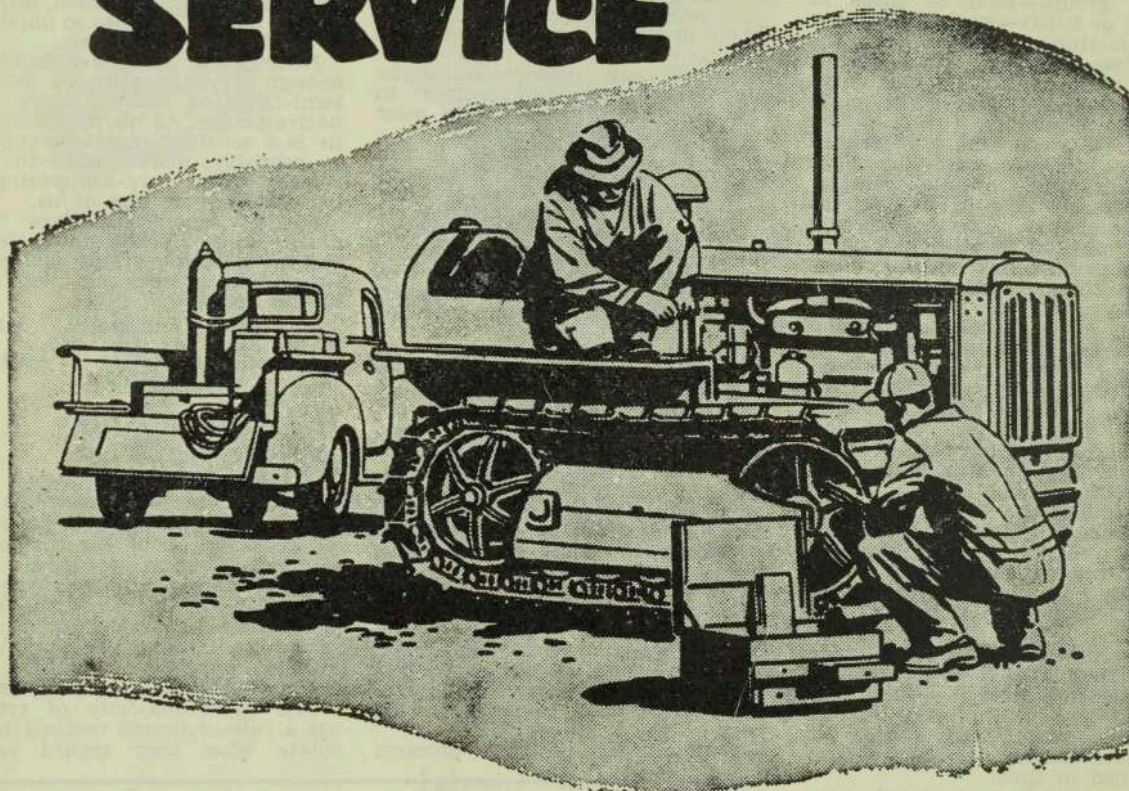
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legitimate cost of retailing. For example, many of them simply add 50 per cent. to the cost-in-store. The article, on their shelves, has cost them, say, 1/-. The charge to the customer then becomes 1/6. Of the 1/6, one-third (namely, 6d.) is the retailer's profit; and two-thirds (namely, 1/-) goes back to pay for (a) production and (b) wholesale distribution.

The cost of production may have been 8d, wholesaling may have been 4d; and retailing has cost 6d. Yet the producer probably would be quite happy to sell directly to the consumer for 8d, if some short-circuit in distribution were possible.

Why should a camera, for example, which occupies so little space in storage and handling, be loaded with a heavy retailing charge, which is found by taking the usual "thirty-three-and-one-third per cent" on the high cost of production? Yet the cost of retailing a bag of potatoes, bulky and heavy, is only a few shillings. Should not the cost of retailing a small camera, or a wristlet watch, or a transistor—small, expensive things like that—be a mere bagatelle compared with the cost of their production?

The retailers, on the other hand, insist that it is not the work of handling, but the cost of the large finance involved, which makes it necessary to maintain the high retailing charge. The retailer has to buy the goods, and hold them on his shelves until he can find a buyer; and then perhaps allow the buyer lengthy credit, before he can get his money back. They contend that anything less than the sacred "thirty three and one-third" represents risky storekeeping.

Economists have looked at this problem countless times in the last century. There have grown up two schools of thought—those who favour fundamental changes in the machinery of distribution, and those who furiously support resale price maintenance ("RPM").

Messrs. Macmillan and Co. publishers, of London, now have produced a book which states the case in favour of RPM, as set out by two distinguished English economists. It is a very interesting argument, and a distinct contribution to current world controversies—but probably a little too academic for the average retailer, and for the great majority of politicians to whom the retailers carry their woes. —RWR.

FAIR TRADE—Resale Price Maintenance Re-examined; by P. W. S. Andrews and Frank A. Friday. 10/-. Macmillan & Co. Ltd., St. Martins St., London, WC2.

West From Oban

ANYTHING can happen—and often does, according to *Caught*, by Philip Gaskell—in the wide

moors and hidden glens and lochs of Western Scotland.

Western Scotland is about the nearest approach in the British Isles to wide open spaces, and in this case it provides an excellent background to an exciting story of international intrigue and dark doings—all suitable for early Teen reading.

Peter's adventures began the day he arrived in Oban, Argyllshire, at the commencement of his Summer walking holiday, and saw the school science master abducted in front of his eyes.

From there on the trail led to a lonely cottage on Mull and a fight for his own survival.

(CAUGHT! Published by Rupert Hart-Davis. Australian price, 15/6.)

Three Stories From A Specialist

LIKE some of the best of World's Work's books for children, *The Rachel Field Story Book* can be said to have been translated into English, too—in so far as good American \$'s have been converted into British £sd.

Although this gesture towards better international understanding is probably unnecessary for modern children who start viewing American films at an early age, the *Story Book* itself contains three stories (illustrated by Adrienne Adams), that are completely captivating.

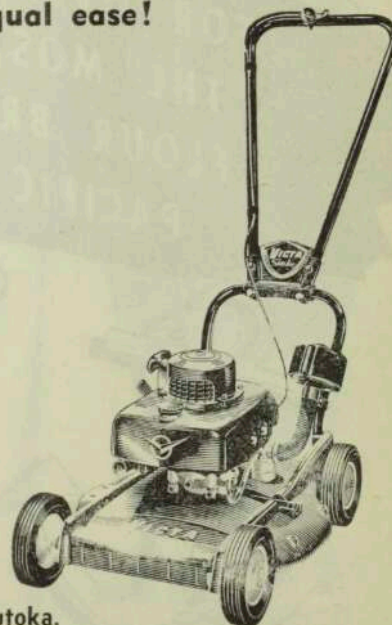
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HOW TO TRAVEL WITHOUT TRYING

As British Transport endlessly reminds you, the way to see London is from the top of a bus. Now an American organisation, Colorslide Travel Program, is suggesting that the way to see the world is from the top of your head.

This sounds like alarming news for those Pacific Territories awaiting for an influx of tourists, for the idea behind this new American plan is for armchair tourists to see the Pacific, hear about it and read about it without leaving their chairs.

Each month these "tourists" receive 32 brilliant, full-colour pictures of the world's most exciting places, plus a 7 inch, long-playing record on which a distinguished commentator—such as Charles Boyer or Edward R. Murrow—describes the places you visit. All this comes together with a large, hard bound, illustrated guide book.

"You are there" . . . thunders the advance publicity, "when you subscribe to the Panorama travel programme which enables your family to visit France, Mexico, etc. . ."

is regarded as a specialist in the juvenile book field, although in British countries she is probably better known as the author of the adult novel, *All This and Heaven Too*.

Mystery Of La Perouse's Missing Men

(Continued from p. 79)

arteret certainly saw it in 1766 and named it New Alderney or Ark.

Following the shipwreck of La Perouse in 1788 it was subsequently seen by Captain Edwards in August, 1791, when he named it Pitt's Land; by Captain Bond in 1792; by D'Entrecasteaux in 1793; by Captain Hogan in 1796; possibly by Captain Simpson in 1801; by Urville in 1823 when sailing with Captain Duperrey in the *Coquille*, and by Dillon in 1826.

On none of these occasions was landing made, and it is possible that other vessels may similarly have sighted the island, particularly whalers, which were considerably more active in Solomons waters in the early years of the nineteenth

The three stories in *Story Book* originally appeared about 30 years ago as separate stories. The present edition, with its amusing illustrations, was published in the US in 1958 and in the UK in 1960.

Although written over a generation ago, the stories are quite undated and will have universal appeal amongst the six-to-nine-year-old brigade.

(THE RACHEL FIELD STORY BOOK. Published by World's Work Ltd. Australian price, 15/6.)

Making Sweet Music Together

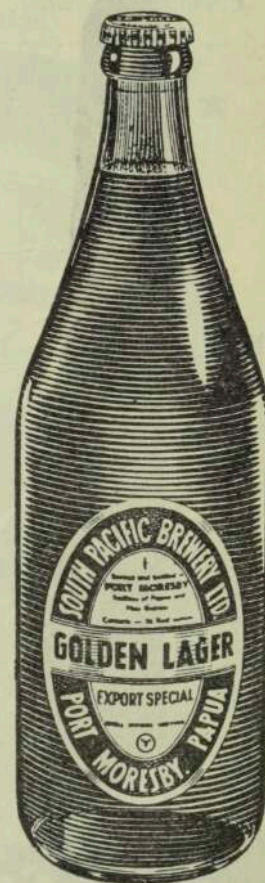
If you have budding musicians in the family—in the under-10 age group—"A Song Is Born", by Beatrice and Ferrin Fraser, will provide something for them to get their teeth into.

LIKE all the children's books from World's Work Ltd., it is beautifully produced and, in this case, instructive as well. It has the right approach to get a child interested in music—even if it extends no further than beating a drum or blowing a penny whistle or lifting up his own voice to sing.

To make music is a good thing. As it explains in the book, it is impossible to be cross and cranky and to sing at the same time—a recipe for domestic peace and harmony which, we feel, some families of our acquaintance could well paste in their collective hats. Illustrations by Nora S. Unwin.

(A SONG IS BORN. Published by World's Works Ltd. Australian price, 15/6.)

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it is even more unlikely that he would have failed to publicise his discovery.

As Mr. Langdon has pointed out, the position of relative insignificance into which Manby's report has been pushed, is due primarily to D'Urville's irritation and his attempt to discredit its authenticity.

Nevertheless, the record of Manby's report does exist, and appears to be the only record of a probable landing prior to Dillon in 1827.

Such considerations do not, however, exclude the possibility of a previous landing; particularly by a whaler, of which no record exists, though they would seem to exclude its probability.

From 1944 he was sea transport officer in Holland, Belgium and Germany, ending active Naval service at Cuxhaven in January, 1946.

After this war service Frog returned to Malaya, but found still no peace. Back in Penang he reorganised the ferry service to the mainland, and as an auxiliary police officer he "jungle bashed" and saw action in various parts of Malaya, attached to the military forces for five exciting years. He was awarded the VRD, and the General Service Medal, Malaya, in 1949.

In 1951 he tried very hard to settle in Australia, but could find no suitable employment. He tried his hand at various shore occupations in turn, until in January, 1953, he was appointed manager of the

Papua and New Guinea Shipping Service.

He had the difficult job of reorganising and then closing down this service the next year, and for the excellent job he made of it was awarded the MBE.

He was appointed harbour master at Port Moresby in 1955, and transferred soon afterwards to Madang, where he has been serving ever since, and again doing a very fine job. He is still a Lieutenant-Commander on the supplementary RNVR.

Since he has left Malaya he has written some amusing short stories of his adventures, some of which have been published in *Blackwood's* and other magazines. — BRETT HILDER.

Hilder Profile

(Continued from p. 80)

Java for minesweeping duties, but was caught and bombed whilst in the minefield off Batavia, and his ships, having only surface guns, were damaged.

He describes this as his most amusing and exciting action; he had no room to manoeuvre and gave the order to open fire, and when asked where, he said, "anywhere, just to make a lot of noise, and we won't know theirs from ours".

The result was that the attack was from a higher level, but he hates to think where his shells fell and whom he frightened most.

Frog was then caught in the Banka Strait ("Bomb Alley"), the graveyard of so many Allied and Australian ships, but eventually limped into Tjilatjap at four knots, with his remaining ships looking like pepper pots. It was here that his active seafaring days with the Royal Navy ended, as the Dutch sank two of his sweepers as block ships. The only one with any speed made a dash for Australia, but was never heard of again.

Tjilatjap was a trap left open by the Japanese; of about 28 ships which left, about five got through once out of sight of land. Frog and his crew got away on the last ship, the *Tuwali*, and eventually arrived in Colombo after twice narrowly evading capture or sinking by Japanese naval patrols. They picked up survivors from other sunken ships on this voyage.

From Colombo he went to South Africa, and as the Straits Settlements unit had been wiped out he joined the South African Air Force. But at the last minute after appointment to the Johannesburg air station the Navy indicated that they had a prior claim on his services, and he was sent to Cape Town and out in the Sea Transport Service attached to the Fleet Air Arm.



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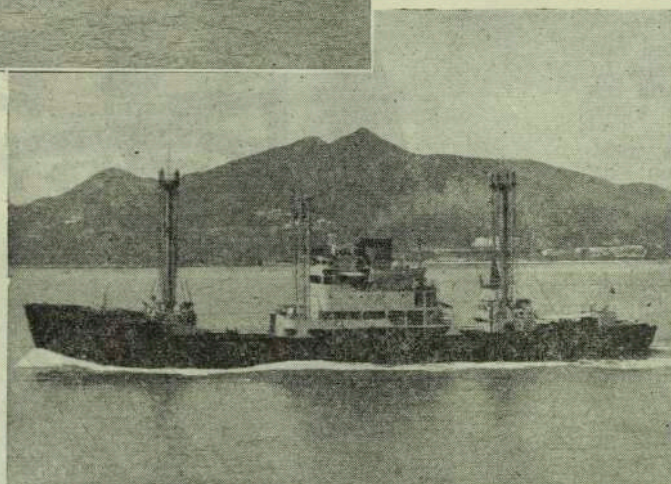
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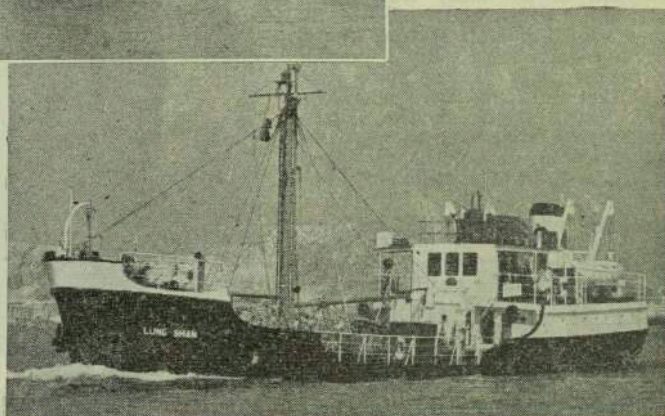


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"HERVAR", one
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Norway.



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
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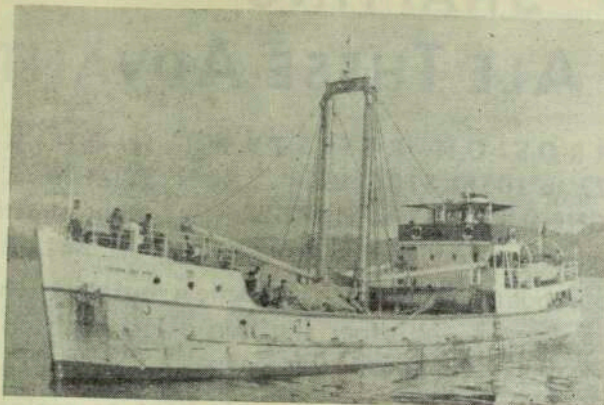


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PACIFIC SHIPPING AND CRUISING YACHTS



With the 469-ton "Verao" lost off the Queensland coast, the "Maria del Mar", wrecked on Palicollo reef, south of Santo, the Nickel Co. ore carrier "Quebec" aground on Porcupine reef near Noumea, the BP vessel "Aolele" stuck fast on a reef in Apia Harbour, and the 15,000-ton Shaw Savill freighter "Runic" declared a total loss on Middleton Reef, good advice for Pacific shipping last month would have been to "beware the tides of March".

MARCH was one of the worst months for Pacific shipping in years. Fortunately, no lives were lost.

The sinking of the *Verao*, on March 18, 190 miles east of Brisbane followed a dramatic wireless call for help. Several plates sprang heavy seas at 10 p.m. on the previous day. The ship listed badly and at 1 a.m. Saturday, most of the crew had abandoned the ship.

An Australian Neptune bomber dived overhead in time to see the *Verao* plunge to the bottom.

The 15 survivors, five Europeans and 10 Fijians, spent 16 exhausting hours in an open lifeboat, before being rescued by the BHP ore carrier *Iron Flinders*. The RAAF guided the vessel to the spot and later the men were transferred to the charter cruiser *Olive R* at the mouth of Moreton Bay.

The *Verao*, under the command of Captain D. K. Matheson, had been sailing from Bundaberg, Queensland, to New Zealand with a cargo of molasses. She was owned by Messrs. P. Dent and W. E. Dent.

After the crew had abandoned the ship, Captain Matheson and his men remained on board for three hours pumping out molasses and using the bilge pumps.

By a strange co-incidence, Captain Matheson had another island ship sink under him not far from where the *Verao* went down. This was the *Nukalau*, South Pacific Shipping Co.'s Suva-registered, 407-ton, wooden motor vessel, which sprang a leak and sank on March 13, 1954. On that occasion the

CSR owned *Fiona* came to the rescue of the 13-man crew.

The *Verao* registered in Suva, was formerly *Ransdorp*. She was built in Holland in 1935, designed for the transport of bulk liquids. It was 166 ft long and had a capacity of 100,000 gallons stored in 12 tanks.

The ship was commandeered by the Nazis during World War II, and used for refuelling German submarines at sea.

According to J. P. Shortall, tankers with their watertight compartments are considered the safest type of ship on the sea, but *Verao* was a tanker with a difference.

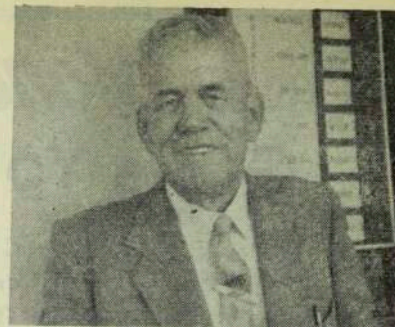
Her molasses tanks were not part of the ship but were separate tanks set in the holds of a cargo vessel. With these tanks full of molasses, the ship would sink if the remaining hold space were flooded. The only way to retain buoyancy would be to discharge molasses from the tanks, but getting rid of this thick, slow-flowing fluid would not be a quick job in an emergency.

Surveyed Recently

Verao was one of three islands registered ships in the trans-Tasman trade. The others are South Pacific Shipping Co.'s *Taranui* (954 tons) and *Babinda* (655 tons) in the timber and pole trade, manned mostly by Fijians.

Verao only 18 months ago underwent a special Lloyds survey and was classed as 100-AI for the run it was engaged on.

Our man in Noumea, interviewing



Above, Captain D. K. Matheson, master of the "Verao", which sank east of Brisbane in March. At left, the "Maria del Mar", wrecked near Santo in March. And that wasn't all! See story.

Captain Emile Savoie (Societe Maritime Caledonienne) was told that the *Maria del Mar* was in a very bad way. Engine room and holds were flooded and there wasn't much hope of saving the hull. The ship was wrecked on the night of March 19, during a moderate cyclonic depression which may have caught the ship unawares.

Maria del Mar, third ship to bear this name, was formerly the twin-screw *Marua*, purchased by Captain Savoie in NZ in 1959. She was a 230-ton, steel framed wooden vessel built during the war for American forces use.

The "Quebec"

No details of the cause of the grounding of the *Quebec*, a 3,000-ton ore and coal carrier for the Nickel Co., have been released. But a crew member is reported as saying that a broken steam pipe put the steering gear motor out of action.

The *Quebec* went aground on Porcupine reef on the night of March 18, a few miles down from

In The News This Month

Aolele	Olive R
Awahnee	Quebec
Arthur Rogers	Runic
Aafje	Retriever
Bergalia	Sierra
Catusha	Sonoma
Cape Ortegai	Shokalsky
Craig J	Sepik
Charles H. Gilbert	Solace
Damadora del Mar	Stardrift
Flying Walrus	Tenyo Maru No. 3
Iron Flinders	Teiko
Jinuo Maru	Te Matangi
Karanai	Tiburou
Koyo Maru	Tzu Hang
Maria del Mar	Verao
Monarch	Ventura
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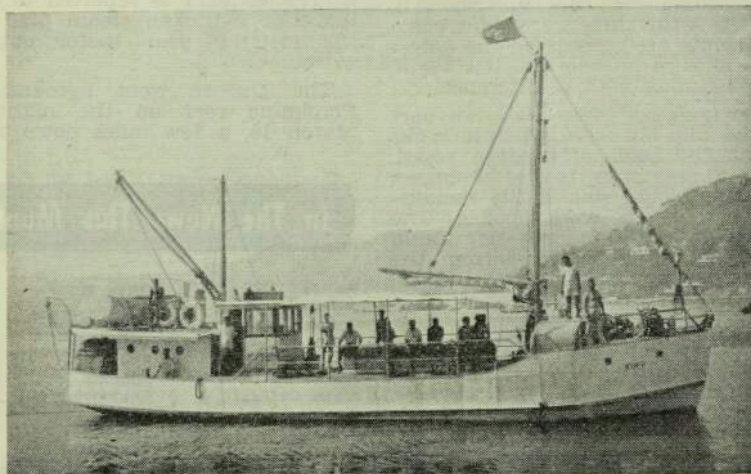


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Noumea and only a mile or two off the coast in a lagoon. The vessel was empty and heading for the port of Thio to load nickel ore. Bad visibility may have contributed to the accident.

The *Quebec* was refloated on March 21, with the help of a sister ship, *Caronte*, which off-loaded an amount of nickel ore into the after hold of the *Quebec*, which thus lifted the bow considerably. The *Quebec* was drawn off the reef and towed to Noumea for temporary repairs and then headed for Sydney for drydocking.

• **STUCK FAST:** The Burns Philp vessel *Aolele* was reported as stuck hard and fast on a reef in Apia harbour, Western Samoa, on March 26.

She is aground in almost the same place as the Union Company's steamer *Waitomo* was stranded last year.

Heavy seas were pounding the port side as efforts were made to free the *Aolele* from the reef.

• **RUNIC FOR SALE:** Grounded Shaw Savill freighter *Runic* which has been declared a total loss on Middleton Reef, 120 miles north of Lord Howe Island, is up for sale.

The ship went aground on February 19, and had defied all efforts to move her. Holds and engine room are full of water. Valuable radar equipment, compasses and chronometers will be recovered from the ship.

Runic was launched in 1950 for the UK-Australian-NZ run and replacement of the 13,587-ton vessel is expected to cost over £3,000,000.

The boom defence vessel *Karangi*, which was chartered from the RAN to shift the *Runic* returned to Sydney with boiler trouble. The Sydney tug, *Woonah*, and the Brisbane tug, *Wooree*, which early went to the stricken ship's aid, have returned to Australia.

• **THE MOTHBALL LINE:** American President Lines have recently purchased a P-2 type vessel (1946 vintage) for use on the San Francisco-Orient passenger trade. Present in mothballs, the ship will be converted to a modern passenger liner. The Line paid 200,000 for the vessel.

The P-2 class of ship is about 100 tons gross and 11,800 tons deadweight with a pair of steam turbines driving a single shaft. They are substantially smaller than the Matson Line Pacific liners, *Marietta* and *Monterey*.

• **FOR SALE:** The *Damadora del Mar* (former Australian coaster *Marara*) purchased by Captain Voie in 1956, is reported to be up for sale. She is a 751-ton steel, single-screw vessel built in Glasgow in 1937.

• **SHIPS CHANGE, NAMES STAY:** Though the three vessels of the Matson-Oceanic Company which have created the trans-Pacific cargo service in post-war years are now being replaced, their names will remain on the run.

The larger C-3-type ships now replacing them are taking over the old names. They will thus become the third vessels of the company to bear these names.

The original *Sierra*, *Sonoma*, and *Ventura* were twin-screw coal burning steamers built in 1900, so are most unlikely to still remain afloat under other names.

Sierra was at one stage named *Gdansk*. They were units of the Oceanic Company fleet which

merged with Matson Line, and were sold in 1934.

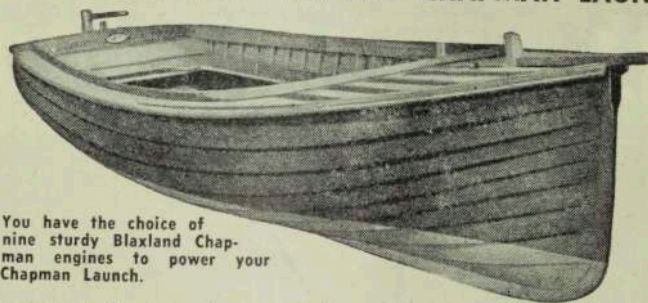
The names were not taken up again until 1947 when the war-time-built C-2-type ships *Stokes*, *White Squall*, and *Todd* were acquired and renamed *Sierra*, *Sonoma*, and *Ventura* respectively.

The C-3-type ships now replacing these three are actually about the same age as the C-2's, but they are larger and faster.

The latest *Sierra*—first of the three to appear south of the Line—was built as *Sea Centaur*, in 1945, and became *Hawaiian Banker* when purchased by Matson two years later.

The new *Sonoma* was launched as *Burleigh* and was re-named

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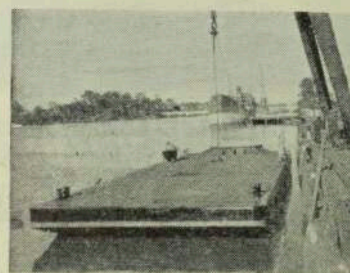
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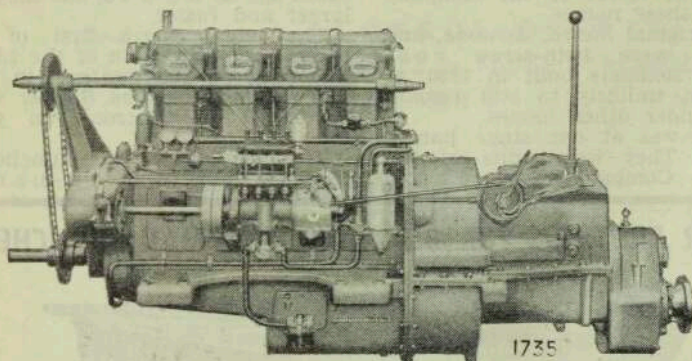
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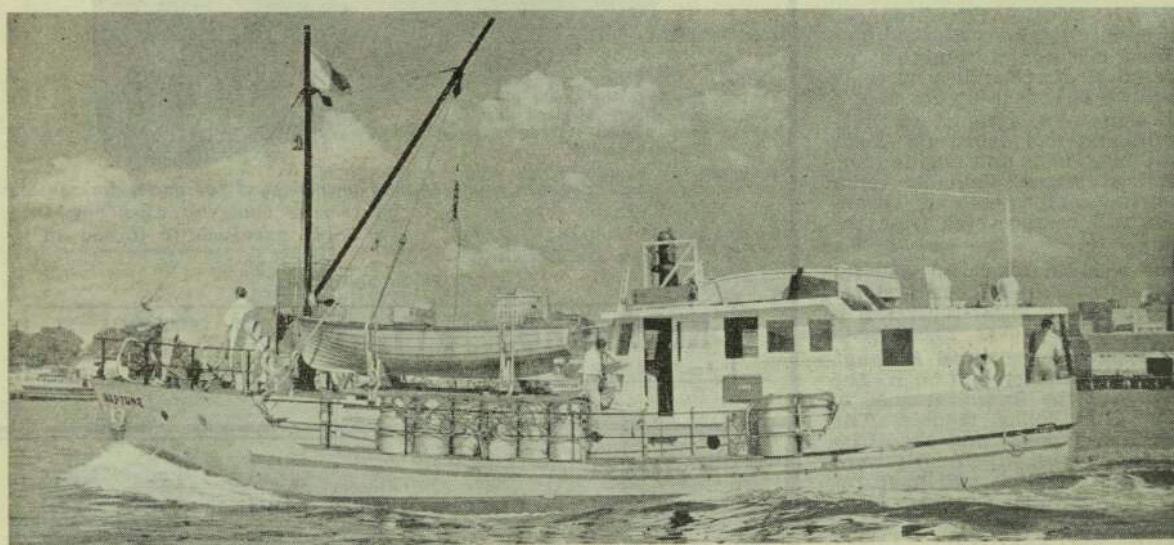
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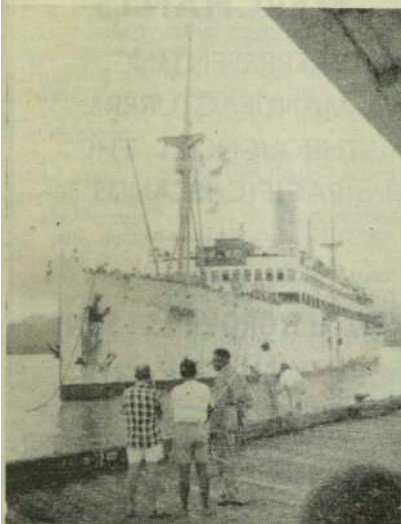
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Hawaiian Pilot, and the new *Ventura* was launched as *Hanover* and became *Hawaiian Wholesaler*.

All were built in 1944-45 and were part of a fleet of 18 similar ships on the Hawaii-US West Coast Matson service.

They have a dead-weight capacity of approximately 12,500 tons as compared with the C-2's 10,600 tons. They are also fitted with large refrigerated containers which can be quickly discharged through side-ports or hatches.

They have tanks for the carriage of molasses and are also equipped to carry raw sugar from Hawaii.



The "Woollambi"—she was formerly the "Delfino" and people still stick to the old name—is still in Sydney for sale for a reputed £350,000. See below.

• **LAMB LINER FOR SALE:** The one-time Australian coastal passenger vessel *Woollambi*—the Sydney newspapers still list her as *Delfino* though she was renamed months ago—lying idle at an up-harbour Sydney mooring for a long time past, is now offered for sale at a figure of £350,000, according to the listings of a leading Sydney ship-broking firm.

The owners, Asian & Pacific Shipping Company of Hongkong, are said to be withdrawing entirely from the livestock trade.

Formerly *Westralia* of the Huddart Parker Line, this ship was the second of two large passenger vessels to make a rather brief appearance in an entirely new trans-Pacific trade—the transport of livestock from New Zealand and Australia to the United States.

The Panama-flag Hongkong-owned 6,923-ton *Catusha*—formerly the British ship *Cavina*, made a run from Tauranga, NZ, to San Diego in mid-1958 with 1,225 steers, of which 109 died during the 30-day voyage.

A coal-burner consuming 85 tons per day, this former banana carrier in the West Indies-UK trade was totally unsuited to the livestock trade and in fact went to the Hongkong shipbreakers after this single voyage. She was 35 years old.

Delfino, a motor vessel, now listed as of 6,388-tons gross—she was measured at 8,174-tons when in the passenger trade—entered the Sydney-San Diego lamb trade in 1959.

She proved quite satisfactory after stock accommodation, ventilation and feeding problems had been solved following the first voyage.

In later voyages losses were insignificant—but other problems apparently killed the trade and her

owners were reported to be in financial difficulties recently.

Reason for the recent name change is unknown, but it may have been at the request of the American stock man, James Delfino, who had organised the importation of the stock in the case of both vessels. With the ship out of the stock trade the Delfino association ceased.

Now 32 years old, *Woollambi* cannot be very far from the breakers' hands.

• **FOR LIGHTERAGE DUTIES:**

The 584-ton 35-year-old steel twin screw Australian coaster *Bergalia* was recently purchased by Societe du Chalandage of Noumea for use as a cargo lighter on the New Caledonia coast.

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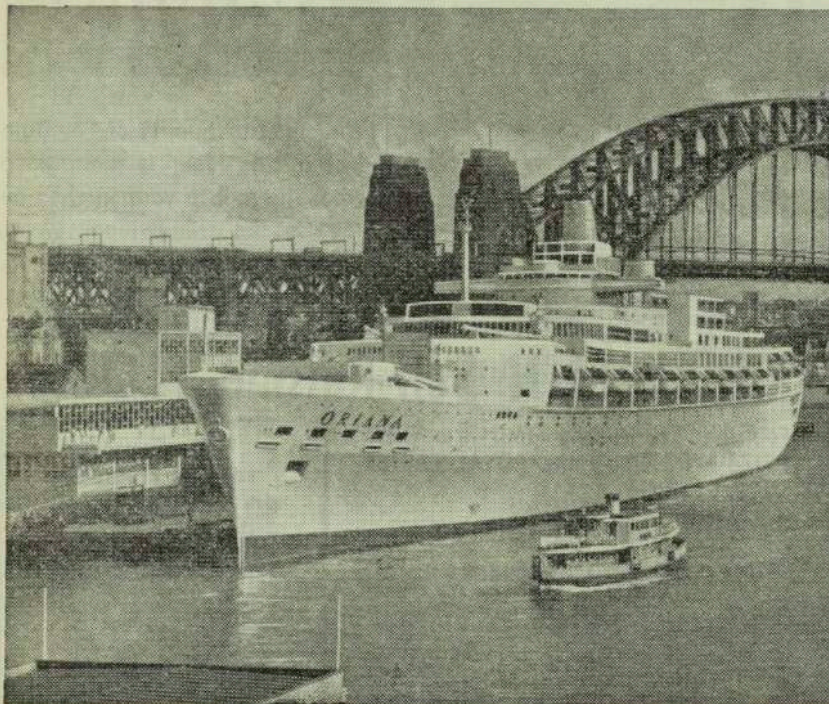
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P&O-ORIENT LINES

The new owners handle most of the cargo lighterage work at the main ports of that French territory. A collier operating on the New South Wales coast under the ownership of Coastal Coal and Shipping Co. of Sydney, *Bergalia* was a coal-burning steamer.

• **MOTHERSHIP PLANS FOR 1961:** Japanese tuna mothership fleet operations in South Pacific waters in 1961 will be the same as last year. The Taiyo Company will send three expeditions, Nippon Suisan will send one, and the jointly owned company, Hokkaido Gyogyo Kosha will send one. As in recent years, Taiyo's *Tenyo Maru* No. 3 with 45 longliners will leave Japan in early May and will return home late August.

Nippon's *Nojima Maru* with 45 longliners will head south about mid-May and end her cruise early September.

Taiyo's *Koyo Maru* with 55 longliners and Hokkaido's *Jinyo Maru* with 45 longliners will both arrive on the scene early in September and will operate until late November.

Taiyo's *Tenyo Maru* No. 3 will then come south on her second cruise—the same as last year—and will operate until mid-March of 1962.

In addition to the mothership fleet harvest there is to be added the catch of the many independent longliners operating from Japan and that of the shore bases at Pago Pago and Pallikulo.

Mothership longliners must operate west of a line passing up the central Tasman Sea along 160° E to 25° S, thence eastward to 170° E and north to the Equator. The order line thus passes just east of the New Hebrides.

As usual, it is expected that the mothership fleets will commence operations just west of the Gilbert and Ellice Islands and, as the southern winter progresses, gradually move south, west of Fiji, to a southern limit of about 30° S—with the longliners ranging as far south as the latitude of northern New Zealand.

There will be the usual mothership visits to Suva for bunkering, watering, and transfer of fish to refrigerated vessels for transport to the United States, Hawaii, and Japan.

• **PLEASING PURCHASE:** Mr. Bambridge's *Numoiata*—the former New Zealand coaster *Foxton*, has been very busy since she entered the French Polynesia inter-island trade late last June.

In the 153 succeeding days the 9-ton twin screw wooden vessel had spent 126 days at sea and only 27 in port. She had cruised 9,969 miles, calling at 135 islands between which she had moved 354 passengers and 1,280-tons of copra.

The main engines had been operating for 2,107 hours.

The owners have lately been investigating the purchase of another vessel to share the load.

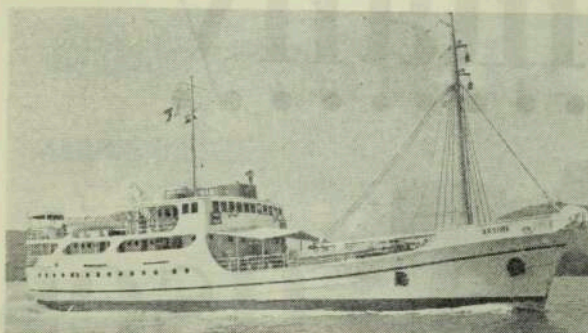
• **SECOND RUSSIAN VISIT:** Said to be a weather research ship, and of the same type as *Shokalsky* which called late in December, the Russian naval auxiliary *Voeykov* made a brief call at Suva for bunkers and supplies in February. She reported her last port as Vladivostok.

A vessel of about 3,500-tons gross,

she carries considerable radar equipment for keeping track of balloons and rockets launched from the ship—or any Russian sputniks or space ships which happen to be launched in her direction.

• **ANOTHER IN TROUBLE:** The 6,909-ton British freighter *Cape Ortegat*, on charter to British Phosphate Commission, suffered damage at Makatea Island, French Polynesia early in March. Approaching the phosphate cantilever loading berth to commence loading a cargo for New Zealand, the Lyle

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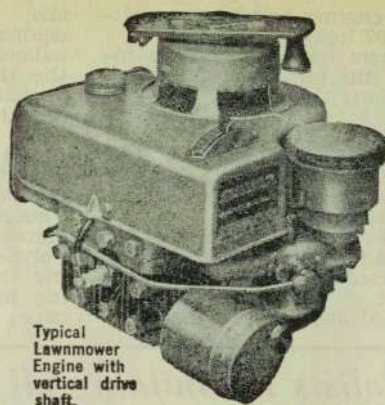
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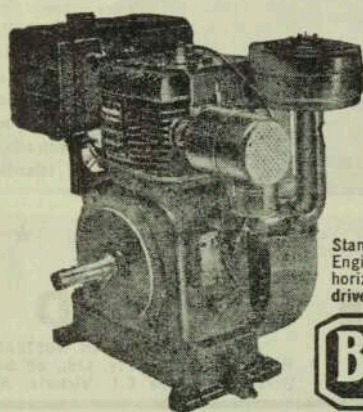
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Shipping Company vessel grounded on the edge of the steep-to reef. She got off again, but the damage was sufficient to prevent her loading and to send her off to Honolulu for drydocking and repairs, and to cause the termination of the charter.

• **HURRICANE DELAYS:** During the March hurricane weather around Tonga and Western Samoa the Japanese cargo vessel *Daisen* had to shelter when approaching Apia. The vessel carried a large cargo of Japanese cement for Western Samoa and arrived with it a week late.

The cargo vessel *Trevaylor* from London direct to Apia with general cargo, had to cancel her call at Apia during this same bad spell of weather and discharged her cargo at Suva, where it was trans-shipped by another vessel to Apia.

Did It Drift or Was It Pushed?

After a gay week-end in Suva, what could be nicer than to glide gracefully home to one's village by punt?

But whose punt?

It's still only a theory, but Suva authorities are getting more and more intrigued by the monotonous regularity with which small boats, said to have been found adrift, are being brought into the Harbour-master's office on a Monday morning with a claim for a reward.

Owners who have to fork out a reward (10/- if the boat is found inside the harbour, and £1 if found outside), often complain that their craft were securely moored with sturdy ropes, or well-beached, and they cannot fathom how they could drift away, unless given a little help.

It has been suggested that some of the "finders" might have been stuck for a ride home from Suva and "borrowed" a boat, bringing it back on the Monday and claiming the reward.

Although, as assistant harbourmaster Captain P. G. Hough, commented, many boats are poorly moored by their owners "with something like a bit of string" and that it is no wonder they work free, the regular Monday morning return is puzzling.

Authorities have warned that anyone found "borrowing" a boat is liable to a penalty, and the police are studying the situation but the Monday boats are still turning up.

• **LONG WAIT:** "If anyone is thinking of paying a visit to the Cook Islands they had better make sure they have a return passage", said a NZ Department of Island Territories official recently. "There is a waiting list of several hundred people there trying to get to NZ".

To make things worse, the *Moana Roa* missed a round trip to the islands in February. The ship had some hatch cover modifications made in NZ at the end of February. Its previous covers were too slow and had to be made to operate faster so as to protect fruit from sudden rain in the islands.

• **TRANS-TASMAN CABLE:** The laying and maintenance of the

trans-Tasman cable, which will be part of the trans-Pacific cable will be done by two cable ships, the *Monarch* and *Retriever*.

Monarch is the largest of its kind in the world and was used to lay the trans-Atlantic cable.

She is scheduled to leave Sydney in May, 1962, with a full load of cable on board. She will steam non-stop across the Tasman to Auckland, paying out cable all the way. Laying a cable in a single operation is a terrific job.

In the old days cables had to be laid piecemeal. The cable ships laid all the cable they had on board and then returned to port to get more and start again. The sec-

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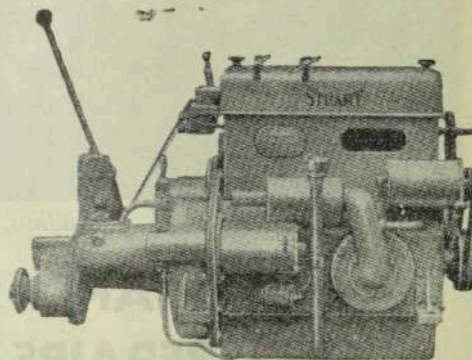
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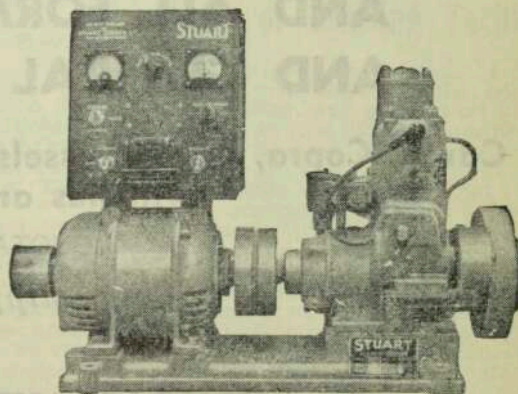
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tions of the cable were joined at sea.

But a cable of such expense and importance cannot be laid without provision for its maintenance, especially now that traffic has increased so much. As part of the project a new cable repair ship, the *Retriever*, was launched from the yards of Cammel Laird and Company at Birkenhead, England, last December.

The *Retriever* is the first cable-repair ship designed to handle coaxial cable with rigid repeaters as well as ordinary telegraph cable; and to recover it for repair at great depths.

She is due to be commissioned in April, and probably about this time next year she will be based at Suva and used for maintaining COMPAC cable and other telegraph cables in the area.

• **THE THINGS THEY DO:** The things they do during fishing research have often been reported in *PIM*, for fishing is a real science in the South Pacific these days. This report of the US Fish and Wild Life Service, dealing with a recent cruise of the *Charles H. Gilbert* from Honolulu down through Christmas Island to Tahiti and the Marquesas, is another example of the things the backroom fishing boys get up to:

Behaviour studies of tuna schools: Seven skipjack schools and two mixed schools of yellowfin and skipjack were fished for experimental purposes. Motion pictures of the tuna were obtained from a stern underwater observation chamber during fishing. Tape recordings of sounds received by an underwater hydrophone positioned in the fishing area were obtained at five fishing stations. Biological sounds (porpoise noise and squid noise) were transmitted via this hydrophone from one fishing station!"

That exclamation mark is ours.

• **FACTS YOU DIDN'T KNOW:** Tanker fleets now comprise more than 30 per cent. of the world's merchant shipping, and the fleets are growing in number and individual size. Oil is now the largest single commodity in volume carried between countries, and each day more than 17 million tons of crude oil and petroleum are at sea. Three thousand tankers carry these cargoes, and their average size is 18,000 tons dead weight, but nearly 200 of them are 40,000 tons or more. The two largest, one of 104,520 tons and the other of 106,400 tons, came from Japanese shipyards in the last two years. Two more of these giants, each of 106,500 tons, are being built in the United States.

Still larger tankers will be produced in the next two years. Two 130,000-ton vessels have been ordered in Japan. They will be more than



Displaying commendable confidence, Mr. Dick Meredith, well known Apia businessman and fishing enthusiast, recently accomplished the first voyage ever from Apia to Pago Pago by a small boat with an outboard motor. It's an 84 mile sea voyage between the two points, but the 40 mile stretch separating the islands of Upolu and Tutuila is regarded as treacherous. Mr. Meredith used this 18 ft Seafair Phaeton, and twin 40 hp Johnsons. Mr. Meredith (on the right) was accompanied by (from left) A. Stanley, J. Hunter and T. Yandall, all of Apia. Fishing and boating with outboard glass boats is becoming popular in Western Samoa. Photo: Samoana

950 ft long, 141 ft wide, and 73 ft deep, and each will be capable of carrying two million tons of crude oil a year.

About 400 new tankers are either under construction or on order, and in terms of carrying capacity the new tonnage will be about 50 per cent. more efficient ton for ton than those built before the war.

Tankers now travel much faster than their pre-war predecessors and save time in port with better pumping facilities. Japanese designers expect that the running costs of their 130,000-ton tankers will be 30 per cent. lower than the operating costs of even the post-war 45,000-ton tankers.

• **ANOTHER MISHAP:** A 7,000-ton British freighter, *Inchstaffa*, was towed into Rabaul, New Guinea, on March 30 after suffering a major engine breakdown north of Townsville.

The freighter was towed by the *Ardee*, a 6,000-ton vessel on the Hongkong register which trades between Japan and Australia.

Ardee answered *Inchstaffa's* distress call and began the arduous five days tow of the disabled vessel.

Latest advice was that *Ardee* was standing by to see if *Inchstaffa's* engine could be repaired in Rabaul, but if facilities there proved insufficient, the tow will resume to another port—possibly even as far as Hongkong.

• **VISITED BY THE STORK:** The New Guinea coastal vessel *Sepik* in March was the scene of the birth of triplets. The vessel was

travelling between New Ireland and Rabaul, when the first two babies were born to a native woman on an old copra sack on the deck—with two Chinese, Kam Yin Lee and John Wong, acting as midwives. The *Sepik* called at the Duke of Yorks, where it picked up Sister J. Barrett, who delivered the third baby aboard while the *Sepik* continued to Rabaul. Triplets are rare among New Guinea natives. (Later: One of the babies died in a Rabaul hospital on March 22).

News of Cruising Yachts

• **CRAIG J**, 20 ft ketch of Los Angeles, with Dayton J. La Londe lone handing, was wrecked on Cape Karikari in the extreme northeast of New Zealand on the night of March 2-3.

La Londe got ashore but the yacht, one of the smallest to cross the Pacific in recent years, is a total loss.

The yacht was built in California in 1942 and the present voyage commenced on June 4, 1959.

Craig J, which was not fitted with any motor, was the cause of inquiries when sighted on March 28-29, 1960, during the course of the air search for the missing Tongan tuna longliner *Teiko*. The yacht, which had cleared Apia on March 20, was in the general area where any survivors from *Teiko* might well have been.

Later *Craig J* was the cause of a warning to yachtsmen in general by the Fiji authorities as the result of an unauthorised call



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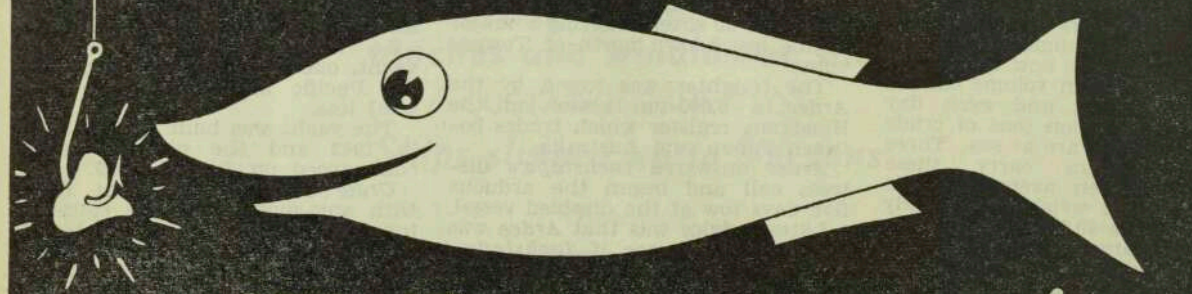
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APRIL, 1961—PACIFIC ISLANDS MONTHLY



Heading For A New Life!

"Maui Pomare"—she'll probably be renamed "Mayflower" when this appears—looking spick and span in the colours of her new owners, Australia-Pacific Shipping Co. (HK) Ltd., prior to departure from Auckland in April. The grey hull is now white, the buff masts and upperworks are yellow ochre, the waterline scarlet. The white-centred blue square on her funnel bears the initials of her owners, APS. The 34-year-old fruit ship was to tow the 37-year-old, 465-ton New Zealand coaster "Herekino" to Hongkong direct; a job that would take not less than a month—and perhaps a lot longer. Photo: J. P. Shortall

at Matuku which is not a port of entry in that Group. This little yacht reached Sydney, May 27, 1960.

Uruguayans Still Going Strong

"Alferez Campora", the big Uruguayan yacht which left Montevideo in January last year on a world cruise, and which has been seen recently in Papeete and Suva, was in Vila, Honiara and Lae, in February-March.

In Honiara a crew member, Lt. Jose Firpo, gave a broadcast about the cruise and later they went crocodile hunting.

The "Alferez Campora" is commanded by Lt. Jorge Nader, and the other member of the three-man crew is Lt. Carlos Costa.

The purpose of the cruise is to test marine equipment under tropical conditions, and to promote friendly relations with foreign countries. All three crew members are Uruguayan naval officers.

Four men were to have made the trip under Alferez (Lt.) Adolfo Campora, but he died following an appendix operation before the expedition set out, so the yacht was renamed in his memory.

Lt. Firpo said in his Honiara broadcast that the new crew had met with a warm welcome and been given every assistance. He said the tiny storeroom of the yacht was crammed with souvenirs, including drums from Tahiti, tapa from Fiji and a poison tip spear from the Amazon.

(But it has no crocodile skin as a souvenir from the Solomons!)

Bound for Auckland at the time of the disaster, La Londe had estimated that he would not approach any land before 9 a.m. when he turned in for a sleep soon after midnight, leaving the yacht to sail herself—the usual custom.

The yacht struck the rugged coastline at 5.30 a.m. La Londe got ashore in a pair of shorts and walked 15 miles to the nearest road, where a motorist took him to the town of Kaitia.

During the course of the cruise Craig J had been dismasted four times, and was aground near Noumea after sailing for Sydney last year.

So ends another lone-handed cruise.

• SOLACE'S voyage round the world—including the 11-months' rebuilding operation at Palmerston Island following stranding there in

November, 1954, has been told by owner Commander Victor Clark, DSC, RN (Rtd) in the book *On the Wind of a Dream*, which should be on sale in the UK by the time this appears. Hutchinson is the publisher.

• STARDRIFT, no details available, is outward bound for the Pacific from Dover with dentist, ex-journalist Bill Howell, who formerly cruised to the Pacific in *Wanderer II* in 1951-52. Covering that cruise Howell wrote *White Cliffs to Coral Reefs*.

• YANKEE (Mk. III) and the Irving Johnsons have been having a wonderful cruise through the waterways of Europe and will be off again for more when this appears. The big shallow-draught yacht, specially designed for this type of cruising as well as for ocean work, was lying at Ischia, in the Gulf of

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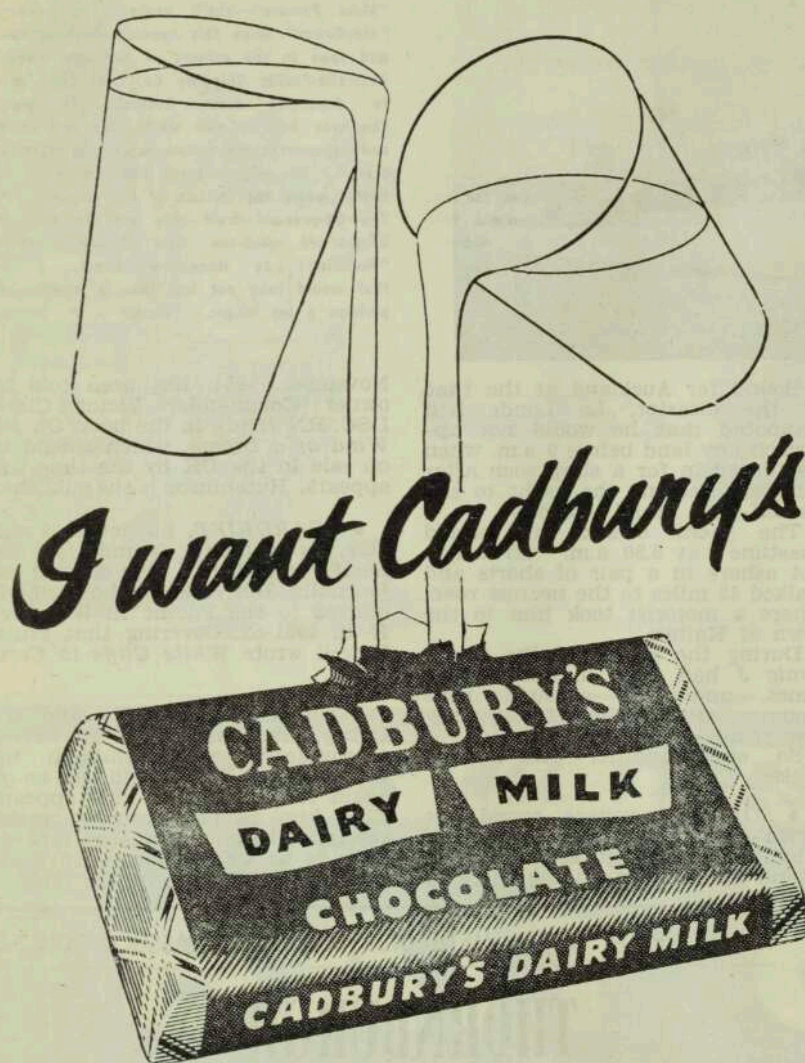
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The Hepworths' "Arthur Rogers".

Naples, in January and the Johnsons were back home in the US on lecture tour.

• **TZU HANG** and Miles and Beryl Smeeton of England, at Ibiza in the Balearic Islands through the northern winter months, were to be on the move again in March, first for the Greek Islands and then through Suez to the Indian Ocean. Miles has just completed his third book which will soon be in the hands of the publishers.

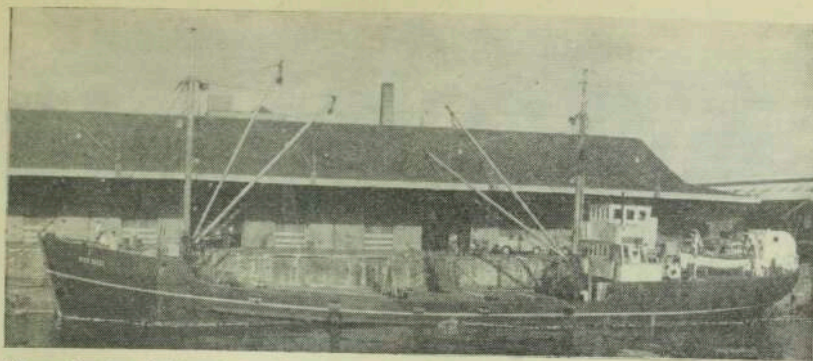
• **TE MATANGI** and the Fergusons of Nevada, based on Auckland for many months past—though Jacques and Lonny returned to the US leaving Jack in charge for the time being—should be on the move again by May, heading back for Tahiti, then perhaps westward through other Island groups and back to Auckland by next summer.

• **TIBURON**, of Santa Barbara, and owner Ed. Vessey, were still in Auckland in March.

• **MARINERO**, 38-ft ketch of Coronado, Cal., with Floyd and Doris Christenson, were in Papeete in January. Plans unknown.

• **AWAHNEE** is in Sydney after sailing 20,000 miles through the Pacific from San Francisco with Dr. Robert L. Griffiths, a veterinary surgeon, and his 17-year-old daughter, Melouise. Navigator was Mrs. Lindsay Higgins, assisted by Maynard Cohick, 22, linotype operator, who joined the crew in Hawaii, and Lyle Hine, a motor racing engineer, from California.

Awahnee competed in the Trans



"Apanui", the 296-ton German-built New Zealand coaster which Captain Hugh Williams, of Rarotonga, purchased from the Northern Steamships Company for April delivery. Captain Williams' "Dobiri" and the new purchase were expected to sail in company from Auckland for Rarotonga about mid-April. "Apanui" will be the first vessel in class with Lloyds to enter the Cooks inter-island trade following the promise of a Government subsidy for classed ships as a move to improve safety standards.

Photo: J. P. Shortall

Tasman yacht race and finished seventh in the field. Dr. Griffiths had not done any extensive deep water sailing before. The 53-ft yacht left in early March for the return trip through the Great Barrier Reef.

• Recent visitor to Honiara was Captain T. Hepworth, whose ketch, the *Arthur Rogers*, has been sailing the South Pacific for the last 10 years. The official BSIP monthly news-sheet in February gave these facts about his present existence:

The captain's home is on an island 300 yards long and 100 yards wide, known as Pigeon Island, where he and his family settled after many years of cruising.

After the war he and his wife decided to buy the *Arthur Rogers*, at that time the Falmouth pilot boat. They sailed in easy stages from England to New Zealand via Panama and Tahiti with various crews including a crew of five girls. W. Y. B. Crealock, who accompanied them for part of the trip, wrote a book about the voyage entitled, *Towards Tahiti*.

Mrs. Diana Hepworth, former fashion model in London, a keen dinghy sailor and expert carpenter described by her husband as a sea cook with long hair) enjoys life on Pigeon Island in spite of its isolation, and the fact that the nearest medical dresser is three miles away by canoe. So too does their two-year-old daughter Natasha, who travelled with them on the ketch until she was 12 months old.

• *MARIE CELINE*, of NanUCKET, schooner, arrived Honolulu February 22, according to the skipper, 13 days out of Tai-o-hae, Marquesas.

• *AAFJE*, 60-ft schooner, left for San Francisco from Kauai, Hawaii, in early March.

• *FLYING WALRUS*, 37-ft ketch of Vancouver, BC, which arrived Papeete in early February from the South, was sold by John and Diane Wells to Warren and Molly Roll, of Honolulu. Boat will remain there for the present.

• *ON THE WAY*: A young Englishman, Godfrey Decker, is reported to have sailed from Hobart on March 30, for NZ, in a 20-ft yawl (not named). This is the second leg of his voyage, which originated in Adelaide, SA.



"Quebec" ashore on Porcupine Island, New Caledonia. See page 97. Why the island is so named is evident from the photograph. The strange trees are called *Auracaria cookii*, named after Captain Cook who cut down some of them for spars when he first visited the Isle of Pines, which is not very far from Porcupine Island. They proved useless for his purpose, and they were not of much use to the "Quebec's" captain either, although the vessel was refloated on March 21.

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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.

'Won't Carry Out' Fiji Burns Report

Latest news suggested that very few of the more important recommendations of the 1960 Burns Report on Fiji could be carried out. Dr. R. F. Waters, lecturer in geography at Victoria University, told the Canterbury branch of the New Zealand Geographical Society in March.

If this were so, things would grow worse than they were already, he said.

One of the worst features was the racial tension between the Indians and native Fijians.

This was not visible immediately to the tourist at Suva, but there was a cold hatred between the two races and often a hot hatred.

The Indians regarded their culture as superior to that of the Fijians, and looked down on them, while the Fijians resented the presence of the Indians and were very jealous of the "paramount position" in the islands which had been guaranteed them in the Deed of Cession and subsequent legislation.

The Indians clung to a declaration in Queen Victoria's time that their rights were to be in no way inferior to those of other races.

Gaol for Subversion in Dutch New Guinea

A 38-year-old Indonesian was sentenced to four years gaol in the Hollandia District Court in March for having founded a secret subversive pro-Indonesian organisation.

The court was told that Willem Johannes Pakashy came to West New Guinea in 1949, and in 1958 founded an organisation called "Pentara Tjendrawasi Tenjagan" (Army of the Heroic Paradise Bird), which was to prepare for an Indonesian invasion.

To attract natives to the organisation he sold amulets which made the buyer "invulnerable".

Pakashy denied pro-Indonesian intentions and said he wanted to gather information about the organisation for the Dutch authorities.

Two crown witnesses, co-members

of the organisation, Frits Werluken and Rafael Maselkosu, some months ago were gaoled for five years.

The prosecutor, Mr. Frans Jansen, told the court that secret pro-Indonesian organisations which had been started in 1958 had now been broken up.

They Can't Beat That There Drum!

Rarotonga, it now turns out, doesn't altogether condone the time-honoured practice of its theatre owners in throwing advertising leaflets from moving trucks, and of banging drums to attract attention.

It made up its mind about this in February at a meeting of the Rarotonga Island Council.

The subject had been raised at

earlier meetings when some council members had said they thought picture drumming was dangerous and should be stopped. The council was told that the Medical Department had complained that the throwing of leaflets from moving trucks exposed children to injury when they ran on the road after them.

The council formed a select committee empowered to discuss the matter with authorities and possibly draft a by-law to stop the practice.

The February council meeting heard the select committee's report.

The report recommended that no by-law be introduced at present to stop the throwing of advertising matter or the banging of drums. However, the Resident Commissioner should "officially request" proprietors to stop the practice.

If this didn't produce results, it was pointed out that offenders could be prosecuted under present regulations. But only as a last resort should a special by-law be introduced, said the select committee.

The council adopted the committee's report.

Bird-bander Strikes One From the Deep South

One of the more rewarding of hobbies—it could be so on many Pacific Islands—is bird-banding, at-



There seems to be no question where their loyalty lies, says Noumea correspondent Fred Dunn, who took this photograph of New Caledonian Vietnamese recently celebrating the Chinese New Year. In this picture are the Chinese Red Star, and, on the altar, a picture of North Vietnam's leader Ho Chi Mien. New Caledonia has recently repatriated several shiploads of Vietnamese to Communist Vietnam, and in April a shipload is expected to depart from the New Hebrides. (See elsewhere).

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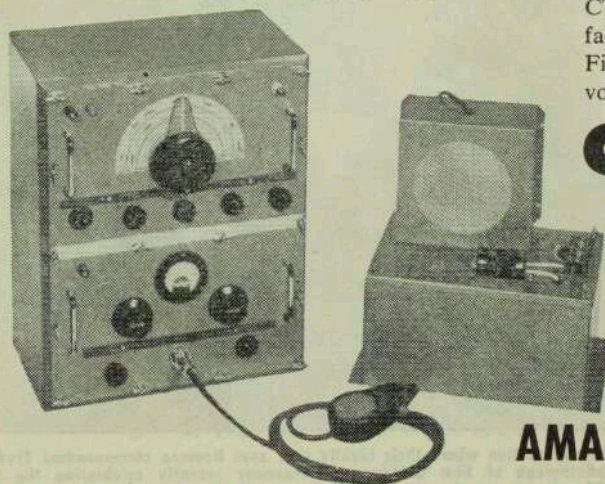
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taching a tiny aluminium band with a registered identifying number to the legs of migratory birds in the hope that some time, somewhere, someone will recover the band and return it from some distant country.

That bird-banding produces far more results than, for instance, the launching of ocean drift-bottles, is made clear in a report in March from Dr. Stuart Houston, MD, of Saskatoon, Canada. It was Dr. Houston who banded the common tern recently found dead at Aitutaki Island (as reported in *PIM*, Mar., p. 121).

Over a period of years Dr. Houston has, as a hobby of scientific interest, banded some 19,700 birds of 143 species and no less than 800-odd of those bands have been returned to the US Fish and Wildlife Service.

But of the 350 common terns banded this was only the second from which a band has come back, and—more interesting still—this was the first band from the southern hemisphere. The other tern was caught in Mexico.

Most of Dr. Houston's birds have not got further than the North American continent or the Caribbean islands.

Many bands have come back from pintail ducks and little juncos caught in Alaska, or from teal and coots captured in Cuba, Jamaica, Cayman Island, and Puerto Rico. Two teal got as far south as Colombia but did not cross the equator.

Many birds from Alaska and Siberia pass down through the Islands to as far south as New Zealand each year.

Some of these tire on the journey and remain in the Islands instead of moving further south, or north.

Surveyors' Lot An Unhappy One

It's hard work surveying Norfolk Island, according to government surveyors who are now involved in that task. They say that 70 per cent. of Norfolk is now covered with lantana and other scrub, which

makes survey work "slow and arduous".

The survey going on is to provide a basis for the introduction of the easier Torrens system of land titles in the territory. Norfolk at present operates on the old system of titles, which means deeds have to be checked for at least 40 years back before legal title can be established.

The BSIP Now Has a Union

The BSIP Government has given its blessing to the formation of a Solomon Islands Workers' Union which will organise port and plantation workers in the Protectorate.

The movement started off in Malaita, and rules were drawn up with the help of the BSIP Commissioner of Labour, Mr. A. Pickwood. But it was agreed by the interested parties that it should be extended.

The union will interest itself in wages and work conditions, and it should be operating in April.



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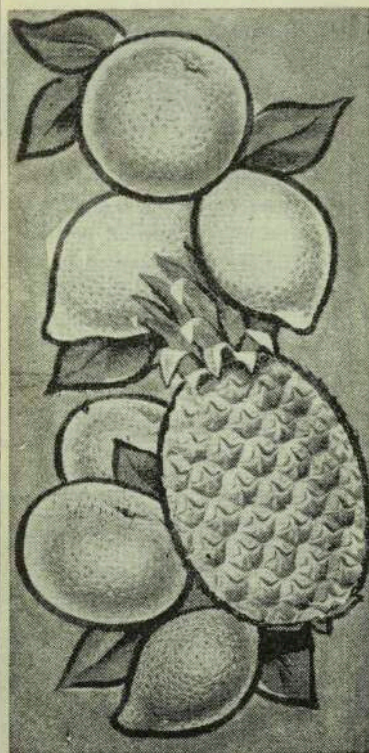
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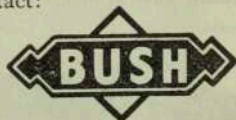
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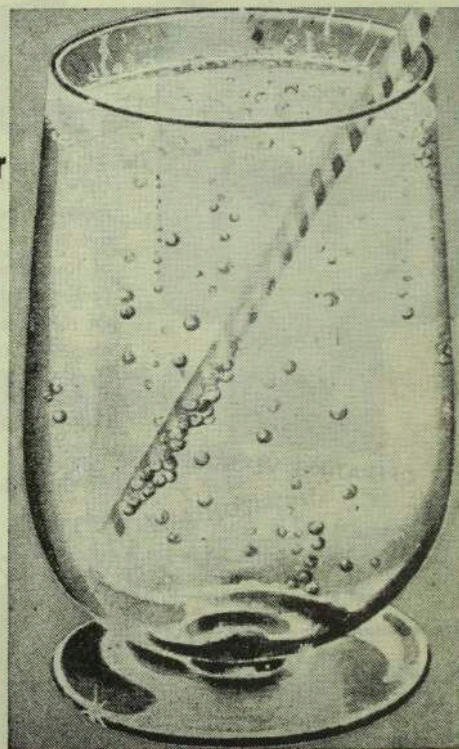
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Robert Tomarchin, in the Pacific, with a friend.

It's That Man and His Chimp Again

Robert Tomarchin, who made world headlines in 1957 when he was marooned by request on Henderson Island with his chimpanzee, Moko (or Mr. Moko) was in trouble again in late March—this time in St. Louis, USA.

Tomarchin, it appears, sold Moko to the zoo there, in December, 1959. Two months later, when he found he could not bear to be parted from the ape, he kidnapped it, left 1,000 dollars in its cage, and an IOU for 2,000 dollars. He took the animal to Miami.

A St. Louis jury in March found him guilty of breaking into the zoo and stealing Moko. The judge refused to put Tomarchin on probation (he had refused an offer of probation before the trial on condition that he would return the animal to the zoo), but Tomarchin was freed on bail, pending an appeal.

When Tomarchin became a seven days' Pacific wonder in 1957 he claimed that the chimpanzee, who was his constant companion, was able to talk and he used the animal in some sort of vaudeville act.

The world first heard about him through a report on September 7, 1957, from the liner *Corinthic*, which in the course of a Pacific voyage reported that it had sighted a man wandering about on Henderson Island, a usually uninhabited

speck of land near Pitcairn Island.

The world Press had never heard of Henderson Island but immediately it was in full cry after this mysterious castaway, and all sorts of extraordinary theories were advanced.

It took some time for the real story to emerge, but apparently Tomarchin had been staying for some time in Tahiti and then about July of that year, had hitched a ride south with a young couple on the cruising yacht *Flying Walrus*. When the yacht was in the vicinity of Henderson, Tomarchin had asked that he and the chimpanzee be put ashore. With him was landed all sorts of gear and it was suggested

later by another yachtsman that Tomarchin had heard that there was a buried treasure on Henderson, and he apparently had ideas about searching for it.

When the authorities heard of his unauthorised landing on this island—which is in the jurisdiction of Fiji—there was a certain amount of annoyance. The day is long past when anyone may land indiscriminately on any island, and there are strict rules about the quarantine of animals.

Tomarchin and his ape were picked up by the American freighter *Pioneer Isle* at the request of the authorities but although the captain offered the man a passage to

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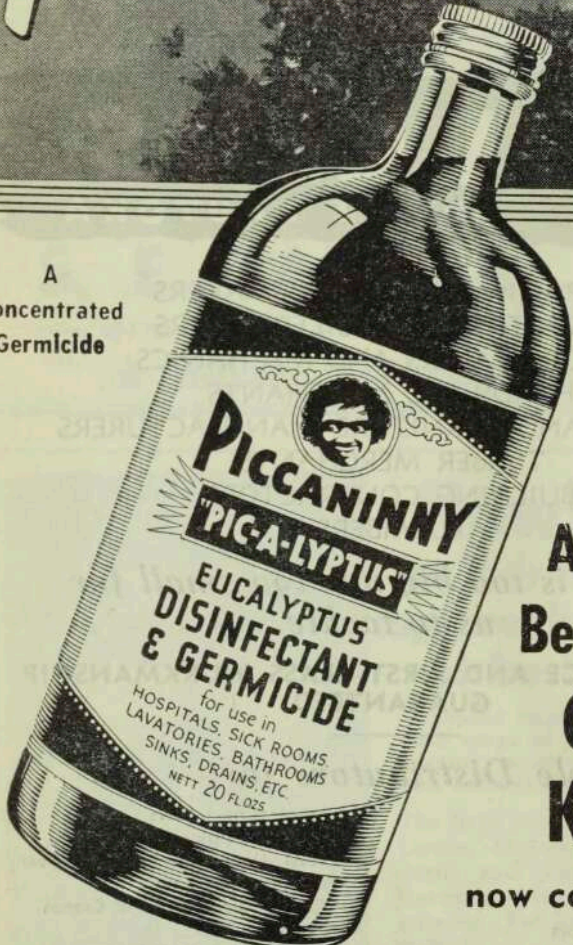
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the United States he refused to take the chimpanzee. Tomarchin refused to be separated from his pet and both were landed on neighbouring Pitcairn Island.

Finally Tomarchin was persuaded to leave Pitcairn Island on the *Rangitiki*, to—as he put it—"avoid embarrassment between Pitcairn Island and Fiji". Moko stayed behind on Pitcairn until Tomarchin made the necessary arrangements to land the animal in the United States.

That was the last we heard of Mr. Tomarchin or Mr. Moko but apparently they were reunited successfully at some subsequent date.

250 Years for The Government

In mid-March the Australian Government announced that Loyal Service Awards had been made to eight natives of Papua-New Guinea who between them had given 250 years of service to the P-NG Administration.

Three of the natives are from Papua, three from the New Guinea Mainland and one each from New Britain and Bougainville. They include a trawler master, two medical orderlies, a mechanical assistant, a storeman and two native local government councillors. Their lengths of service range between 26 and 41 years.

Results of Samoan Elections in Dispute

After the results of the Western Samoa Legislative Assembly elections, held on February 4, 1961, had been announced, four petitions were submitted to the Apia High Court, asking for an investigation of the elections in three Samoan electorates and of the election of European candidates. It was alleged that certain irregularities had occurred in these electorates which materially affected the outcome of the elections.

The petition of Mr. William F. Betham, an unsuccessful European candidate, asking for the European elections to be declared void, was dismissed by Chief Judge C. C. Marsack. The judge found that the complaint that 55 electors had been added by the registrar of voters after the closing of the main electoral roll, did not constitute an irregularity, and would not have affected materially the outcome of the European elections. The petition was therefore dismissed.

A petition by the former Minister of Agriculture, Mr. Tualaulelei Mauri, alleging that voters had been threatened and intimidated in the Palauli West District, where he was defeated by Mr. Afoavale Misimoa (Mr. H. W. Moors) by 46 against 42

votes, was also dismissed by the Court, as the evidence in the case was conflicting and contradictory.

A third petition concerning the election in the Faasaleleaga I district of Savaii, where Mr. Magele Ate, as the only candidate nominated, was declared elected, succeeded and the election was declared void. In consequence, a by-election is to be held in this electorate on June 10, 1961.

A fourth petition against the election result in the district of Faleata West had not been heard up to late March.

Madang Natives Want To Be In It

The three-towns basic wage agreement for unskilled native workers, which came into effect in Papua-New Guinea earlier this year, is now having repercussions further afield.

The basic wage was for £3 a week and applied to Port Moresby, Lae and Rabaul only. Now Madang native workers want to get into the act.

A native organisation representing 450 workers announced in late March that it will negotiate with employers in Madang for the same wage—that is, a rise of about £2/10/- a week.

The chairman of the Native Employment Board, Mr. F. C. Caterson, said in Port Moresby on March 22 that Madang employers had agreed to discuss the natives' claim.

The native organisation calls itself the Madang Workers' Association and has an executive committee of 12, with Stahl Salum as its president. Salum was recently appointed to the Papua-New Guinea Copra Marketing Board as its first native member.

Madang natives at present come under the rural workers' award which sets a minimum wage of 32/6 per month, plus food, housing, medical care, etc. The natives would, however, prefer to be included in the basic wage that was fixed for the three other big towns—£3 a week without rations or other benefits.

If no agreement can be reached between the Madang employers and the natives, the issue will go before the P-NG Employment Board for settlement.

Housing Loans for Reputable Rabaul Citizens

The announcement in mid-March of housing loans to low-income group residents of the Rabaul area of New Guinea, was the "first real ray of hope for the Euronesian community", according to one of its leaders, Mr. Harry Lewerissa.

Most of the Euronesian residents of Rabaul live in Malaytown, which has come in for a lot of adverse

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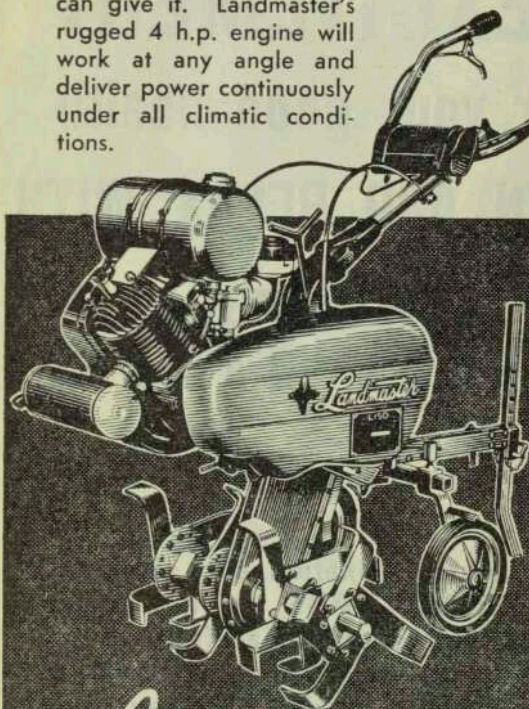
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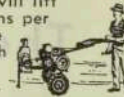
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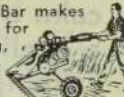
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publicity in recent months. Several hundreds of people of mixed race live there, mostly in shacks made from old war-time scrap.

The scheme, which is available to any reputable resident regardless of race, provides for a loan of up to £2,750 when the applicant can provide £195. The loan may be used either to build or to buy a house, and repayments are spread over 2 years with interest at 5%.

Smaller deposits will be accepted in cases where the loan sought is less than the maximum £2,750.

However, there is a trick to it—borrowers must have land which can be mortgaged, and so far a Malaya town is concerned, this is causing concern. A survey of the area has been delayed, and very few suitable alternate building blocks with adequate title are available in Rabaul.

Judgment in Samoan Newspaper Suit

Judgment was given in the Apia High Court on March 9 in the libel action brought by one of Western Samoa's weekly newspapers against the other.

Samoa Newspapers Ltd., publishers of *Samoa* had claimed £2,000 damages from the Samoa Printing and Publishing Company Ltd., publishers of *Samoa Bulletin* and Mr. R. F. Rankin, editor of *Samoa* had claimed a similar sum.

In his judgment, Chief Judge C. C. Marsack dismissed the suit brought by Samoa Newspapers Ltd., but found in favour of Mr. Rankin and assessed the damages recoverable against defendant at £100 together with disbursements and expenses.

The local newspaper war arose out of letters signed by a correspondent who called himself "Citizen", which were published in the *Samoa Bulletin* of December 23, 1960, and January 6, 1961.

The letters strongly criticised the action of Mr. Rankin, editor of the rival newspaper, alleging he had refused to use the process-block making machinery, owned by *Samoa* to make a block for an advertisement in the *Samoa Bulletin*.

In the course of the letters some uncomplimentary personal things were said about Mr. Rankin and it was also alleged that Mr. Rankin and his company had not paid the correct customs duty on the block-making machinery when it had been imported.

Chief Judge Marsack said, in his judgment, that he dismissed the suit brought by Samoa Newspapers Limited as the statements complained of did not refer to an incorporated company but only to Mr. Rankin as an individual.

The remarks made about Mr.

8311



THE PORT MORESBY SCENE. Port Moresby radio announcer David Cole and Miss Kathie Andre were married quietly in Port Moresby in March, and the same evening celebrated with dinner at the Papua Hotel (top). Lower picture shows Mr. & Mrs. B. Goodsell, at the opening of Burns Philp's new men's mess in Armadec Street, Port Moresby, in March. Mr. Goodsell is a general-manager of Burns Philp (NG) Ltd. Photo: Papuan Prints.

Rankin, however, were clearly demagogic and were not based upon a true statement of fact. The defence claim of a fair comment therefore failed.

In rendering judgment, the Judge said he took into consideration the fact that the solicitor for the defendant company had tried to settle the matter out of court, but that the plaintiff had rejected all overtures.

Scheme for Treating New Caledonia's Low-grade Nickel

The plan of a Canadian industrialist, Mr. D. W. Heller, to treat New Caledonia's low grade nickel ore at a West Coast plant, has caused a lot of interest in New Caledonia. It has also caused some scepticism.

Mr. Heller spent some time in New Caledonia making a survey of low-grade (2%) nickel deposits. He then returned to Canada where he investigated a new process for re-

fining this type of ore. He subsequently announced that he and the interests he represents will erect, at the West Coast port of Nepoui, a treatment plant capable of treating 5,000 tons of ore per day. However, there were some "buts" in it. He said that before going into the affair he would need certain guarantees from the New Caledonian Administration. Cost of erecting the treatment plant would be around \$25,000,000, and it could be run either by conventional power or from an atomic pile. In addition, the passage through the reef off Nepoui would need to be enlarged to permit the entry of 7,000-ton ships.

Mr. Heller said that his plans

would give special consideration to the small miner who would be supplied with mechanical equipment and interest-free loans repayment for which would be made in ore. Mr. Heller said that his group is willing to invest \$50 million in New Caledonia.

Noumea's reliable newspaper, *Bulletin du Commerce* calls the scheme "grandiose"—and obviously not without reason. But even if only a part of the plan is realised it would give a boost to New Caledonia's economy. The island has tremendous reserves of low-grade ore which are useless unless some revolutionary process—such as that claimed by Mr. Heller—can deal with them. (Over)

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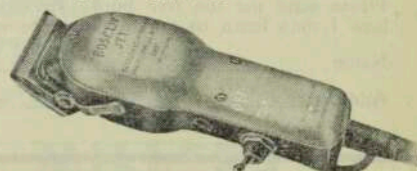
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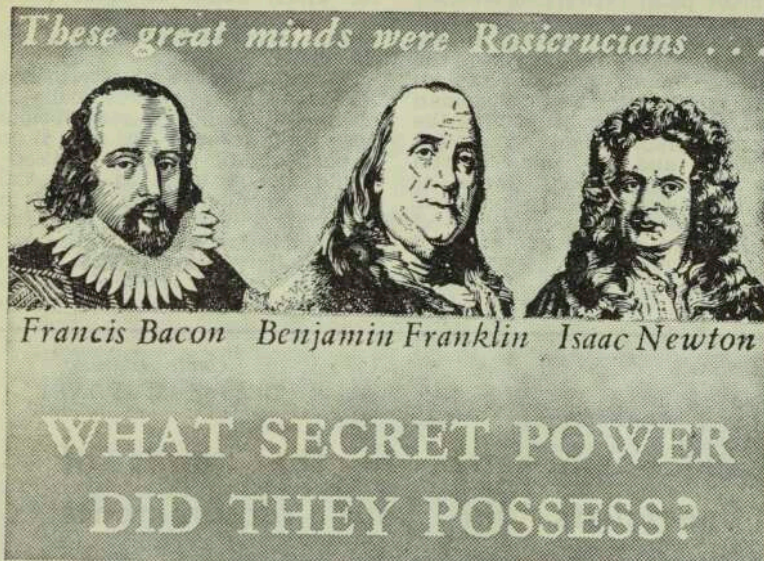
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New Caledonian citizens who are adopting a policy of wait-and-see recall another North American mining venture of some years ago. The company, called Calmet, also operated at Nepoui, where it set up a big treatment plant to recover chrome from the sands of the river flats nearby.

A large amount of money was spent in equipment, including dredge, but after producing about 1,000 tons of 52% chrome, it was found that the whole project was uneconomic and the company folded up. The concentration plant was bought by the Nickel Company.

Cooks Want Their Own Museum, Library

Rarotonga has formed a committee to organise the establishment of a museum and library for the Cook Islands. It will be erected on Rarotonga.

In early March a first donation of £22 was received for the museum fund, the money collected by the Teacher Trainees' Association.

Resident Commissioner A. O. Dare is one of the leading exponents of the need for a museum, and is giving the scheme every encouragement.

Getting NG Down On Canvas

A cartoonist of the London evening newspaper, *The Star*, thinks that he will live in a New Guinea native village for several months later this year and draw native inhabitants for an exhibition in London.

He is Mr. Fred Joss and he has just made a flying visit to the Territory en route to Hongkong. He has not chosen the village in which he will live yet, but it could be in the Highlands or in the



Mr. A. O. Dare, who supports moves for a museum for the Cooks. See above.

Trobriands, off the Milne Bay area of Papua.

He says that he wants to "introduce the New Guinea villager to the world".

He said in Port Moresby in mid-March that from the artist's point of view, New Guinea was completely unexploited, and that he wanted to return and get his impressions down on canvas while the native's present way of life still exists.

New Caledonia Was Never Like This

Letters are now reaching New Caledonia from Vietnamese repatriates who went back to North Vietnam in recent months. Reports of conditions there, according to the letters, are conflicting, the highest praise being that "life is hard".

The writers obviously might have more to say about the conditions as they find them if it were not for the fact that the letters might be censored.

One letter of instructions from a head of one family to his married daughter still waiting repatriation in New Caledonia, tells her not in any circumstances to bring money with her, but to bring as much merchandise as possible.

This particular man left on the first repatriation voyage, and in order to go gave up a magnificent market garden which he had created out of the wilderness a few miles from Noumea. Before he left he sold it for the equivalent of £A7,500.

The *Eastern Queen* was due back in Noumea on April 3 to lift about 50 Vietnamese who originally came from the New Hebrides. The vessel sailed later to Vila, New Hebrides, where about 450 Vietnamese will embark for Haiphong.

W. Samoa Faces Gloomy 1961

The economic position of Western Samoa during 1960, according to official figures, deteriorated considerably, and for the first time for years the value of imports exceeded the value of exports by about £40,000.

This was mainly due to the drop in the market prices for main exports—cocoa and copra—and a decrease in the production of copra.

At the beginning of 1961 it was realised that export values in 1961 would be decreasing and that there were no prospects of an appreciable improvement in these values in 1961. The edge of a hurricane, which was felt in W. Samoa on March 12 did very appreciable damage to the 1961 prospects for the main commodities, too, and the results will be felt during the whole of the current year. (Over)

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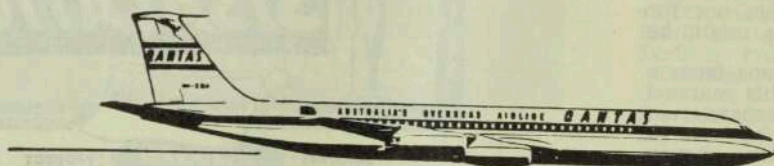
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The new cocoa crop which was coming on well, has been practically wiped out by the strong winds and heavy rains, the flowers and young pods being blown off or turned black. There will be hardly any cocoa for export until the end of the current year.

The banana plantations suffered heavily and most of the plants were blown down. Banana exports to New Zealand will probably reach only two-thirds of last year's exports of 400,000 cases.

As Tonga's bananas have been more severely affected by hurricane damage, Fiji's banana growers may benefit from the misfortune of Samoan and Tongan growers—which is the reverse of the case of a few years back when Fiji banana production was so badly affected by hurricanes.

It has been suggested that, in order to cope with the dangerous low level of Western Samoa's overseas funds, the Government may be forced to introduce import control.

As the spending power of the Samoan people will be greatly limited in the foreseeable future, importers will anyhow be compelled to reduce their imports.

The Samoan Government, and particularly the new Minister of Finance, the Hon. G. F. D. Betham, are faced with a particularly difficult task in preparing the 1961 Budget which is to be submitted to the Legislative Assembly budget session commencing on April 11.

For years now, the Budget has become more and more top heavy and unrealistic for a small country like Western Samoa with only 100,000 inhabitants.

The Public Service with a salary bill of about £S.750,000 is particularly unwieldy, and at present requires more than half of the ordinary revenue of the Samoan Government.

When a similar, but much milder, recession was experienced in 1957, the Government had to resort to dismissal of hundreds of school teachers and other public servants.

It is at present not known what remedies the Government will suggest to cope with the unfortunate financial setback in 1961. It is also greatly regrettable that an economic recession should face W. Samoa at a time when it is looking forward to Independence on January 1, 1962.

S Scholarship Men Make an Impression

"The three young men with us at present are making a fine impression both with faculty and workmen. They are laying the groundwork for ready acceptance of future applicants."

This was the tribute paid to Fiji's first three scholarship winners to the East-West centre at the University of Hawaii, by the Acting



NEW WHARF FOR LAUTOKA

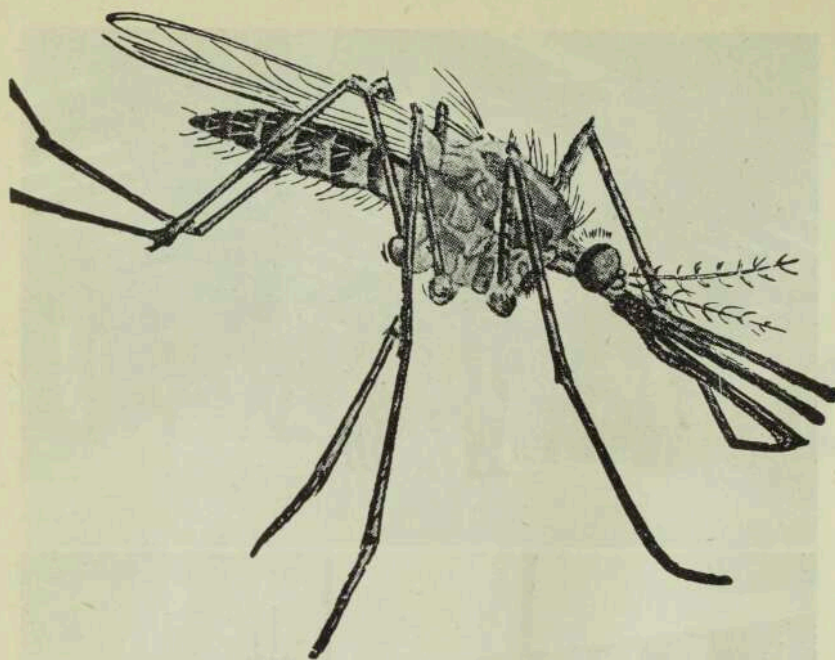
Lautoka, second largest port in Fiji and gateway to Fiji's No. 1 industry—the growing and processing of sugar-cane—came into its own on March 13, with the opening—by the Governor, Sir Kenneth Maddocks—of the new £1½ million wharf.

Construction was commenced in 1959 after tenders had been invited from 16 international firms. Successful contractor was the Danish-Malaya consortium of Christiani-Nielsen and Gammon Ltd. Government's consulting engineers were Messrs. Wilton and Bell, of London.

The wharf takes its place in the history of dock design and construction in one special way. A new design of hollow prestressed pile was developed by Christiani-Nielsen in Copenhagen specifically for use at the Lautoka project. It has now been named the "Fiji pile" and is also being used in Malaya.

The Union Steam Ship Company's vessel "Matua" was given the honour of being the first ship alongside the new wharf. The "Matua", almost alone, maintained Fiji's lifeline to New Zealand during the war years. She has been running to Fiji regularly for more than 25 years.

Photos, by Bob Wright, show a section of the spacious wharf sheds, and a line-up of local small craft which took advantage of the new wharf on the opening day.



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Dean of the International College, Mr. Leonard D. Tuthill, in a letter to Fiji's Director of Education, Mr. J. G. Rodger, in March.

The three students, who left Fiji at the end of January, are Mar Tupou, formerly Fiji Visitor Bureau representative at Nadi; James Surendra Jagi, student Lelean Memorial School, and James Anthony, secretary of the Wholesale and Retail General Workers' Union. (See *PIM*, Mar., p. 45).

Mr. Rodger had written inquiring how many more of East-West Cent scholarships would be available in Fiji, as the scheme came in operation only last October.

In his reply, Mr. Tuthill said only four scholarships were available to the Pacific territories (excluding US Trust territories) for 1960-61, and as Fiji had already been awarded three of these, it did not seem likely that the Colony would be granted the only one left.

Next year, however, eight scholarships would be available to the territories, and it was more than likely that Fiji would be successful in gaining its share of them.

Mr. Tuthill said in all, 250 scholarships would be awarded for 1961- and by 1965, the total will have reached 1,000.

In the hope that Fiji's allocation will increase annually, Mr. Rodger said consideration was being given to the selection procedure necessary to cope with the large number of prospective students expected to apply.

And although it is to be expected that the more populous Asian countries will gain the bulk of the scholarships, a Suva correspondent says it is good that Fiji is keeping a weather eye on what's offered for its part of the world—and that its pioneer students are making such a good impression.

Bulk Petroleum Products For BSIP

Work will commence shortly on the erection of the first oil storage installation built in the British Solomon Islands.

The installation, costing £110,000, will be erected by the Shell Co. at its present site in Honiara. The storage capacity will exceed 1,500,000 gallons of petroleum products.

Bulk supplies will come from Singapore by 18,000-ton tankers, the biggest ever to visit Honiara. Fuel will be pumped ashore through a submerged pipeline.

Since bulk petrol was introduced by Shell on a small scale in March 1960, the price of motor spirit and distillate has dropped by 7d. per gallon. The present Shell installation has a bulk storage capacity of 75,000 gallons, and stocks are drawn from the company's Rabaul depot being transported to Honiara on small tankers.

All This And NNG, Too!

The native people of Australian and Netherlands New Guinea would welcome federation of the two territories, according to A. M. P. Reuben Taureka, recently nominated to the Legislative Council of Papua-New Guinea and already president of the P-NG's Workers' Association, the Territory's first native trade union.

Taureka said that he was not just speaking for himself when he said this, but that it was "the general feeling of educated natives on both sides of the border", that both New Guineas should become one.

Taureka had been asked to comment on a statement made by Dr. Joseph Luns, Netherlands Foreign Minister, after Luns' recent meeting in Holland with the Australian Prime Minister.

Dr. Luns said then that a federated New Guinea was "certainly a possibility".

Taureka said that the Workers' Association had been in "constant contact" with various native organisations and political groups in West New Guinea, and that "generally, we think along the same lines."

Most observers of the New Guinea scene would probably agree that both Taureka and Dr. Luns are talking about 20 years prematurely. Taureka's Workers' Association represents a tiny minority of the Papua-New Guinea population, and there was far more common-sense and down-to-earth reality in the comment made by "a senior Administration spokesman".

This unknown but practical gentleman said: "A federation is something that the natives themselves will have to decide when they attain independence. . . . Australia has a big enough burden developing Papua-New Guinea without tackling, on a joint basis with the Dutch, West New Guinea, too."

With the commissioning of the new installation early in 1962, a further price reduction can be expected. The present bowser price is 2½ per gallon.

While plans are being finalised for Shell's enlarged installation, the Vacuum Oil Co. Ltd. has almost completed the erection of its first installation in the BSIP which is like Shell's in Honiara.

Under the supervision of Vacuum's construction engineer, Mr. C. V. Morris this installation is expected to be completed by the end of April,

1961, which will be about four months after construction began.

Mr. Morris said that he was satisfied with the progress of work, considering the site at Point Cruz was originally a swamp which had to be reclaimed before erection could be started.

When asked about marketing arrangements, Mr. Morris made no comment, and he could give no indications as to the advent of Vacuum service stations in Honiara.

Honiara is served by three service stations, all of which market Shell products, and any increase in the number of service stations must be limited.

It is believed that Vacuum will be supplied by the tanker *Pacific Enterprise*, which will draw from Vacuum's depot at Lae, New Guinea.

PIR's Big Part To Play

Critics of Papua-New Guinea's Pacific Island Regiment were probably interested in the mid-March announcement that Australia spent more on her Army units in P-NG than on any other units in the Commonwealth.

This information was given by Major-General R. E. Wade, GOC

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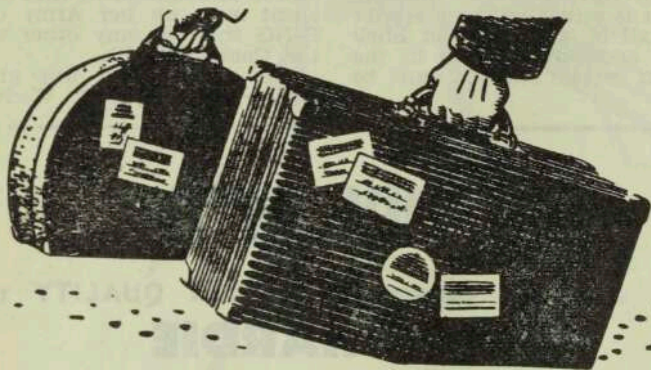
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Northern Command, who had just completed a ten-day familiarisation tour of the Territory.

At a press conference in Port Moresby he claimed that he had been "most impressed", especially by the PIR which he described as a "fine body of soldiers with a part to play in this country's future".

Tro브리ands Lose A Powerful Chief

The death has occurred in the Trobriand Islands, east of Papua, in March, of Mitakata, chief of the Tabalu clan of about 3,000 people.

He is survived by 13 wives, children and an estimated 40 grandchildren, plus 9,000 other Trobriand Islanders who have all gone into mourning for him.

The mourning period is expected to last some months as Mitakata was regarded almost as a god. He was about 75 years old and had an important place in the Trobriand scheme of things for the last 20 years. He was one of the Group's most respected and powerful men.

Bond For Young NB Native

A 13-year-old New Britain native boy was given a 12 months' good behaviour bond in the Supreme Court at Kandrian in late March. He was found guilty of killing his five-year-old brother with a fish spear.

The Crown alleged that at the time of the brother's death, both boys had been on their way to a mission feast. While they were crossing a river the younger brother began to cry because he thought he was being left behind. The elder struck him with a fish-spear to quieten him, and when the younger boy attempted to swim away the elder brother had reversed his spear and thrown it. The spear entered the young child's groin and he died almost instantly.

In a second hearing, the boy's step-father, Anuk, the village chief, was acquitted on a charge of having attempted to pervert the course of justice. The Crown alleged that Anuk had tried to bribe witnesses of the boy's death not to report the incident.

Chief Justice Mann, who was hearing the case, accepted the defence's plea that allegations were a conspiracy by certain villagers to have Anuk removed from power because he was reputed to be a sorcerer.

Has NG Got Mau-Mau Or Just Jitters?

Just how serious is a so-called Mau Mau type cult in New Guinea?



Dr. John Gunther.

was the centre of a controversy in March—with the clergy on one side and Government officials on the other.

The clergy said it was serious and something should be done about it. The Administration said it wasn't serious, and that they had had their eye on it for some time, anyhow.

The cult is called Iniid. A Roman Catholic missionary, Father J. Reischl, of Rabaul, a priest of many years experience in New Guinea, reported the existence of the cult to the authorities in February (PIM, Mar. 7).

According to Dr. John Gunther, Assistant Administrator, the natives involved were "Teddy Boy" types, who just needed a spanking.

The great mass of the native people of New Britain resented these fools", he said.

"They also would bitterly resent any suggestion that there is real opposition to the Australian Administration, or that white people need have fears."

Dr. Gunther was making an official statement on reports of the alleged secret native cult whose members were sworn to kill all white men.

The cult was reported to be building up among the Tolai people of New Britain and spreading to the New Guinea mainland.

Dr. Gunther said the Administration had known "for some time" of a secret society—one that flourished back in the German days and had been revived.

He ridiculed the idea that any anti-European bias it might have was of significance. He said the result of the March 18 elections—when only native candidates who campaigned for closer native-European co-operation succeeded—gave the lie to that.

Ingiat was one of three native secret societies which flourished during the German rule of New Guinea, Dr. Gunther said.

It was banned at the turn of the century after a planter's wife and her children were murdered in retaliation for desecration of an Ingiat meeting ground.

"The Administration is closely watching its activities," he said.

"Today there is no fear of Ingiat acting in any way to the detriment of the Australian or Tolai people.

"Any public statements to the contrary are gross exaggerations and looking for sensationalism."

Dr. Gunther said that Administration officers in Rabaul were actively following all cult rumours.

"We can't stop these people making fools of themselves until they are a danger to society," he said.

"When they do this then the law steps in."

However, two weeks after Dr. Gunther's statement at end of March, Fr. Reischl was still convinced that there was, as he put it, a "secret government of terror"

amongst local Gazelle Peninsula natives.

He said that he believed the majority of natives, while not Iniid adherents, had been intimidated, through fear of sorcery, into aiding the cultists.

Cashier Faces NG

Theft Charge

Basil Seeto Sek Cheong, 32, in March was committed for trial at the next sitting of the Supreme Court in Lae on a charge of stealing during the past two years £12,057/14/9 from his former employers, Burns Philp (N.G.) Ltd., at Lae, for whom he worked as a cashier. Seeto is married with two children.

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Spear-Fishermen Blamed For Noumea Fish Shortage

The increase in the numbers of amateurs spear-fishing has been blamed for the scarcity of fish caught in recent years by professional fishermen around the coast of New Caledonia.

In a letter to a Noumea newspaper, Mr. Emile Castex stated that a few years ago commercial fishermen could be certain of filling their vessels locally with enough fish to satisfy Noumea's demand. Now they are forced to go a lot farther afield and even then they are not sure whether they will catch sufficient fish for the demand.

Mr. Castex and a number of other commercial fishermen have made a close study of the situation in the last three years and their opinion is that around the fishing grounds that are frequented by spear-fishermen, the fish have virtually disappeared.

Underwater sport of this type was, of course, virtually invented by the French but even the spear-fishermen themselves are being affected by the scarcity of fish around Noumea these days. People who take part in the numerous spear-fishing competitions now have to go much further afield themselves to capture anything worthwhile.

Other amateur fishermen who never did anything more adventurous than dangle a line at various spots around Noumea harbour also report now that they have to sit longer for fewer fish.

Mr. Castex is particularly critical of the so-called spear-fishing championships which caused huge amounts of fish to be caught and then thrown back into the sea once the spear-fishermen had posed for photographs in front of the catch.

G Patrol Hazards— Cannibalism and Japs

A patrol of 54 days has recently been completed in the country south-west of Lake Kutubu, in Papua. It was carried out by Native Affairs personnel under the leadership of Patrol Officer F. J. Howard.

The first patrol through this so-called Bosavi area was made by the Jamson-Champion patrol, in 1936, and Lake Kutubu station was opened in 1937.

There have been other subsequent patrols and Mr. Howard was able to report at the end of the most recent one that although tribal disputes still occur and there are some cases of cannibalism, Administration influence is growing. With one exception the patrol was well received in all hamlets and on several occasions the people held dances to welcome the party. They had built new rest houses

and police quarters before the patrol's arrival, and an abundance of native food was offered for sale to the party.

The one attempt made to influence the patrol to leave a hamlet occurred at Ferisa. After camp had been made a villager arrived on the run and announced that Japanese troops had stayed the night at a nearby village and might visit the Ferisa hamlet soon. Mr. Howard comments that this report was probably invented in the expectation that on its announcement the patrol would immediately move on.

The informant was advised that the patrol knew there were no Japanese troops in the Territory, and the people then made no further

effort to induce the patrol to break camp. Mr. Howard said that as no Japanese were ever anywhere near the area during the war, reports of Japanese troops in the country during the war had probably come through from men of the Kikori area who had served with the Forces.

The patrol found that the population had ample supplies of native produce and supplemented this with wild game, cassowary, wild pig and pigeons, which abound in the district. The Bosavi men are particularly fine and accurate bowmen. A full set of arrows for a huntsman consists of six different types, each with its own purpose and used on one particular type of game only.

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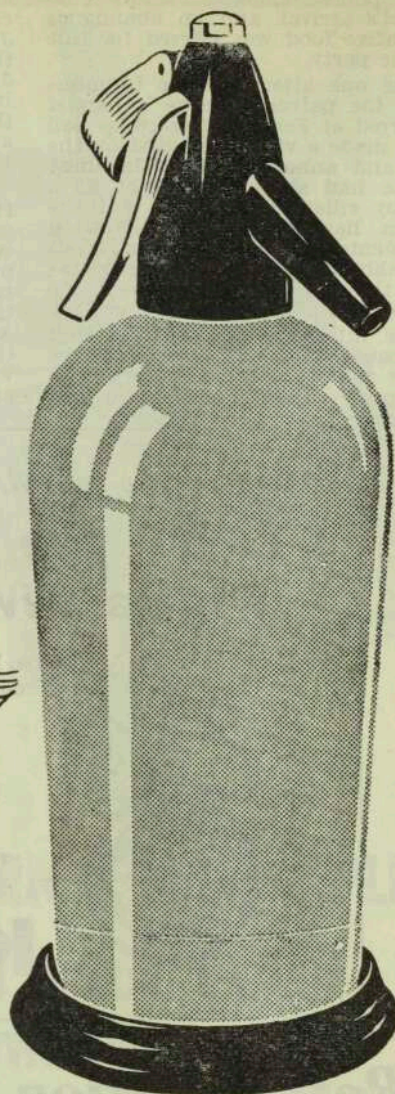
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IN SYDNEY

These four young ladies from Fiji were at a recent Polynesian Association gathering in Sydney. From left, Hazel Curtis, Grace Miller, Kiti Cokanasiga and Grace Smith. Hazel is a business secretary, the two Graces and Kiti are nursing.

The Bosavi bows are widely sought after and are traded far into the interior area of the Southern Highlands. Most Bosavi men appear to spend at least half of their time hunting.

Bosavi houses seen by the patrol are exceptionally good and of a design unique to the area. When building a house a Bosavi first finds a clump of trees with the correct spacing to serve as supports. The trees are then cut off sometimes 30 to 40 feet from the ground and the stumps used as uprights. Mr. Howard saw some uprights as large as eight feet in diameter. The roof is made of sago leaves with curved side and gables so that the shape is similar to an upturned boat. The houses are communal homes in which the women of the clan live in quarters partitioned from the central hall, which is occupied by the men.

Discusses a Staff Distinction

A beneath-the-surface struggle is going on in Fiji in early April between those who wish to accept a British Government proposition for higher rewards for overseas civil servants in Fiji, and those who strongly resist the idea.

London has pointed out that a new administration needs a lot of skilled officials and that Fiji, having a limited budget, cannot afford to pay the high, and increasing salaries of all the officials it needs. Consequently, a number of important posts remain vacant.

London therefore has offered to provide the difference between what can pay these officials, and what the officials require before they will accept service in Fiji. A system of new rates, representing increased emoluments, would apply to all expatriate officials in the Fiji public service.

The Fiji Government, being commanded—as to the dominant majority of senior expatriate civil servants—enthusiastically in favour of

the plan. It argued that this system of bringing in more skilled and experienced officials would greatly assist in the urgent task of developing Fiji's resources, to take care of the rapidly increasing population. But the high officials ran into trouble immediately.

It was part of the plan that only officials from overseas should receive these additional emoluments. The increasing number of officials who are rated as "residents" of Fiji would continue to receive only what is called the Fiji rates of pay.

That, of course, was political dynamite—and the non-Governmental persons who learned of the plan told the Governor so, in simple terms. The *Fiji Times* was outspoken on the subject.

Also, it was manifest injustice. Why should residents of Fiji be paid less for their services than residents of England or Australia?

Why should a person be penalised because he is a resident of Fiji—always provided, of course, that the service he gives is comparable with the service supplied by the expatriate?

Everyone agrees that Fiji needs—now, more than ever before—skilled and experienced administrative officers. Since the Colonial Office is in a generous mood, it would be folly not to take advantage of the offer.

So why not accept the offer—on condition that all officials, expatriate or resident, got the benefit of the higher rates?

The Fiji Government seemed to balk at that. Probably, it was reluctant to seem to bargain with the Colonial Office.

But it was pointed out, in Suva, that a similar position arose recently in Kenya; and was solved by an agreement that the higher rates, as provided by the Colonial Office, should be paid to all officials, whether local or expatriate.

At this moment, the ball is in the air, and none knows where it will fall. It is being very anxiously watched by those overseas officials who are in Fiji merely because they

are serving "a term of duty" there.

However, the belief was current in Suva early in April that the Government ultimately would recommend something similar to the Kenya plan to the Colonial Office.

Suva's Most Celebrated Gaol Escapee Recaptured

An armed party of Suva police captured Sairusi Nabogibogi, who escaped from Lautoka Gaol on May 28, last year.

They took the prisoner in his father's house at Raiwai, a Suva suburb, in early April.

Acting Senior Superintendent Stan Gullidge, formerly of the South Australian Police Force, led the police party.

Two Fijian policemen smashed a door down and found Sairusi with a group of seven other Fijians drinking kava.

A .22 calibre rifle was beside Sairusi, but he surrendered quietly. Seven other Fijians were charged with harbouring a prisoner.

Sairusi at the time of his escape was serving sentences totalling 13 years for crimes which included robbery with violence.

Does Niue Provide A Survival Clue?

Niue Islanders might provide the key to the future of mankind in the atomic age. British physicist Sir Ernest Marsden said in Wellington in April.

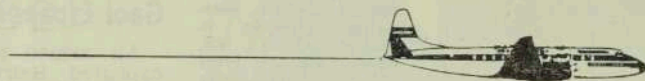
He said research into the ability of the islanders to withstand abnormally high natural radiation on their unique volcanic island—a New Zealand dependency 300 miles

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ast of the Tonga group—might provide clues to the ability of mankind to withstand the horrors of nuclear warfare.

Sir Ernest said that at present biologists at Cambridge University were working on material from Niue Island.

It was hoped this research would enable scientists to find how these people had been affected by living for so many years on an island in parts 20 times more radio-active than normal.

"We have already discovered this environment has evolved a race more resistant to radio-activity," Sir Ernest said.

"We are on the verge of interesting new discoveries."

The work would be linked with the effect of radiation on chromosomes and genes—microscopic articles that determined hereditary factors.

Sir Ernest said Niue Islanders had evolved under their present conditions by a process of survival of the fittest.

Stillbirth had reduced those unable to withstand the abnormally high radiations of parts of the island.

three grades. However, he indicates that the safety margin is now pretty narrow.

Other points made by the chairman in his report are that "unfortunately for copra producers" they are now on the other end of the swing from where they were several years ago when copra and coconut oil were in very short supply.

Before manufacturing formulae can be altered, long-term production and price potentialities must be considered. Manufacturers are well aware that both soya bean and cotton seed production can be increased sharply without much trouble, whereas there is no quick means of increasing copra production—"Hence the cagey approach" to any sudden change in manufacturing formulae.

The chairman thinks that it is a good omen for the copra market later this year that 155,000 tons of the current season's Antarctic whale oil catch has already been sold. The price was £Stg.73/10/- per ton ex ships, to Unilevers, on behalf of Norwegian, Japanese and British whalers.

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..... Margaret Merril.

Fiji Subscribes to Gatty Memorial

A small number of Fiji citizens in response to an appeal by the *Fiji Times*, sent in subscriptions to the Harold Gatty Memorial Fund and, at the end of March, *Fiji Times* sent the sum of £34, thus contributed, to the Secretary of the Fund, Town Council Office, Campbell Town, Tasmania. Campbell Town is the birthplace of the late Mr. Harold Gatty, and the memorial is being erected there. (See *PIM*, Mar., p. 57).

Copra Prices reach a New Low

Copra prices reached a new low in March when the average price, i.e. UK/Continent was £Stg.60/15/- per ton.

This has been reflected in adjustments to prices paid producers in Pacific Islands—notably in Fiji and the Solomons.

The BSIP Copra Board adjusted its prices down to the tune of £8/10/- per ton, making the three grades A51/10/-, £A50 and £A47/10/-. Fiji price at the beginning of April was £49/10/- and £F47 for their two recognised grades.

The chairman of the Papua-New Guinea Copra Marketing Board has stated in his monthly report to producers that he hopes an average of Stg.61 per ton will be maintained so that it will not be necessary to vary the tentative P-NG price which at present is £A54/10/-, £A53, and £A52/10/- respectively for the



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Some Acid Comment On Fiji Sugar

The Commission of Inquiry into the sugar industry in Fiji ended late in March with some notes of sharp criticism of the CSR Co. by some of the experts advising groups of cane-growers.

Mr. R. S. Kay, a chartered accountant assisting one group, was supported by the chairman (Sir Malcolm Trustram Eve) when he insisted that the company had shown reluctance in answering questions about what became of a sum of £1,380,000 which at one period appeared in the Depreciation Account, and then disappeared without trace or explanation.

Mr. H. G. Nicholls, a CSR official, submitted in writing a rather complicated reply which the chairman said was not comprehensible. "It may be an accountant's answer, but we want a straight answer," was his summary.

Mr. A. D. Patel also hammered at the mysterious figure; and then argued that the CSR was "cheating" the growers in relation to payment for molasses. He called for Government, instead of monopoly control, of the sugar industry in Fiji; and he advocated a system under which the growers could process their own cane.

Mr. D. M. N. Macfarlane, representing other cane-growers, condemned the "remote control" of the Fiji industry by the CSR. He argued

that the cost of managing the industry in Fiji from Australia was between £300,000 and £400,000 per annum—"and that is too much," he declared.

Mr. B. D. Lakshman said that the figures given to the Commission by the CSR showed that the company could pay bigger wages to mill workers; and if the present "deadlock" on wages was not resolved at the next crushing season the result "could be disastrous".

In replying to all this for the CSR, Mr. R. G. Kermode said the company had grave doubts whether the constitution of a Sugar Board to control the industry really was the answer to the problem in Fiji. The company advocated, instead, improved control and operation of unions and associations, and a more scrupulous regard for agreement. Any disadvantages of "remote control" were more than outweighed by the benefits the CSR in Fiji received from its association with the very big sugar industry in Australia.

So far as the demand for higher wages at the mills was concerned the company considered that the present wage structure already was more than fair and equitable. The idea of growers processing cane for themselves was completely impracticable, under present world conditions.

As reported, on p. 20, the Commission's sitting ended happily with an agreement covering the 1961 cane-cutting.

Members of NNG's New Council

With the announcement in Hollandia in late March of the names of the 12 appointed members of the New Guinea Raad, NNG was all set to hold the inaugural meeting on April 4 (see p. 19). The New Guinea Raad has 28 members, 16 elected and 12 appointed.

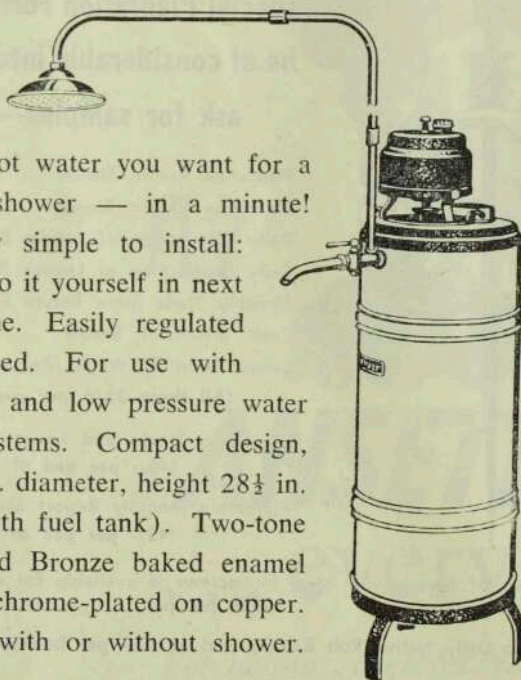
These were the elected members:

HOLLANDIA, Mr. N. Jouwe; HOLLANDIA-CITY, Dr. O. J. de Rijke; NIMBORAN, Mr. Manasse Suwae; SCHOUTEN ISLANDS, Mr. M. W. Kaisiepo, Mr. B. Mofu; JAPEN-WAROPEN, Mr. M. B. Ramandey, Mr. E. J. Bonay; MANOKWARI, Mr. H. F. W. Gosewich; RANSIKI, Mr. P. Torey; RADJAMPAT, Mr. Abdulla Arfan; SORONG, Mr. A. van Zeeland; TEMINABOEAN, Mr. A. Onim; AJAMARU, Mr. Daud Deda; FAK-FAK, Mr. N. Tanggahma; MERAUKE, Mr. A. Kendau Gebse; KAIMANA, Mohamad Achmad.

The appointed members are: Mr. V. Maturbongs, Mr. F. Poana, Mr. Kiriwaib, Mr. Thontji Mezeth, Mr. Simon Samkakai, Mr. Dominicus Walab, Mr. Bertus Burwos, Rev. Dr. F. Kamma, Father Dr. L. J. van de Berg, Mr. Karel Gobai, Mr. Herman Womsiwor (private enterprise), Mrs.

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Dorkas Tokoro-Hanasbey (women's representative).

Mr. J. H. F. Sollewijn Gelpke is Chairman of the first Council.

They Want PIR Moved Out

The Papua-New Guinea State branch of the Returned Soldiers' League decided at its congress at Lae, in March, to recommend that the Pacific Islands Regiment training establishment (for native soldiers) be moved out of Port Moresby.

Delegates said there were a lot of



The Australian Minister for Repatriation, Mr. M. Osborne, with Mrs. Osborne, arrives in Lae to attend the RSL State Congress in March. The Minister later made a P-NG tour.
Photo: "New Guinea Times-Courier".

undesirable natives living in Port Moresby who had influenced young PIR troops, and this had been shown in recent riots involving the troops.

The congress also decided that it was unsatisfactory for the Army to post its European officers to the PIR for short periods, and that periods should be lengthened or made permanent.

The congress decided to press for inauguration of an all-race volunteer citizen force in P-NG, and to ask the Commonwealth Government to extend citizenship and passports to mixed-blood people born and living in the Territory.

The Council Battle On Norfolk Island

Norfolk Island's internal politics took an interesting turn in March following the election to the Norfolk Island Council of Mr. A. Bathie in place of Mr. Leo Nola, whose office was declared vacant because he was absent from three meetings of the Council.

Mr. Bathie has been one of the most outspoken critics of the Council, which was elected last year in place of the old Advisory Council.

Ever since the Council took office the community has been split on whether it has been doing a satisfactory job or not.

Mr. Bathie's first move following his election was to have a special Council meeting called for discussions with the Administrator on Norfolk's financial problems.

At the next regular Council meeting, on March 14, Mr. Bathie asked the president, Mr. F. J. Needham, for an adjournment on the ground that proper notices of the meeting in accordance with the Ordinance had not been sent out.

The president refused and Mr. Bathie took the matter to the Chief Magistrate in early April, asking for a ruling that the meeting had

not been properly convened, and for a direction to the Council to set out properly the nature of its business at future meetings.

He won his case.

The verdict has aroused a lot of speculation on Norfolk. The fact that one meeting has been ruled improperly convened may mean that earlier meetings were, too.

And if all meetings were improperly convened, Councillor Nola may have been improperly removed from office!

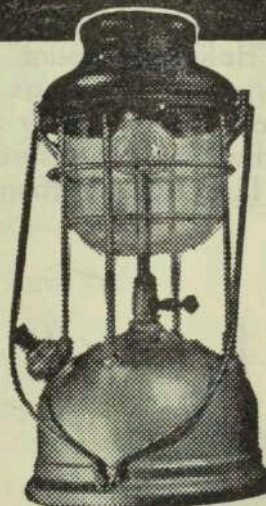
Reported one Norfolk Island correspondent: "General opinion is that the Gilbert and Sullivan comic opera regularly being performed at Rawson Hall is rapidly developing into a tragedy for Norfolk Island."

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Tragedy, and Near Tragedy, in the Air

Two crewmen and a hostess scrambled from a DC3 freighter minutes before it broke in half and burned fiercely after an emergency landing in the New Guinea Highlands in early April.

Medical equipment worth £10,000 was destroyed in the fire.

The £30,000 aircraft, which burned for more than 24 hours, has been written off as a total loss.

The aircraft, owned by Papuan Air Transport, had been chartered by the Administration to take 4,300 lb of medical equipment to Kundawa, in the Eastern Highlands.

The pilot, Miles Lewis, 36, said: "We were at about 13,000 feet. I smelled something—I don't know just what it was—and went back to investigate."

"There was smoke or fumes coming from one of the boxes and the plane was filling quickly."

Lewis said he headed in a long, shallow dive for nearby Bereina airstrip.

Four minutes later he touched down and taxied the smoke-filled aircraft off the main runway.

He and the air hostess, Miss Pat Gollum, 21, jumped to the ground from the emergency escape door. First Officer Bill Vink, 40, blanketed the smoking boxes with foam from an extinguisher before jumping clear.

Minutes later the roof of the aircraft's fuselage caved in and the plane broke in half.

The aircraft was the second that Papuan Air Transport has lost in the last month.

On March 8, a twin-engined Piaggio and its pilot, Geoffrey Wallace, vanished on a 90-mile flight from Popondetta to Port Moresby.

An intense air and ground search failed to find any trace of the aircraft.

However, a patrol did find the remains of four bodies in a crashed war-time American Mitchell bomber, and some of the identification tags could easily be read.

The Show Crowds Liked the Coffee

Over a hundredweight of coffee and cocoa beans were souvenired by the public from the Papua-New Guinea display at Sydney's big Royal Easter Show.

The beans were sampled by the kids who took them home to paste in their "project" books.

Several new panels of enlarged photographs were added to the P-NG stand this year to illustrate the development of coffee and cocoa growing in the Territories.

Other murals which attracted the public's attention showed the recent political advances of the New



The P-NG stand at this year's Sydney Royal Easter Show.

Guineans, social progress, work of the missions and advancement of women.

Administration officials, assisted by two New Guineans, had a hectic time answering all the queries from the public.

Most questions were intelligent ones, showing the Australian man in the street's interest in the Territory.

Although the overall attendance at the Show dropped this year, P-NG stand officials said they had experienced the biggest crowds yet.

Maybe next year New Guinea coffee growers should get into the sample bag business and really promote the interests of New Guinea coffee to the million-odd show visitors!

New Support For Suva Airport

The plan to establish an airport at Suva Point, on the edge of Suva city, is being vigorously supported by an organisation of Suva citizens.

Dr. K. M. E. Bradfield, a high official in Civil Aviation in Australia, and Mr. A. Reiher, of the Australian Department of Works, were in Fiji at the end of March to report upon the plan.

Suva's present airport is at Nausori, on a low-lying section of the Rewa Delta; and the 12-miles-long road-connection between Suva and Nausori airfield is through a series of growing Indian and Fijian villages. (See *PIM*, Feb., p. 138).

Seven Out of 10 Natives Won't Reach Five

The task of bringing help to Papua-New Guinea was so great that it would never be overtaken until Australians had the partnership of the indigenous people, the Minister for Territories, Mr. Hasluck, said in Madang on April 7.

Mr. Hasluck was opening the new £662,000 Madang District Hospital. "In this task," he said, "people of all races and variety of talents will be required."

"It is not only in this field we will make a triumph where in other parts of the world there has been human tragedy but in others as well we may be able to do successfully what has never been done anywhere else."

The Director of Public Health, Dr. Roy Scragg, said that now only four per cent. of those who died in the Territory received hospital treatment when they died.

Dr. Scragg said seven out of 10 children never reached the age of five, whereas in Australia 39 children out of 40 lived beyond the age of five.

A woman had one chance in 10 of dying in one of her pregnancies.

He was glad to see a hospital established which would lift the standard of health in the district.

A native, Liwa Kolau, president of Ambenon, the native Local Government Council, clad in shirt, tie and laplap made a speech in Pidgin in which he thanked the people of Australia for paying "big fella taxes" to pay for the hospital.

The native people would have to pay them back and they could best do that by working hard together with the Administration for the advancement of all, he said.

Important New Radio Telephone Link

A new radio-telephone service, which provides a new and highly efficient telephone link between Suva, Lautoka and Nadi was in-

Contributors, Note

Would contributors please address all editorial matter to the Editor, and not to individual members of the editorial staff.

"PIM" has two editors, and frequently one or other of them is absent from Sydney headquarters.

If editorial matter is addressed to either personally, it can remain unopened and therefore unattended to for weeks, and in some cases, months.

If you wish, address either editor personally "inside" the envelope, and if available, that editor will then attend to the matter. But please address the outside envelope simply to: THE EDITOR.

This will allow the contents to be attended to promptly.



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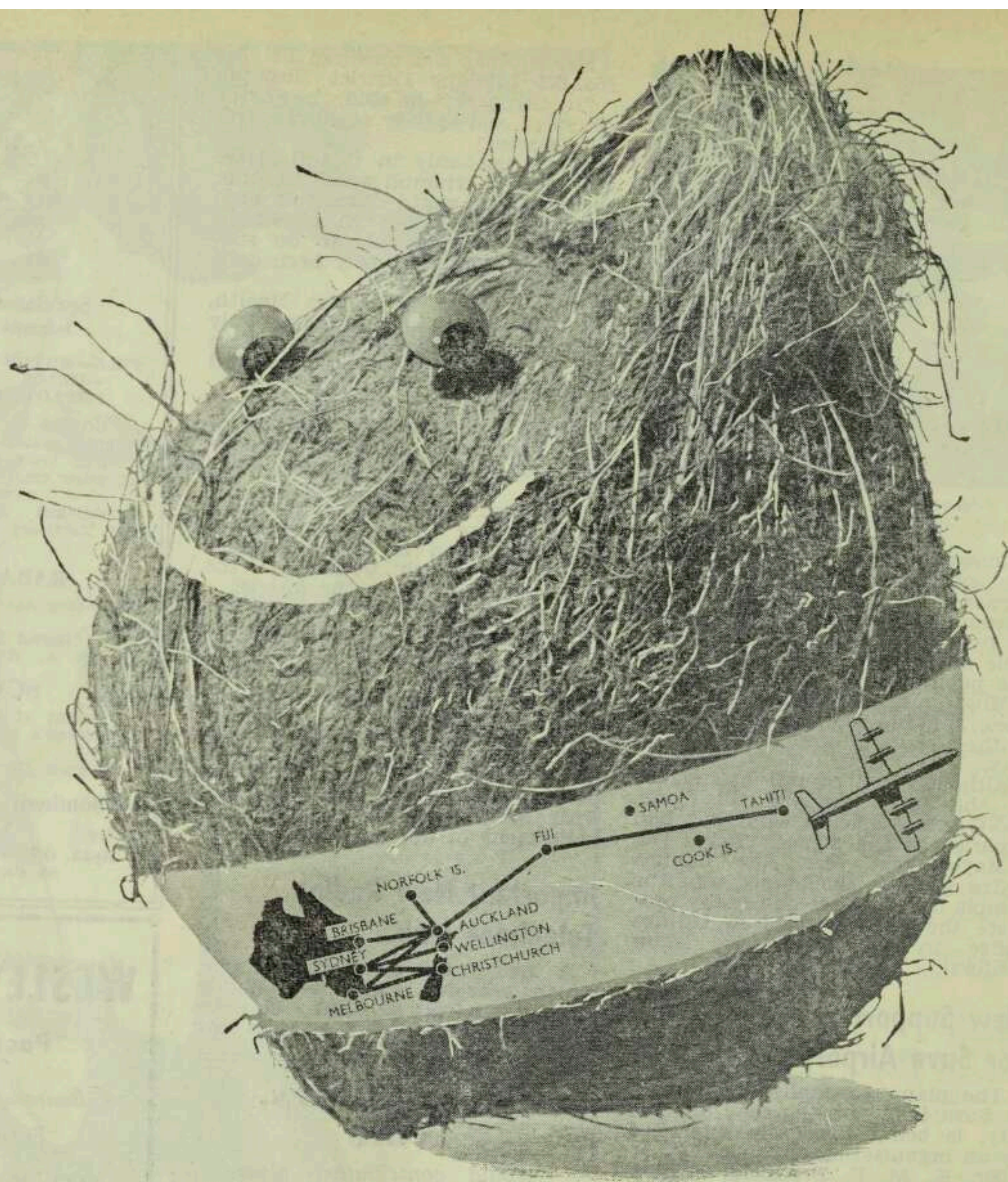
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augurated by the Governor of Fiji late in March.

To perform the opening ceremony, Sir Kenneth Maddocks climbed to South Ridge, a 3,500 ft unroaded peak in the interior of the island of Viti Levu, where a repeater station has been built as one of the important links in this VHF service.

The new telephone link represents a great improvement in the telephone services linking the main centres of Fiji. Suva and Lautoka can now call each other quickly and efficiently, where on the old service there were long and exasperating delays.

Tonga Hurricane

(Continued from p. 23)

Matheson, of Vavau, reported to PIM in late March that although the beauty of Vavau had gone, its spirit had not. Already shelters were up and Tongans were planting whatever they could to help ward off the difficult time ahead.

"At the moment there is only three weeks' supply of food here," she said. "But everybody is grateful for being alive. Should anybody outside want to help, the best aid would be milk powder or the money to buy it, for the coming months will be especially hard on babies, young children, the aged and the sick."

At the height of the storm, 143 Tongans sheltered in the Matheson home, which was partly wrecked. All one night shifts of men braced the walls by leaning against them.

The TEAL Deal

(Continued from p. 21)

I gather here that the BOAC reputation which has recently been visiting NZ and Australia, went away with a small flea in its ear.

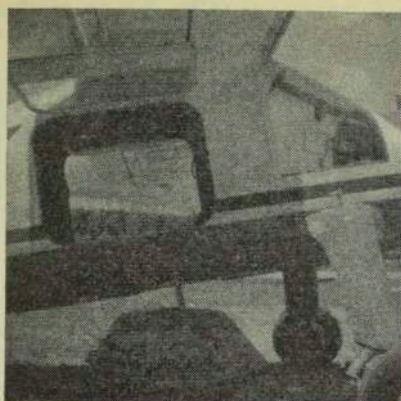
In effect it was told, "You pulled out, and you can't expect us to throw everything to you on a plate now."

But BOAC certainly will be back in the South Pacific picture in the next few years, as part of the "fly British" plan.

TEAL has always regarded the South Pacific Islands as its own special province, and is jealous of the high reputation it has built up here the hard way since the war.

It regards its present by-passing of such islands as Samoa and the Cooks as only temporary—something that has been forced on it by its equipment problems—and it will get back on the full Coral Route as soon as it can.

New Zealand will retain its pre-



NEW AIRCRAFT. There has been wide interest in the Sepik area of New Guinea recently in the arrival of this Dornier Do 27 aircraft—the first of its kind in the Territory. It is based at Wewak with the Catholic Mission of the Divine Word. Two more Dorniers are due to arrive shortly in Goroka, one for Territory Airlines and the other for Bishop Schilling. The Wewak aircraft has been modified. The top of the cabin has been covered in, instead of showing clear perspex, which is not suitable for tropical work. Top speed is 115 knots, maximum range six hours, minimum runway 300 yards, pay-load between 950-1,200 lb and altitude at full load is 10,500 ft. The aircraft was shipped out from Germany and assembled under the supervision of Father Ivo Ruiter, SVD, who recently underwent a three months' course at the Dornier factory.

Photos: D. W. Hawksley.

sent interest in Fiji Airways which, of course, is being used increasingly on international routes, but the all-NZ owned TEAL flag will be kept flying even higher.

TEAL sees Tafuna airport, in American Samoa, as an important cog in the wheel.

Future is Freight

But the really rich future pickings, as the New Zealanders see it, will not be with passengers, but with freight.

New Zealand's trade troubles of the last few years, especially its trade relations with Britain, have been something of a shock here and the Government has realised finally

that this country is really on her own when it comes to commerce and that it can expect no favours from anybody.

To make her own way in the big world of business, she must have her own transport services, and the future for transport in the South Pacific, New Zealand is convinced, is by air.

Big jet transports flying at terrific speeds will make the carriage of trade goods no dearer than transport by ship.

New Zealand, through a fully owned TEAL, will go about this job the way it wants without the bogey of interference from outside governments—meaning Australia.

Admittedly, New Zealand's aviation relations with Australia (i.e., TEAL's relations with Qantas) have not always been completely smooth. At the same time they have not been nearly as rough as might be indicated by New Zealand Press comments over the years.

As one TEAL official told me, "We will always be grateful to Qantas. They have looked after us very well, and done many things for us that we could not do for ourselves. Now we have grown up."

It was Qantas, of course, which received the full brunt of New Zealand public criticism when TEAL was re-equipped with Electras.

TEAL wanted Comets, and when it ended with the Electras the Qantas name was mud over here. The New Zealand Government never bothered to explain to the irate public that Qantas' interest in the matter was only one-third of the story.

Three Reasons

It was certainly true that Australia wanted TEAL to have the Electras, because of a package deal. But also, New Zealand, which was going through a bad economic time, did not have the money for the Comets, or to bring up to jet standard its airports.

The decision would have been the same probably if Australia had had nothing to say in the matter.

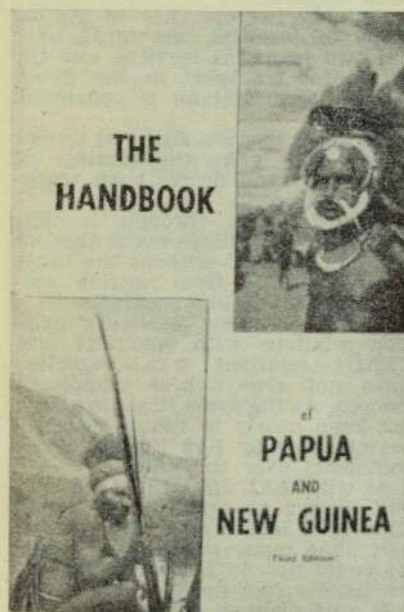
But New Zealand is now going ahead fast with the £7.5 million international airport at Mangere, outside of Auckland. The new airport will have a 6,000 ft runway and the Government wants it operational as soon as possible.

Mangere is the whole key to TEAL's future international operations, and it must be ready by the time TEAL re-equips with the full jets which will replace the present Electras.

In March, Mr. R. M. Ansett, managing director of Ansett Transport Industries, won a great deal of publicity on both sides of the Tasman by making public a £2 million offer for a controlling interest in TEAL.

Mr. Ansett said that under his

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Comprising over 300 pages, with special map of the two Territories, it contains all details of the Administration and commercial organisations in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—shipping and air services, radiophone networks, etc.; lists of fees and taxes; Customs tariff.

The structure of the Administration is described with an outline of the activities and responsibilities of each Department.

A section is devoted to the Statistics of the combined Territory.

There are particulars of commerce and industry and of the Missions.

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plan, TEAL would be able to carry out its international obligations without interference.

However, nobody took Mr. Ansett seriously. He had already made an offer of the same sort to New Zealand last year and this had been rejected. His latest offer was regarded both in Wellington and Canberra as a means of getting some publicity for the Ansett Airways empire, which includes a big interest in the New Zealand internal airline, South Pacific Airlines of NZ.

But there have been no hard feelings.

Mr. Ansett is regarded as both an astute and popular businessman, and if he wants to ride on the band wagon without doing anybody any harm, nobody has had any objections.

In fact, it seems likely that Mr. Ansett will get an even bigger share of New Zealand's internal air-services and tourist traffic, just as he is doing throughout Australia and in P-NG.

But it is most unlikely he will get an opportunity to break into international aviation—certainly not across the Tasman, via Norfolk Island or any other direction.

Polynesian Airlines

Polynesian Airlines, of Apia, was expecting to receive its two new aircraft via Singapore and Australia in early April, and planned to make two trips daily between Apia and American Samoa.

The American Samoan Airlines is now regarded as definitely finished. It is still possible for another U.S. airline to take over Samoa's licence, but with Polynesian Airlines operating satisfactorily with two aircraft it would be very doubtful if it would be considered economical for any other operator to try to break in on the run.

Fokker Friendships

After many months delay, TAA in early April finally began operating its Fokker Friendship service between Lae and Honiara, BSIP, with stops at Rabaul and Munda. The first flight was received with great enthusiasm at the Honiara end, where the promised Fokker service was regarded as being like tomorrow—it would never come.

The Fokker replaces the DC3

Weight Controversy

The P-NG airline weight controversy (see p. 35) took a bitter turn in March following a suggestion that pilots should be paid danger money.

The suggestion, made by the president of the P-NG Highlands Farmers and Settlers' Association, Mr. Ian Downs, brought a tart retort from the manager of the Aus-

tralian Air Pilots' Federation, Mr. Bruce Crofts.

Mr. Crofts, who was a patrol officer in the Territory after the war, hotly attacked the proposal as arrogant.

"Perhaps Mr. Downs envisages that he, personally, will hand the danger cheque to the widow of a pilot unable to collect it himself, and in his conscience feel a fair price has been paid," he said.

"He may even wish to call upon the relatives of the unfortunate passengers."

Mr. Crofts wrote to the Minister for Civil Aviation, Senator Paltridge, saying that pilots took the strongest exception to suggestions that economic considerations should be placed before safety, and said pilots supported the new Territory safety standards.

Hamac Story

(Continued from p. 23)

£330,000 was owing to the Harvey Trinder companies.

The Messrs. McEachern (father and son) resigned from the Harvey Trinder companies, and the latter commenced a series of actions against them.

For example, on October 16, 1959, they appeared in court, on charges laid by Harvey Trinder interests, that they had improperly made use of Harvey Trinder funds, between mid-1956 and January, 1959. This case was listed for hearing for several months.

In January, 1960, Harvey Trinder (NSW) Ltd. moved for the liquidation of Hamac. The Messrs McEachern, in March, 1960, moved for the liquidation of Harvey Trinder (NSW). On April 1, 1960, the P-NG Supreme Court ordered Hamac into liquidation.

A few weeks later (in April) the fraud charges against the McEacherns were withdrawn, and there was a settlement described at the time as "satisfactory" to all parties.

New Co. is Formed

Details of the settlement were not published. But in a document filed in the P-NG Supreme Court on March 6, 1961, it is stated that, some time in 1960, debts totalling £325,170, owing to Harvey Trinder interests by the Hamac group of companies, were assigned to Mr. L. F. McEachern; that the latter undertook that those debts would be "deferred" until "all other creditors" have been paid in full; and that Papua and New Guinea Development Corporation Limited was formed and registered in 1960 "with the object of taking over the Hamac group of companies." The company (PNGDC) is regarded as favourable to Mr. L. F. McEachern's interests.

It has been assumed that the Messrs. McEachern parted with substantial share interest in Harvey Trinder, as part of the settlement.

Viscount Lymington, eldest son of the Earl of Portsmouth, and now a resident of Australia (where he is closely associated with a group of companies headed by Latec Finance Pty. Ltd.) became chairman of the P-NG Development Corporation.

Proceedings during the latter half of 1960 appeared to develop as a struggle for position between the secured and the unsecured creditors of the Hamac group, and a fight by P-NG Development Corporation to keep the companies "alive". Some of the unsecured creditors argued that liquidation would give them a better chance of collecting their money; while the PNGDC tried to persuade them to have mercy.

Eventually, both the Eriama and the Ela Services companies (in both of which cases the secured creditor is the National Bank) were forced to an auction sale. The Eriama sale came on in February last, and £14,000 was bid for the stock by the PNGDC.

All these companies were put into liquidation early in 1960; so apparently the official liquidators were in charge of all proceedings.

Pressure on Ela Services Ltd.

Ela Services Ltd. (motor agencies and service) is one of the Hamac group; and the National Bank of Australasia, Port Moresby, financed Ela. Early in 1961, Ela owed the bank £16,000. The loan was secured.

The bank gave Ela until March 2 to repay the loan; otherwise the assets of Ela Services Ltd. would be sold at auction. Efforts to raise £16,000 failed, and the auction took place.

Among those present at the auction were Viscount Lymington; Mr. Maurice Cohen, of Melbourne, the corporation's solicitor; other representatives of the corporation; and the Port Moresby Manager of the National Bank.

Bidding rose from £28,000 to £34,000, for the company's assets, without a sale resulting. A current, unconfirmed, report says the reserve price was £35,000.

In March and early April the representatives in the Territory of PNGDC were before the Supreme Court with an application to remove the Hamac group from liquidation; and, in the belief that, if the great majority of creditors of the companies concerned would signify approval, the Court would grant the application, the PNGDC people were working hard among the creditors, seeking such approval. The matter was still before the court in mid-April.

The following shows the approximate position of the Hamac companies on March 6:

Reg'd. Co.	Debts taken over by Mr. L. F. McEachern £	Secured Debts £
Aroana Estates ..	2,508	6,676 (1)
Ela Services ..	89,102	15,385 (2)
Eriama Estates ..	94,955	8,598 (3)
Eriama Shipping ..	62,438	—
Hamac Holdings ..	3,480	184
Hotel Cecil ..	58,015	25,208 (4)
Morobe Hotels ..	11,934	20,611 (5)
Warrigela Pitns. ..	2,738	4,052 (6)
Totals	325,170	80,714

(1)—ANZ Bank. (2) and (3)—National Bank. (4)—Bank of NSW. £9,008; Mrs. F. S. Stewart, £16,200. (5)—Bank of NSW. £15,611; South Pacific Brewery, £5,000. (6)—ANZ Bank

Noumea Strike

(Continued from p. 22)

of the town, threatening shops which had not already closed.

They appeared to be unmolested for the most part, and at the offices of the Bank of Indo China, where staff was working behind locked doors, strikers became violently abusive and smashed the wooden shutters on the windows.

The staff was sent home.

The next day saw armed police in the town and warnings were issued on the radio that anybody

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found making a disturbance would be dealt with.

These warnings were heeded. The strikers went away fishing to fill their empty larders, but since they had already made their point, they seemed contented enough to be out of the town.

All bars were closed by order "for the duration".

On the third day of the strike the public servants became involved when their association called them out in sympathy.

Trouble Ends

The trouble ended when the Minister in Paris suggested that six members representing the striking unions, and a delegation from the Employers' Federation, all fly to Paris to discuss the matter with him. All expenses were to be borne by the Government.

As the workers returned to work, delegates prepared for their free trip "to Paris in the spring".

What the strike cost workers, business houses, and the Nickel Company has not been estimated, but whatever it was it probably wasn't worth it!

Coffee Tariff

(Continued from p. 22)

"There is no use some people agreeing and others not. Everybody has to be concerned."

Mr. Downs probably could have stated the growers' position in much stronger terms than he did.

There are, of course, two sides to the question, but an indication of how the New Guinea growers have been viewing it these last few months is given in an editorial in the *Highlands Quarterly Bulletin*, which is published by the Highlands Farmers and Settlers' Association, of which Mr. Downs is president.

The editorial, published before the March conference, pointed out that New Guinea natives had to be given a share in their country's resources if they were to "emerge".

But a common marketing front, involving both European and native growers, was in danger because of the failure of Australian coffee users to purchase New Guinea coffee, the *Bulletin* said.

Natives Destroying Trees

Australians had encouraged the native growers to become producers and had included them in the marketing agreements, yet in recent weeks several discouraged native small holders with unpurchased coffee in Australia, and hundreds more unable to sell locally, had been talking grimly of destroying their coffee trees and going back to subsistence agriculture.

Some had actually cut down their trees.

The editorial added:

"The cause of this dangerous situation rests mainly upon the failure of Australian coffee users to honour their obligations to purchase the 1960 coffee crop by a series of individual agreements made in Canberra in March, 1960.

"Not only have there been a number of individual failures to meet the quotas indicated at that time, but users as a whole, contrary to the incorrect report circulated by them, have failed to take up the total tonnage.

"Even had the total tonnage been taken up, we can see no ethical excuse for those who have not kept their promises to hide behind the fact that at least one user has purchased more than he estimated as his needs.

Credit Squeeze

"Agents have reacted to the credit squeeze in the face of large unsold stocks by being unable to make further advances.

"This, in turn, has limited the purchasing power of Australians who normally buy the native parchment crop.

"And so, at the end of the line, high in the mountains of Gena, above Kerowagi, you have those who have cut down coffee trees with axes.

"It is as simple as that.

"While some Australians whittle at Australia's political influence in New Guinea, you have other Australians happy to destroy the economic ties which may soon be the only link between our two countries.

"While Metropolitan powers in Europe and America see to it that the dependent countries of Africa and South America have their traditional markets for coffee maintained, you have a virtual abandonment of New Guinea coffee by Australians eager to import overseas undergrade junk, without regard for Australia's foreign exchange.

"The days of effortless exploitation of tropical crops are gone.

"We are in the midst of cut-throat international competition. Tropical countries which can dump poor quality coffee at under-cost because of government purchase at guaranteed prices are a threat to our future no less than those who buy from them.

"Hostile Situation"

"Australian consumption of the type and class of coffee which we produce in New Guinea is currently more than twice our output.

"The price we ask Australian buyers to pay for this class of coffee is manifestly less than the value put upon it by overseas buyers.

"We face a hostile situation in

Australia unrelated to world prices.

"We, as well as wool growers wheat growers and dairy farmers are producing a product important to the Australian economy.

"The Government has already stated that it regards the primary producers of this Territory as deserving of the same help and assistance which primary producers on the mainland enjoy.

"Government action is now needed."

(For a survey of the question, see "Commentary", p. 25.)

NG Elections

(Continued from p. 18)

who looks after women's interests with the Administration.

The full Legislative Council 1961-64 membership is as follows:

President — The Administrator, Brigadier D. M. Cleland.

Official Members

Dr. J. T. Gunther, Assistant Administrator; Mr. I. F. Champion, Chief Native Lands Commissioner; Mr. H. H. Reeve, Treasurer and Director of Finance; Mr. D. E. Macinnis, Director of Lands, Surveys and Mines; Mr. W. W. Watkins, Secretary for Law; Dr. R. F. R. Scragg, Director of Public Health; Mr. J. Glen, Director of Public Works; Mr. G. T. Roscoe, Director of Education; Mr. W. F. Carter, Director of Posts and Telegraphs; Mr. H. L. R. Niall, District Commissioner, Morobe District; Mr. F. C. Henderson, Director of Agriculture, Stock and Fisheries; Mr. J. K. McCarthy, Director of Native Affairs; Mr. J. R. Foldi, District Commissioner, New Britain; Mr. K. M. Chambers, Acting Chief Collector of Customs.

Non-Official Members

ELECTED MEMBERS:

Mr. J. R. Stuntz and Mr. John Guise, Eastern Papua Electorate; Mr. S. R. Slaughter and Mr. Simoi Paradi, Western Papua; Mr. A. L. Hurrell and Mr. Somu Sigob, New Guinea Coastal; Mr. Paul Mason and Mr. Nicholas Brokam, New Guinea Islands; Mr. J. L. Chipper and Mr. Vin Tobaining, New Britain; Mr. I. F. G. Downs and Mr. Kondom Agaundo, Highlands.

NOMINATED MEMBERS:

Mr. B. E. Fairfax-Ross, Port Moresby; Mrs. R. I. Bates, Madang; Right Rev. P. N. W. Strong, Bishop of New Guinea; Rev. Father J. G. McGhee, Sideia, Milne Bay District; Dr. Reuben Taureka, Port Moresby; Miss Alice Wedega, Milne Bay; Mr. Ephraim Jubilee, Rabaul; Mr. Maneto Kuradal, Madang; Mr. Kibunki, Wabag; Mr. Bonjui, Korogo, Sepik District.

Sugar Agreement

(Continued from p. 20)

oment, there is no indication of ouble. But neither is there any arantee that, when the mills re- en, there will be no demands for gher wages.

New System of Control

However, this aspect of the situa- on may be covered by the pending w system of control over the gar industry.

The Sugar Inquiry Commission mpleted most of its work by the d of March, and its members ready are back in London. It is ely that its report and recom- endations will be in the hands of e Governor in June.

One of the recommendations is rtain to provide for the creation a Sugar Industry Control Board, d another will give the board ver to enforce its decisions.

The board will not only control e relations between millers and ne-growers, but also the relations tween millers and mill-workers. f the Fiji Government deals mply with the report, that new stem of control could be in opera- n by the end of June. And that uld take care of the mill-workers. The cane-growers already are ovided for, for the 1961 season, by e agreement announced on March

Good Influence of Commission

There was no obligation upon the gar Inquiry Commission to ange this new agreement. But, ously an agreement was vital. he growers were to get ready for e coming and future harvests rowers and millers could not ply sit down to await the sub- ssion and implementation of the mmission's report.

There was credit due to all parties the way in which they met pri- ely, and devoted themselves to formulation of an agreement. It s no easy task.

uch praise has been given to barristers who signed the agree- nt—R. G. Kermod, for the CSR; M. N. McFarlane, A. D. Patel J. N. Falvey for groups of cane- wers; and Messrs. Patel and Farlane jointly on behalf of the ha Sangh.

he unexpected spirit of good- and compromise which domin- d these proceedings is attributed the personal influence of the mmissioners, and especially to chairman, Sir Malcolm Trustram , QC, who worked tirelessly to an agreement.

iji still is faced with most dif- lt problems in the fields of omics and politics; but at least sugar industry seems to be com- under control—and Fiji may e some comfort out of that.

DEATHS OF ISLANDS PEOPLE

Mrs. R. A. Crompton

The death on April 6 in Suva War Memorial Hospital of Mrs. R. A. Crompton, after a long illness, removed a pioneer citizen who was widely known and much esteemed.

Mrs. Crompton was the second daughter of the late Sir Maynard Hedstrom, and she therefore was the sister of Mr. James Maynard Hedstrom, of Suva, and Mr. Keith Hedstrom, of Lautoka. A sister, Mrs. J. Chapman, resides in Christchurch, NZ.

Sir Maynard Hedstrom was born in Levuka in 1872, and he married Miss Grace Eastgate, also a member of a well known Fiji pioneer family.

Mrs. Crompton married R. A. Crompton—also a member of a Fiji pioneer family—when Mr. Crompton was a Fiji District Commis- sioner, and before he went to Eng- land to take his law examinations, and qualify to join his father (the late Mr. Robert Crompton, KC) in the well known Suva law firm.

Philip Mackenzie

With the death in Papeete of Philip Mackenzie, at the age of 60, the South Pacific lost one of its most competent professional photo- graphers. Studio Mackenzie, Papeete, has been an honoured name since the war and one that has done more than any other to publicise the charms of Tahiti.

Mr. Mackenzie, who originally came from Vermont, USA, visited Papeete with his wife, Hazel, before the war as a tourist. After two trips they both returned to Papeete per- manently in 1947, where he set up his photographic business.

"This is it," he told his wife at the time. "This is where I'm going to stay and where I would like to die."

Mr. Mackenzie was ill for some months before his death, and he was buried at Punaauia, a spot where he loved to take pictures.

Mrs. Mackenzie is continuing the business with the help of three Tahitian girls.

Mrs. Jenny Lotomua Gaudin

Mrs. Lotomua Gaudin (nee Kron- feld), wife of the late Walter J. Gaudin, died in Auckland on March 22, following a long illness. Born in Tonga, and with Tongan noble blood on her mother's side, Mrs. Gaudin was a daughter of the well-known Kronfeld family of Tonga and Samoa. She is survived by a son and daughter in New Zea- land.

Queen Salote gave a traditional mat for the burial and also sent a beautiful hibiscus wreath.

Adi Susu

Adi Susu, widow of the late Tui Cakau and mother of the present Tui Cakau (Ratu Josefa Lalabalabu) of Taveuni, died in Suva on April 5, after a long period of ill-health. Adi Susu was a well-known mem- ber of the leading chiefly families of Fiji.

New Guinea Raad

(Continued from p. 20)

warehouses which have long since been torn down.

Government agencies, the missions, businesses and the Territory of Papua and New Guinea all had dis- plays—and there were competing Heineken's and Amstel beer gardens.

The fair drew large crowds of native and European spectators on each night of its five-night run and some large shipments of native art work, particularly from the head- hunting South Coast Asmat people, were easily disposed of.

One item noted by the visitors:

The Dutch do not believe that hot water is an essential in the tropics; a belief they acquired in centuries of life in the East Indies. Visitors were not quick to adapt themselves nor to like the cold water bath and shave.

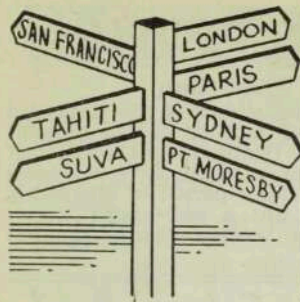
And the Dutch table—most typically slices of bread with meat, cheese, peanut butter, etc., for breakfast and dinner with rice, a small amount of meat and vege- tables for lunch—had many of the Australians unhappy—out of earshot of their hosts—of course. "I can hardly wait," said one, "to get back to Moresby and some bloody steak and eggs. I'm starving here."

(Advertisement)

A Beauty Hint

Give your skin a delightful bloom to last through the harshness of summer. It's the simple trick, for a tired skin, damp a cloth in the cold water from your frig. and smooth it over your face and neck or better still cool your bottle of lemon delph and use this. Feel the skin relish the toning, and the lemon delph refining action. Now to nourish and to hold the bloom, smooth on your oil of ulan and keep it there always under your make-up to protect against the weather and to give the skin that dewy look.

..... Margaret Merrill.



TRAVEL TALK

This is a new department with ideas, facts and figures for those who want to travel . . . or for those who just dream about it. For those wanting to visit the South Pacific there are details enough here—with the spotlight this month on Fiji. And for Islanders who want to go abroad there are some details of the Overseas Visitors' Club.



THE PACIFIC

THE day when Fiji's tourist industry was bottlenecked by a hotel shortage is now past tense and although it is still wise to book in advance and although there are rush periods—such as to Korolevu at week-ends—most tourists seem to be suited according to their individual requirements.

Most American tourists follow a well-worn trail and have every last detail tee-ed up and paid for before they leave home. They simply enter the mill at one end, are passed along from person to person across the world like a well-addressed parcel, and probably are right back home before most of what they have done and seen begins to register.

The following notes about the sort of accommodation Fiji can offer visitors will therefore be of more use to those who travel under their own steam.

Fiji has 27 hotels and guest houses and they range from the simple country pub to first-class international hotels. Their prices are graded accordingly. And with this "double occupancy" business it is, as we said in respect of Tahiti last month, much cheaper to travel with a husband or wife, even if you have to borrow one for the occasion.

All prices are in Fiji currency. £F1 is equal to approximately 17/6 New Zealand and Stg., 22/6 Australian, and US \$2.53.

In Suva:

The Grand Pacific Hotel, built in a beautiful garden on the harbour side is the South Pacific's only "famous name" hotel and belongs in the same historical niche as Singapore's Raffles and Colombo's Galle Face. Fortunately for tourists, the GPH has not remained merely historical. It has been renovated completely in the last few years and has

added a new, air-conditioned garden wing. The new wing, although it offends the aesthetic tastes of some Suvaits by its outside appearance is actually architecturally excellent for a hot country climate and the bedroom accommodation it contains is first class. Tariff (bed and breakfast) from £3/10/- (\$8.92) single; (\$12.1) to £6/5/- (\$15.05) double in old building. (Some rooms have air-conditioning, some private bathrooms and prices vary accordingly). In new wing, twin bedroom, air-conditioned, private bath, etc., is £7/7/- (\$18.73) double occupancy; £4/15/- (\$12.10) single occupancy.

Club Hotel is a modern hotel in the business centre of Suva. All rooms are air-conditioned, with private bath, etc. There is a roof garden and a special banquet room which may be hired for private functions. Tariff (bed and breakfast): single from £2/10/- (\$6.37) to £3 (\$7.64) per night; twin rooms £3 (\$7.64) per person per night; suite, £5 (\$12.74) per person per night.

Hotel Suva is newly built, in the busiest part of Suva. Tariff (bed and breakfast): single, £2/5/- (\$5.73) or if air-conditioned, with shower, etc., £2/15/- (\$7); double: £4 (\$10.19) or if air-conditioned, shower, etc., £5 (\$12.74).

Other hotels in Suva are the Garrick, tariff, including all meals, from £2/5/- (\$5.73) to £2/10/- (\$6.37) per person per day; Metropole, tariff, including all meals, £2/10/- (\$5.73) per person per day; and Melbourne, tariff, including all meals, £2 (\$4.99) per day.

In Lautoka:

(17 miles from Nadi Airport)
The Lautoka Hotel is long established, and daily tariff, including meals is from £2/10/- (\$6.37) to £6/10/- (\$16.57) single, according to facilities; and from £5 (\$12.74) to £8 (\$20.39) double.

South Pacific Hotel is newly built. All bedrooms are air-conditioned with shower and toilet. Tariff (bed and breakfast): £4 (\$10.19) single; £6/10/- (\$16.57) double. Suites higher.

Adjacent Nadi Airport

Nadi Hotel, four miles from airport, in Nadi township. Tariff, including meals, in rooms with shower and toilet, from £3/10/- (\$7.66) to £6 (\$15.29) single; from £6/10/- (\$16.57) to £7/10/- (\$19.11) double.

Macambo, in airport area. This used to be US Officers' Club during the war and when new Macambo, outside the

airport, is built, will be demolished. Tariff, including meals, from £2 (\$4.99) to £3 (\$7.64) single, and from £3 (\$7.64) to £5 (\$12.74) double.

Sky Lodge, also in airport grounds. Motel type accommodation. Tariff, with meals, £5 (\$12.74) per person per day room only, £3/10/- (\$8.92) per person.

Resort Hotels:

Beach Comber Hotel, Deuba. The hotel is situated right on the beach 35 miles along Queen's Road from Suva. Swimming, fishing excursions available. Tariff, including meals, is from £2/15/- (\$7) in a single room without bathroom to £6 (\$15.29) per day, with double rate from £5/10/- (\$14) to £8 (\$20.39).

Korolevu Beach Hotel. This is the resort to which all real tourists go—an love it. Here you can live in a luxurious (or Fijian type house, but with an American plumbing and fixings) for £1 (\$28.03) double, or £10 (\$25.49) single per day.

The older type bureas, without the plus fixings, cost £8 double or £6 single (\$20.39 and \$15.29) per day. And room in the new main building of the hotel range from £8 (\$20.39) single and £1 double occupancy up to suites at £1 (\$30.52) double occupancy or £10 per day if you want a suite all on your own. All meals included in above prices.

Country Hotels (Viti Levu):

There are very good to adequate country hotels in other parts of Viti Levu, Fiji's main island. Meals are included in tariff, and we quote only single occupancy. Double occupancy is less.

Sigatoka Hotel Sigatoka, 90 miles from Suva, along Queen's Rd. Tariff from £2/5/- to £4/10/- per day.

Ba Hotel, Ba, 181 miles from Suva King's Rd. £2/5/- to £4.

Tavua Hotel, Tavua, 198 miles from Suva, King's Rd. £3/10/- to £4/10/-

Rakiraki Hotel, Rakiraki, 102 miles from Suva, King's Rd. £2/5/- to £5/10/-

Tallevu Hotel, 35 miles from Suva King's Rd. £2/1/- per day.

Rewa Hotel, Nausori, 12 miles from Suva. £2 per day.

Hotels on Other Islands:

Grand Eastern Hotel, Labasa, Vanu Levu. On bank of river with private swimming pool. Tariff from £2 to £3 per day, per person, meals included.

Hot Springs Hotel, Savusavu, Vanu Levu. Overlooks Savusavu harbour. Tariff £1/15/- per day including meals.

Royal Hotel, Levuka, on Ovalau Island. Tariff £2/7/6 per person, including meals.

Private Hotels, in Suva:

Oceanic, casual and permanent guest taken. Casual, including meals, £2 per day.

Southern Cross. Tariff, £1/17/6 per day, with breakfast and dinner only.

St. Laurence House. Tariff 30/- to 35/- per day. (A small self-contained private flat in this hotel is also available; will accommodate three).

Fairview House. Room and breakfast only, £2/10/- double and 25/- to 30/- for single. Long term guests taken.

Something Different:

Muanicula Estate. This is for people who want to live something approximating a real island life. It is situated 9½ miles from Savusavu township (Vanu Levu) and is part of a coconut estate. Two bureas, with own shower, etc., are available and meals are provided. Tariff £2/10/- per person per day.

Hibiscus Festival

For those who like to see a country when it is *en fete*, a date you might keep is Fiji's annual Hibiscus Festival which will be held this year between September 16 and 23.

A Miss Hibiscus competition is held in connection with this week of festivity which is culminated with a parade of colourful floats through the streets of Suva.

Next Month

One of the best ways to get to know a country is to become a temporary resident—that is, rent a house and settle down for a few weeks. One of the easiest ways to do this is to hire a cottage from Mr. and Mrs. W. W. Baxter, of Sandy Point, near Sigatoka. They have a number of very modern units. We'll publish more about them next month.



FOR THOSE WITH SLIM PURSES

ALTHOUGH the elderly still dominate the scene in the high-priced tourist resorts of the world, one of the phenomena of the post-war era is the number of young people who travel to Europe from the British Dominions. And, as part of that phenomena, in a sort of subgroup all on its own, is an extraordinary organisation called the Overseas Visitors' Club.

This organisation is one of the most successful stories of the age and a full account would fill a book. Here we can give only the barest outline. As with all success stories, opinion tends to be either very pro-OVC, or very anti. Another organisation with a vaguely similar name has gone on record as deeply regretting the fact. Some staid and urban souls may feel that such large groups of young people as the OVC encourages, makes for Bohemians; others have said that the organisers "must have made a mistake". Still others that, as it was started by South Africans, it must be shot through with colour prejudice.

On the other hand, OVC has something like 50,000 satisfied members, about one-third of whom, in recent years, have been in the over-age groups. (Australia's long service leave requirements of three months for 20 years' work is one reason for this).

The OVC developed in London out of the post-war urge of youth to travel and the difficulties of finding modest-priced accommodation

in war-torn London.

In the early 1950's, two young South Africans, Max and Monica Wilson, went to London, experienced all the usual troubles, but finally found a flat. To it came other young Dominion friends, seeking help in obtaining accommodation that suited their purses, for advice and just for companionship. From this came the idea of providing all these things for more people and making it pay for itself.

On borrowed capital, a typical London house, in a row of similar houses, was bought at 3 Templeton Place, a street paralleling Earl's Court Road. In 1955, the Overseas Visitors' Club, as such, was founded, and today the organisation has over 20 buildings, mostly in the Kensington-Earl's Court area, with some in the West End.

In these buildings they provide temporary accommodation to suit all pockets, from a modest 12/6 per night for bed and breakfast with a shared room in a building without a lift; to £2 per night in a West End Hotel in a single room with private bath. In between is the "Courtfield Branch", created specially for the over-40 group, where rooms with bath cost something like 27/6 single and less if shared; and rooms without considerably less.

This branch has its own Club Centre with restaurant, cocktail and TV lounges, and in all over 500 members can be accommodated in the Courtfield Branch.

The Club guarantees three weeks temporary accommodation in these grades, after that members are in a position to judge what they need on a more permanent basis.

The OVC has in the "permanent field" about 500 bed-sitting rooms in the Earl's Court vicinity. These range in price from 30/- to 45/- per week, sharing; and from 47/6 to 65/- single. Residents can cook for themselves in modern communal kitchens. The Club also has Outside Accommodation Officers who will arrange alternative accommodation if required.

A limited number of self-contained flats are available for periods of six months or longer, and the Club is developing a scheme to provide more. Each flat accommodates about four and costs from £10 to £12/12/- per week. Each is equipped with wall-to-wall carpeting, refrigerator, TV, telephone, crockery, linen, blankets, etc.

Apart from the Courtfield Branch Club Centre and restaurant, there is a big general Club, where there is nightly dancing and entertainment, TV and cocktail lounges, reading and writing rooms, Sunday films, and a beer garden.

The Club is not a travel agency but because of the numbers it commands it is able to arrange concession rates on European tours.

It charters whole liners from South Africa for its members and

on the Australian run it takes block bookings of two-thirds of the accommodation on the 25,000 tons Greek vessel *Patris*. The *Patris* makes six voyages a year between Australian ports and Athens, and fares range from £A80 (in six-berth cabin) to £A210 (for two-berth cabin) on the off-season; and £85 to £225 for March, May, July sailings from Sydney.

The fares include two days in Athens and rail travel from Athens to London and a week's accommodation at the OVC there. For an extra £25, the journey from Athens to London can be done as an eight-day coach tour.

A club representative meets every ship arriving at Tilbury or Southampton with 10 or more members on board and takes them by coach to London. The Club has facilities for car hire, baggage storage, medical attention and finding employment.

New This Year

Its new services for 1961 will include a residential club in Paris and another in Edinburgh. A children's wing at one of the London establishments where children may be left in skilled care for anything from an hour to two weeks.

A residential branch of the Club is being built in a Johannesburg suburb which will consist of 100 self-contained bachelor flatlets. A residential club was established in Toronto, Canada, in 1959 where members can be accommodated for from \$7 to \$10 per week; it also has its out-of-town mountain resort.

The OVC is best known of all in South Africa and Rhodesia; about 40% of membership comes from those countries. Another 40% comes from Australia; and the remainder from Canada and New Zealand. Membership is restricted to those who have South African, Rhodesian, New Zealand, Australian or Canadian passports. This automatically takes care of the racial question—i.e., NZ Maoris or any Australian citizen, no matter what his racial descent, are accepted.

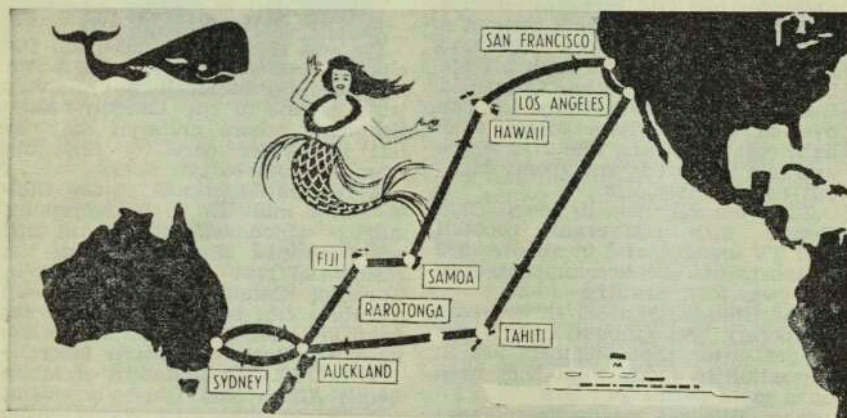
There is a branch of the OVC in Auckland and Wellington, NZ; and one each in all Australian State capitals except Hobart. Headquarters in London are: Overseas Visitors' Club, 180 Earl's Court Road, London, SW5.

Intending members are advised to join before leaving home and for Island folks, Sydney is as good a place as any. The address is Suite 216, 35 Pitt Street, Sydney (near the Quay). Literature is supplied on request.

Entrance fee, which includes the £Stg.1/1/- annual subscription, is £A10/10/- for a single person and £A15/15/- for married couples if they will arrive in UK between January 1 and June 30; and £A9/17/- and £14/9/- respectively if arrival is between July 1 and December 31.

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SCHEDULE OF SAILINGS

		Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa
Sydney	dep.	24/2	15/3	12/4	29/4	26/5	14/6	12/7	28/7	25/8	12/9	13/10	
Auckland	dep.	27/2	18/3	15/4	2/5	29/5	17/6	15/7	31/7	28/8	15/9	16/10	
Auckland	dep.	28/2	18/3	15/4	3/5	30/5	17/6	15/7	1/8	29/8	15/9	16/10	
Suva	dep.	3/3	21/3	18/4	6/5	2/6	20/6	18/7	4/8	1/9	18/9	19/10	
Pago Pago	dep.	4/3	22/3	19/4	7/5	3/6	21/6	19/7	5/8	2/9	19/9	20/10	
Honolulu	dep.	9/3	27/3	24/4	12/5	8/6	26/6	24/7	10/8	7/9	24/9	25/10	
Honolulu	dep.	10/3	28/3	25/4	13/5	9/6	27/6	25/7	11/8	8/9	25/9	26/10	
San Francisco	arr.	15/3	2/4	30/4	18/5	14/6	2/7	30/7	16/8	13/9	30/9	31/10	
San Francisco	dep.	19/3	5/4	3/5	21/5	18/6	5/7	2/8	19/8	16/9	3/10	3/11	
Los Angeles	arr.	20/3	6/4	4/5	22/5	19/6	6/7	3/8	20/8	17/9	4/10	4/11	
Los Angeles	dep.	20/3	6/4	4/5	22/5	19/6	6/7	3/8	20/8	17/9	4/10	4/11	
Papeete	arr.	28/3	14/4	12/5	30/5	27/6	14/7	11/8	28/8	28/9	15/10	12/11	
Papeete	dep.	30/3	16/4	14/5	1/6	29/6	16/7	13/8	30/8	30/9	17/10	14/11	
Auckland	arr.	5/4	22/4	20/5	7/6	5/7	22/7	19/8	5/9	6/10	23/10	20/11	
Auckland	dep.	6/4	22/4	20/5	8/5	6/7	22/7	19/8	6/9	7/10	23/10	20/11	
Sydney	arr.	9/4	25/4	23/5	11/6	9/7	25/7	22/8	9/9	10/10	26/10	23/11	

* Also calls Honolulu Southbound arriving Sept. 22, 9 a.m., dep. midnight.

MATSON LINES

Contact:

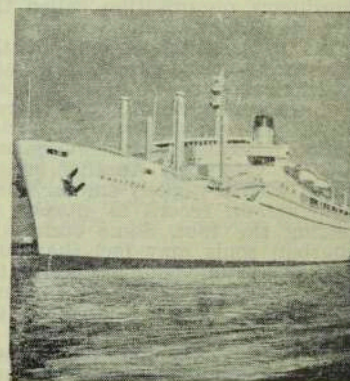
SYDNEY: 82 Elizabeth Street. **FIJI:** Morris Hedstrom Ltd., Suva. **AUCKLAND:** 73 Queen Street. **SAMOA:** B. F. Kneubuhl, Pago Pago. **TAHITI:** Etablissements Baldwin, Papeete.

* Golden Gate Voyages at 25% fare reduction.

SAIL

Matson

A TRADITION OF LUXURY



1257/64

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

All sailings are approximate and may vary by as much as two weeks.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Lae, Rabaul, Wewak, Alexishafen, Madang, Lae, dney. Last Sydney sailing: Apr. 21 (following three weeks' delay at Madang owing to broken cam-shaft). Next Sydney sailing: June 4 (approx.).

MV Malaita sails from Sydney, Brisbane, Port Moresby, Samarai, Rabaul, mbrum, Lorengau, Madang, Lae, Samarai, isbane, Sydney. Last Sydney sailing: r. 12. Next Sydney sailing: May 31 (approx.).

MV Bulolo sails about every six weeks: dney, Brisbane, Port Moresby, Samarai, e, Madang, Lombrum, Rabaul. Next dney sailings: Apr. 26, June 9 (approx.).

MV Montoro sails from Melbourne for dney, Brisbane, Port Moresby, Samarai, baul, Kavieng, Wewak, Madang, Lae, rt Moresby. Last Sydney sailing: Apr. 7. xt Sydney sailing: June 7 (approx.).

Details from Burns, Philp and Co. Ltd., Bridge Street, Sydney (B 0547).

Shansi: Leaves Melbourne about every weeks for Sydney, Brisbane, Port resby, Samarai, Lae, Madang, Wewak, vieng, Rabaul, Port Moresby, Sydney. st Sydney sailing: Apr. 12. Next Sydney ling: May 25.

Funing: Leaves Sydney for Brisbane, Pt. resby, Samarai, Rabaul, Lae, Madang, ewak, thence Hongkong. Next Sydney ling: June 7.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Edge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port resby, Lae, Madang, Rabaul. Next dney sailings: Apr. 28, May 26 (approx.).

Slevik: Leaves Sydney monthly for rd Howe Is., Pt. Moresby, Lae. Next dney sailing: May 8 (approx.).

Details from Karlander (NG) Line (F. Stephens Pty., Ltd. agents), 176 Day Sydney. (BM 6601).

MV's Malacca and Matupi (Austasia) maintain a regular service between stralian ports (turn round at Adelaide), uia-New Guinea, and Borneo.

Matupi: From Sydney, due Rabaul Apr. Madang May 2, Lae May 4, Pt. Moresby y 8, thence Borneo and Sarawak ports: s Singapore for dry-docking, June 12.

Malacca: On northbound voyage, due buan May 4, then turns round for ithwards voyage, via Wallace Bay, isbane to Sydney, arr. May 28, dep. y 31 for southern Australian coastal rt, returning to Sydney June 17. Due p. Sydney on next northbound trip, e 21.

Details from Blue Star Line (Aust.) Pty., 1, 17-19 Bridge St., Sydney. (BU 1271).

Sydney - Papua-NG - BSI

MV Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, baul, Madang, Lae, Port Moresby, dney. Next Sydney sailings: Apr. 25, e 23 (approx.).

MV Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: May 5, June 28 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney. (BU 1712).

Sydney-Papua-NG-Far East

Australia-West Pacific Line's motor-vessels maintain services between Australian ports and Japan. Southbound vessels call at: Hongkong, Manila, Sandakan, NG, BSI (quarterly), New Hebrides (irregularly), Brisbane, Sydney, Melbourne and Adelaide.

Northbound vessels from Sydney call regularly at NG ports, Manila and Hongkong; and occasionally at Islands ports.

Citos: Dep. Sydney Apr. 26, after docking, for Brisbane (Apr. 28-29), and Japanese ports. At Kobe, May 15, she will go on time charter.

Milos: Dep. Japan (Yawata) May 2 southwards for Hongkong May 6-7, Lae May 15-16, Brisbane 20-22, Sydney May 24-26.

Delos: Ex-Japan: Madang May 12, Lae May 13-14, Rabaul May 15-16, Honiara 18-19, Vanikoro May 21-22, Santo May 23, Vila May 24, Brisbane 27-30, Sydney June 1-5.

Aros: Dep. Sydney May 10, Brisbane May 12-13, Lae May 17-18, Madang May 19, Rabaul May 20, Manila May 26-27, turn round at Hongkong May 29-30, Nth. Borneo ports June 2-7, Tarakan (for bunkering), Rabaul June 14-15, Lae June 16-18, Brisbane June 22, Sydney June 24 (approx.).

Samos and Tenos: On Sydney-Brisbane-Japan run, omitting Islands ports.

Details from Wilh. Wilhelmsen Agency

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

APIA—Burns Philp (South Sea) Company, Ltd.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

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Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE

For further particulars apply to

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138 Leadenhall Street

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BURNS PHILP

(SOUTH SEA) CO. LTD.

Suva

Australia-NZ-Fiji-Canada-USA

		ORIANA	IBERIA	ORIANA	CANBERRA
SYDNEY	depart	May 8	May 12	June 14	July 1
AUCKLAND	arr/dep	May 11	May 15	June 17	July 4
SUVA	arr/dep	May 14	May 18	June 20	—
HONOLULU	arr/dep	May 18	thence	June 24	July 10-11
VANCOUVER	arr/dep	May 22-23	to	June 28-29	July 15-16
SAN FRANCISCO	arr/dep	May 25-26	Japan	July 1-2	July 18-20
LOS ANGELES	arr/dep	May 27	and	July 3	July 21-22
HONOLULU	arr/dep	May 31	Far	thence	July 26
SUVA	arr/dep	June 6	East	UK	—
AUCKLAND	arr/dep	June 9	Ports	via	Aug. 3*
SYDNEY	arrive	June 11	June 26	Panama	Aug. 6

* Wellington instead of Auckland

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0540).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	May 3	May 21	June 18	July 5
LOS ANGELES	arr/dep	May 4	May 22	June 19	July 6
PAPEETE	arr/dep	May 12-14	May 30/June 1	June 27-29	July 14-16
RAROTONGA	arr/dep	May 16	June 3	July 1	July 18
AUCKLAND	arr/dep	May 20	June 7-8	July 5-6	July 22
SYDNEY	arr/dep	May 23-26	June 11-14	July 9-12	July 25-28
AUCKLAND	arr/dep	May 29-30	June 17	July 15	July 31-Aug. 1
SUVA	arr/dep	June 2	June 20	July 18	Aug. 4
PAGO PAGO	arr/dep	June 3	June 21	July 19	Aug. 5
HONOLULU	arr/dep	June 8-9	June 26-27	July 24-25	Aug. 10-11
SAN FRANCISCO	arrive	June 14	July 2	July 30	Aug. 16

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Pty., Ltd., 13 Bridge St., Sydney (BU 6301), and Islands Agents.

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels 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: Sibigo May 11, Schouten June 7, Tjitarum July 7.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arifak (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.

UK-Papua-NG-BSI

Bank Line (Andrew Weir & Co. Ltd.) operates a direct service from Europe to Papua-New Guinea and British Solomon Is., vessels going on to Australia for cargo-loading and returning to UK via Suez. Loading brokers in London are Bethell, Gwyn and Co. Ltd. Burns Philp (NG) Ltd., act as agents in P-NG, and BSI Trading Corporation in the Solomons.

Foylebank: From London Apr. 6, due Pt. Moresby May 18, Samarai May 20, Lae May 22, Madang May 24, Rabaul May 27, Kavieng (if inducement), Honiara May 31.

Ashbank: Dep. London May 10, due Pt. Moresby June 14, Samarai June 15, Lae June 16, Madang June 19, Rabaul June 21, Kavieng (if inducement), Honiara June 24.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Tahiti-Noumea-BSI-**P-NG - Netherlands NG**

A regular service from the Continent and UK, via Panama, to Tahiti, New

Caledonia, BSI, P-NG and Netherlands NG is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karachi (NL): From Continent, dep. London May 20, due Papeete June 16, Noumea June 24, Honiara June 28-29, Pt. Moresby July 1, Rabaul July 4, Lae July 7, Madang July 11-12, Hollandia July 14, Biak July 19, Manokwari, July 22, Sorong July 25-28; thence Europe via Far East.

Wonosobo (RL): From European ports and London due Papeete on May 17, Noumea May 25, Honiara May 29, Pt. Moresby June 2, Rabaul June 5, Lae June 8, Madang June 11, Hollandia June 14, Biak June 19, Manokwari June 22, Sorong June 25; thence Europe via Far East.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Vessels of Crusader Shipping Co. (London), running between New Zealand and Japan, now call on a trial basis at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

Next vessel: MV Crusader due Pt. Moresby Apr. 27; following call, (subject to inducement) is scheduled for July 21.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland (Tele. 30-310).

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.

Chefoo: From Japan due Pt. Moresby May 3, Honiara May 5, Santo May 8, Suva/Lautoka May 11, Noumea May 18, thence direct to Japan, arr. June 9. Next southbound voyage will be Japan-Australia direct and return. Then dep. Japan, southbound, via Islands ports, Aug. 31.

Chekiang: Dep. Japan Apr. 31 for Hongkong, Wewak May 15, Madang May 18, Lae May 21, Rabaul May 24, Pt. Moresby May 31, Honiara June 2, Santo June 5, Suva/Lautoka June 8, Noumea June 11, thence direct to Japan, arr. July 9.

Chengtu: Dep. Japan May 31, for Hongkong, Madang June 16, Lae June 19, Rabaul June 22, Samarai June 24, Pt. Moresby July 1, Honiara July 3, Santo July 6, Suva/Lautoka July 9, Noumea July 16, thence direct to Japan, arr. Aug. 8.

Details from China Navigation Co., Ltd. (Swire and Yui Ltd., agents), Bridge St., Sydney. (BU 1712).

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. Next Sydney sailings: May 11, June 22 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Lin from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles-Melanesian: Papeete May 30-June 1, Vila June 12-13, Noumea June 14-15, Sydney June 21. Caledonian: Papeete July 7-11, Vila July 18-19, Noumea July 20-24, Sydney July 27.

Next Sydney sailings: Tahitien May (Noumea May 4-7, Vila May 8-16, Papeete May 22-27). Melanesien June 2 (Noumea June 26-30, Vila July 1-5, Papeete July 16-21).

Polynesie (Messageries Maritimes maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: May 12, June 9, June 30.

Details from Messageries Maritimes, 3 Grosvenor St., Sydney. (BU 2654).

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: Vivarais May 5, Vanoise June 2.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailing: May 16.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailings: May 4, June 8.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel. 49-430).

Sydney-Pacific Ports- Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Next voyage: Dep. Southampton May via Sth. Africa, Sydney June 30-July Wellington July 5-6; Auckland July 8, via July 11, Papeete July 15-16 thence a Panama to Liverpool, arr. Aug. 9.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants. Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorisle and Thor I maintain a regular service from Pacific Coast North American ports to Central and Western Pacific Islands, with sailings every alternate month.

Thor 1: From USA, due Papeete May -15, Pago Pago May 19-22, Apia May -25, Suva May 28-30, Lautoka May 31-June 1, Noumea June 3-6, Vila June 7-8, into June 9-10, Honiara June 11-12, Abaul June 14-17, Apia (open), Pago Pago June 22-27, Los Angeles July 9-11, San Francisco July 12-13.

Thorisle: Dep. Vancouver June 7, San Francisco June 19-22, Los Angeles June -26, Papeete July 7-10, Pago Pago July -17, Apia July 18-20, Suva July 23-24, Noumea July 26-28, Apia (open), Pago Pago Aug. 4-8, Los Angeles Aug. 22-23, San Francisco Aug. 24-25.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji- Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Nomad, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes being. Vessels call at Papeete, Pago Pago, Suva, Sydney and Brisbane.

Next trans-Pacific sailings, from Brisbane: Sierra May 11, Ventura June 6 (approx.).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star de) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete call: Pioneer Tide May 28.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with

the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailings: Apr. 27, late Aug.

Details from American Trading and Shipping Co. Pty. Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Last Sydney sailing: Apr. 11—on her return to Sydney she will enter dry dock, then make her next trip late May. Tambua (cargo only) will substitute for her on the voyage leaving Sydney May 4.

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

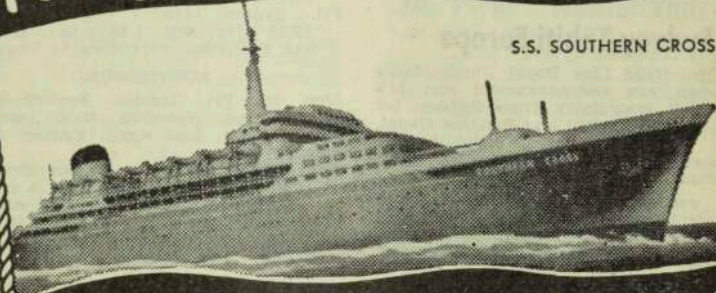
Cargo vessels Waihemmo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Next Sydney sailing for USA, via Island ports: Waihemmo May 11 (approx.).

Waitomo, after docking at Vancouver, has re-entered the service and is due to leave Los Angeles for Australia, via Rarotonga, late April. She is due Sydney early in June.

The Waitemata, from NZ ports, makes

*Linking the
Pacific Islands with*



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NEW ZEALAND, AUSTRALIA
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Travel Shaw Savill

For full particulars apply —

Fiji — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti.
Papeete. Cable Address: Donald, Papeete.

3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney. (B 0528).

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: June 8, July 20, Aug. 31.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Nort and Van Neck) calling periodically at Suva and/or Lautoka. Next call at Fiji: Van Cloon Lautoka June 15, Suva June 16.

Details from Royal InterOcean Lines, 255 George Street, Sydney. (BU 6771).

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; occasionally calls are made at Papeete on southbound trips.

Next outwards Sydney sailing: Johan van Oldenbarnevelt May 17 (Suva May 27, Papeete May 31-June 1).

Next inwards call at Papeete: Oranje June 6-7.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sittmar Line (Panama flag) vessels sail from Sydney for Europe, via NZ and Panama at irregular intervals, with eastbound calls two or three times yearly at Tahiti.

Next outwards Sydney sailing: Fairsky Dec. 27 (Papeete Jan. 5-6).

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney. (BU 3464).

NZ-Tahiti-UK

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Rangitane dep. Wellington May 25, due Papeete May 31 (approx.).

Next southbound voyage: Rangitoto dep. London June 2, due Papeete June 28 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ. (Tel. 45 496).

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 Fiji (Suva and Lautoka) with MV Aoni, 500 tons gross. Calls are made, as required at Haapai, Vavau, Niuauputapu and Niuafoou; also occasionally at Apia,

Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji) Ltd.

Next scheduled voyages from Nukualofa are: May 20 (Lautoka May 22, Suva May 23-24, Apia May 26); June 17 (Suva June 19-20, Lautoka June 21); June 23 (Apia June 29).

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., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.55 a.m. dep. 1.45 a.m.), Honolulu, San Francisco.
Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.55 a.m., dep. 1.45 a.m.), Honolulu, San Francisco, New York, London.
Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.55 a.m., dep. 1.45 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 5.35 a.m., dep. 6.25 a.m.), Sydney (arr. 9 a.m.).
Tues. Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 5.35 a.m., dep. 6.25 a.m.), Sydney (arr. 9 a.m.).
Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 5.35 a.m., dep. 6.25 a.m.), Sydney (arr. 9 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 Electra 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

(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 connecting services Auckland, Nadi, Tafuna (American Samoa), and Honolulu (see table 20).

BY CANADIAN PACIFIC AIRLINES

(Super DC6B and DC8 Jet)

From April 29

Every Sat.: Dep. Sydney (11 a.m.) by

DC6B for Auckland, Nadi (arr. Sat. 11.59 p.m., dep. Sun. 1 a.m.), Honolulu (arr. Sat. 3 p.m.), Dep. Honolulu (Sun. 12 noon) by DC8 for Vancouver, Edmonton, Amsterdam (arr. Mon. 4.50 p.m.).

Every Sat.: Dep. Amsterdam (5.30 p.m. by DC8 for Edmonton, Vancouver Honolulu (arr. Sun. 1 a.m.), Dep. Honolulu (Sun. 1.30 p.m.) by DC6B for Nadi (arr. Mon. 11.59 p.m., dep. Tues. 1 a.m.) Auckland, Sydney (arr. 11 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA 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

Sat. and Mon. (TAA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Sun., Tues. Sun., Tues.
Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs., and Fri. (A/ANA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Wed., Fri., Sat. Wed., Fri., Sat.
Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby, 6.45 a.m. Arr. Lae, 7.45 a.m.

First and Tourist Classes

Wed. (TAA)
Dep. Sydney, 8.20 p.m. Arr. Brisbane, 10.20 p.m.
Dep. Brisbane, 11.20 p.m. Arr. Townsville, 2.15 a.m.
Dep. Townsville, 3.15 a.m. Arr. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.

First and Tourist Classes

Wed. and Sat. (A/ANA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.

First and Tourist Classes

Fri. (A/ANA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Townsville, 2.15 p.m.
Dep. Townsville, 2.55 p.m. Arr. Brisbane, 5.40 p.m.
Dep. Brisbane, 6.25 p.m. Arr. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-TOWNSVILLE TAA, with Fokker Friendship (First Class Only)

t. Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (May 1, 15, 29, June 12, 26, etc.).

t. Wed.: Dep. Pt. Moresby 2.15 p.m., arr. Cairns 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (May 3, 17, 31, June 14, 28, etc.).

CAIRNS-PT. MORESBY-BRISBANE A/ANA, with DC4 Airfreighter (Air Cargo Only)

t. Mon. (May 8, 22, June 5, 19, etc.): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m.

3. P-NG Internal Services

Operated by TAA

PORT MORESBY-IHU (DH Otter)

t. Fri.: Port Moresby, Kerema, Ihru, returning same day (May 5, 19, June 2, 16, 30, etc.).

PORT MORESBY-BAIMURU-KIKORI (DH Otter)

ues.: Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.

t. Thurs.: Port Moresby, Ihru, Baimuru, Kikori, returning via Baimuru, Ihru the same day (May 4, 18, June 1, 15, 29, etc.).

PORT MORESBY-DARU (DC3)

a Baimuru: Alt. Thurs., returning same day via Balimo (May 4, 18, June 1, 15, 29, etc.).

(DH Otter)

a Kerema, Baimuru: Alt. Wed. (May 10, 24, June 7, 21, etc.), returning alt. Fri. (May 12, 26, June 9, 23, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

t. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (May 3, 17, 31, June 14, 28, etc.).

t. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Apr. 29, May 13, 27, June 10, 24, etc.).

t. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (May 6, 20, June 3, 17, etc.).

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

on.*: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

ues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

hurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

ri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

* Calls Awar on request for school-children only.

CENTRAL HIGHLANDS (DH Otter)

ri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS (DH Otter)

ues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kalapit, Kainantu, Gusap, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DC3 and DH Otter)

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.

Mon., Fri.: DH Otter dep. Lae 8.30 a.m., Wau arr. 9.10 a.m., dep. 9.25 a.m., Bulolo arr. 9.40 a.m., dep. 9.55 a.m., Lae arr. 10.25 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 and Minj, Goroka arr. 3 p.m., dep. 3.20 p.m., Madang arr. 3.55 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 4 p.m., arr. Lae 5.05 p.m.

LAE-GOROKA-MADANG (DC3)

Tues.: Dep. Lae 7.30 a.m., Goroka 9 a.m., Madang arr. 9.35 a.m.

Mon., Thurs.: Dep. Goroka 3.20 p.m., Madang arr. 3.55 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 (direct or via airfields as required) 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 arr. 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.

LAE-RABAU-LAE (DC3)

Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.: Dep. Rabaul 1.05 a.m., Lae arr. 3.45 a.m.

Tues., Fri.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Rabaul arr. 1.15 p.m.

Thurs.,* Sat., Sun.: Dep. Lae 10 a.m., arr. Rabaul 12.40 p.m.

Thurs., Sat., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.

Wed.: Dep. Rabaul 6.10 a.m., Hoskins 7.05 a.m., Lae arr. 8.50 a.m.

Wed.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Hoskins 12.35 p.m., Rabaul 1.45 p.m.

* Calls Jacquinot Bay, on request, Thurs.

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 1.45 p.m., Buka, arr. 3.05 p.m., dep. 3.35 p.m., Rabaul arr. 5 p.m. (Apr. 27, May 11, 25, June 8, 22, etc.).

SERVICE BY ANSETT-MANDATED AIR LINES

(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.

New services with specially fitted DC3s, and carrying hostesses, will commence on April 19 connecting Rabaul, Madang, Goroka, Wau and Lae with Ansett-ANA "Golden Orchid" DC6B service Pt. Moresby-Sydney.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea) TAA, with DC3 aircraft

Dep. Lae 9 a.m. alt. Sat. (May 6, 20, June 3, 17, etc.). calls at Madang and Wewak, and arr. Hollandia 1.30 p.m.

Dep. Hollandia 10 a.m. alt. Sun. (May 7, 21, June 4, 18, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BLAK (NNG)-LAE

Netherlands New Guinea Airlines,
with DC3 aircraft

De Kroondulf NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Alt. Sat. (Apr. 29, May 13, 27, June 10, 24, etc.): Dep. Blak 2 p.m., arr. Hollandia 4.10 p.m.; next day (alt. Sun.) dep. Hollandia 8.30 a.m., arr. Lae 12.30 p.m.

Alt. Mon. (May 1, 15, 29, June 12, 26, etc.): Dep. Lae 6.15 a.m., arr. Hollandia 9.05 a.m., dep. 10 a.m., arr. Blak 12.05 p.m.

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 Seroei; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, and Inawatan.

4. Aust.-Netherlands NG

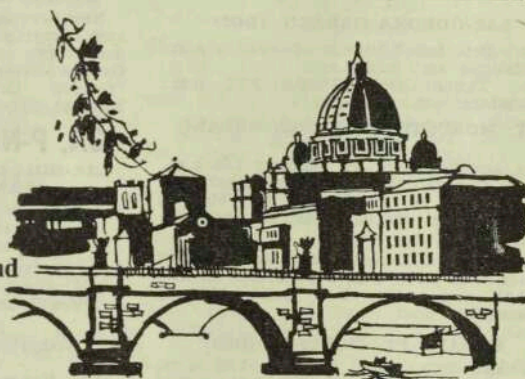
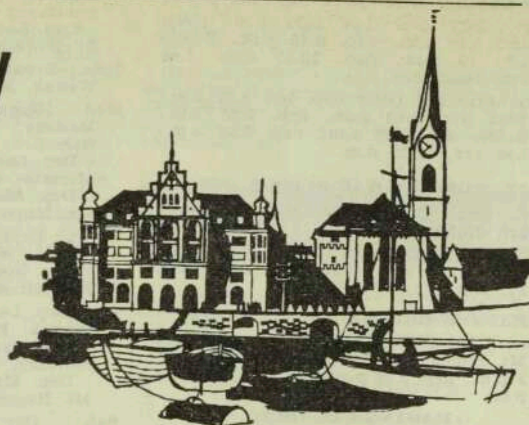
KLM Royal Dutch Airlines
(DC8)

A weekly service between Sydney (dep. Mon. 9 a.m.) and Holland with calls at Blak, NNG (arr. Mon. 2.05 p.m., dep. 2.50 p.m.), Manila (Philippines) and Amsterdam (arr. Tues. 10.30 a.m.). Dep. Amsterdam Fri. 10 a.m., via Manila and Blak (arr. Sat. 10 p.m.) for Sydney (arr. Sun. 6 a.m.).

DC7 aircraft dep. Blak Mon. 3.10 p.m. and Thurs. 9.45 a.m. for Japan en route to Amsterdam (arr. Tues. 9.35 p.m. and Fri. 4.40 p.m.). Dep. Amsterdam Thurs. and Sun. 7.30 p.m. for Japan and Blak (arr. 10.30 p.m. Sat. and Tues.).

Holiday on your way to U.K.

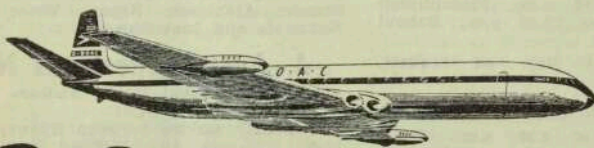
Stop-over at your
choice of Eastern and
Continental cities
en route.



NO EXTRA AIR FARE!

Whether you fly West by fast, smooth BOAC Comet from Sydney, or East by magnificent BOAC Boeing 707 from Honolulu, you fly the all-British Airline and have a wide choice of interesting stop-overs. Break your journey wherever you wish, as long as you wish in Eastern or Continental cities en route at *no extra air fare*. Enjoy, too, the superb luxury of BOAC jet travel... Luxury or economy services.

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B.O.A.C.

WORLD LEADER IN JET TRAVEL

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH
AIR-INDIA, QANTAS AND TEAL.

A2c.84

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft
Commenced Apr. 4

Alt. Tues. (Fokker): Dep. Lae 8.45 a.m. for Rabaul, Munda (BSI), Honiara arr. 4.05 p.m. (May 2, 16, 30, June 13, 27 etc.).

Alt. Wed. (Fokker): Dep. Honiara 1 a.m. for Munda, Rabaul (NG), Lae arr. 12 noon (May 3, 17, 31, June 14, 28 etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina Honiara arr. 5 p.m. same day (May 8, 22, June 5, 19).

Alt. Tues. (DC3): Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.45 p.m. same day (May 9, 23 June 6, 20).

6. Sydney-Noumea

Qantas, with Electra International

Weekly service, every Fri. with First (sleeper-chairs) and Economy classes.

Dep. Sydney Fri. 9.15 a.m., arr. Noumea 2 p.m. same day.

Dep. Noumea same day (Fri.) 3.15 p.m., arr. Sydney 6.30 p.m.

7. Paris-Sydney-Noumea-Fiji-Tahiti-USA

TAI, with DC8 jet and DC7C aircraft*

Dep. Paris by DC8 every Mon. for Athens, Teheran, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.05 a.m., dep. 8.05 a.m.), Noumea (arr. 11.40 a.m.).

Dep. Noumea by DC7C every Wed. 4.30 p.m., for Nadi (arr. 8.30 p.m., dep. 9.30 p.m.) crosses International Dateline, 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.), crosses International Dateline, 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. 8.30 a.m. for Sydney (arr. 10.40 a.m., dep. 11.40 p.m.) for Darwin, Jakarta, Saigon, Bangkok, Karachi, Teheran, Athens and Paris (arr. Fri. 1 p.m.).

* After May 3, through DC8 jet service Paris-Los Angeles and return.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd.
with Sandringham Flyingboats

Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (May 6, 20, June 3, 17, etc.); Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, alt. Sun. (May 7, 21, June 4, 18, etc.) 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. (See table 12 below.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 12.15 p.m., arr. Vila 1.30 p.m., dep. Vila 2.05 p.m., arr. Tontouta 4 p.m.

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

Monthly (second Sunday), from Noumea on May 14, June 11, July 9, etc.
Dep. Noumea, Sun., 6.30 a.m., arr. Wallis Is. 2 p.m.; dep. Wallis Is. Mon. 12 noon, arr. Noumea 5.30 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)

Alt. Sat. (May 13, 27, June 10, 24, etc.).
Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. (May 14, 28, June 11, 25, etc.), dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed Electras

Daily, except Tues., Fri.: Dep. Auckland 9 a.m. arr. Sydney 11.05 a.m.
Wed., Fri.: Dep. Auckland 5 p.m., arr. Sydney 7.05 p.m.
Mon., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Auckland 5.50 p.m.
Tues., Wed., Thurs., Fri.: Dep. Sydney 10 a.m., arr. Auckland 3.35 p.m.

14. Sydney-Christchurch

TEAL, with Jet-Prop. Lockheed Electras

Wed., Thurs., Sat.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.
Mon., Wed., Fri.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m.
Sat.: Dep. Sydney 9 a.m., arr. Christchurch 2.45 p.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Electra

Thurs.: Dep. Christchurch 7 p.m., arr. Melbourne 9.35 p.m.
Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

TEAL, with Douglas DC6 Aircraft

Daily except Wed., Fri.: Dep. Sydney 9.30 a.m., arr. Wellington 3.20 p.m.
Daily except Wed., Fri.: Dep. Wellington 4.30 p.m., arr. Sydney 6.45 p.m.

17. Melbourne-NZ-Fiji

TEAL, with Super Constellation chartered from Qantas

Wed., Fri.: Dep. Melbourne 10 a.m., arr. Auckland 6 p.m., dep. Auckland 7 p.m., arr. Nadi 12.15 a.m., Thurs., Sat. Return, same route, Thurs. and Sat.

(Connects at Nadi with Qantas Boeing 707 jet service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras and Qantas Super Constellations

Tues., Thurs.: Dep. Auckland 7 p.m., arr. Nadi 10.45 p.m.

Wed., Fri.: Dep. Auckland 7 p.m., arr. Nadi 12.15 a.m.

Wed., Fri.: Dep. Nadi 9.30 a.m., arr. Auckland 1.25 p.m.

Thurs., Sat.: Dep. Nadi 7 a.m., arr. Auckland 12.15 p.m.

* Wed., Fri. flights ex-Auckland, and Thurs., Sat. flights ex-Nadi are operated by Qantas under charter to TEAL.

19. Christchurch-Fiji

TEAL, with Douglas DC6 Aircraft

Sat.: Dep. Christchurch 4.30 p.m., arr.

Auckland 6 p.m., dep. Auckland 7 p.m., arr. Nadi 10.45 p.m.

Mon.: Dep. Nadi 9.30 a.m., arr. Auckland 1.25 a.m. dep. Auckland 2.30 p.m., arr. Christchurch 4.05 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 Mon. 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 10.50 a.m. Wed.; dep. Nadi 6.45 a.m. Sun., Thurs., arr. Auckland 11.35 a.m.

21. Fiji-Tahiti

TEAL, with Jet-Prop. Lockheed Electra

Sat.: Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete Sat. 8 a.m.

Sun.: Dep. Papeete 2 a.m., crosses International Dateline, arr. Nadi Mon. 6.40 a.m.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drovler 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 p.m.).

Suva-Labasa-Suva: One flight daily, except Sun.

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 (Apr. 28, May 12, 26, June 9, 23, etc.) and alternate Mon. mornings (May 1, 15, 29, June 12, 26, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Dep. Nausori (Suva) 7 a.m. alternate Thurs. (May 4, 18, June 1, 15, 29, etc.) arr. Fua'amotu (outside Nukualofa on Tongatapu) 11.15 a.m.

Dep. Fua'amotu 9.30 a.m. on return flight alternate Sat. (May 6, June 3, 17, July 1, etc.), arr. Nausori (Suva) 11.45 a.m.

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 Faa International Airport, Papeete.

Fri.: Dep. Honolulu 10 p.m., arr. Papeete Sat. 7.30 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun 7.30 a.m.

Details from South Pacific Air Lines, Hotel Stuart, Quay Bir Hackeim, Papeete, Tahiti, or 311 California St., San Francisco, USA.

24. N. Caledonia-Loyalty Is. Internal Services

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues. and Fri. dep. Noumea 2 p.m., dep. Mare 4 p.m.

Noumea-Ouvea: Tues., dep. Noumea 11 a.m., dep. Ouvéa 1.30 p.m.; Sat. dep. Noumea 8 a.m., dep. Ouvéa 10.30 a.m.

Noumea-Lifou: Tues., Wed. Fri. (dep. Noumea 8 a.m., dep. Lifou 10 a.m.).

Noumea-Kounie (Isle of Pines): Wed., Sat. dep. Noumea 10.30 a.m., dep. Kounie, noon.

Noumea-Koumac: Wed., Sat., dep. Noumea 1 p.m., dep. Koumac 4 p.m.

25. French Polynesia Inter-Island Service

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Mon., Wed., Thurs.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.30 a.m., dep. Raiatea 9.15 a.m., Bora Bora arr. 9.30 a.m., dep. 10.15 a.m., Raiatea arr. 10.30 a.m., dep. 11 a.m., Papeete arr. 12 noon.

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FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table
	£ s. d.	£ s. d.	No.
Moresby	48 14 0	92 5 0	2
Lae	59 13 0	112 19 0	2
Rabaul	69 18 0	130 9 0	2, 3
Noumea	56 18 0	102 8 0	6, 7
Honiara	91 14 0	169 13 0	2, 5
Norfolk Is.	27 10 0	49 10 0	9
Lord Howe	16 9 0	32 18 0	8
Nadi	85 9 0	153 17 0	1, 7
Suva	92 0 0	167 0 0	1-22
Auckland	53 15 0	96 15 0	13
Christchurch	53 15 0	96 15 0	14
Wellington	53 15 0	96 15 0	16
Honolulu	282 12 0	508 14 0	1, 7
San Francisco	350 9 0	630 17 0	1
Vancouver	350 9 0	630 17 0	1
Papeete	181 5 0	326 5 0	1-21, 7
Blak	103 15 0	186 15 0	4

FROM AUCKLAND (NZ currency) TO—

	Nadi	Norfolk Is.	Papeete
	41 7 0	74 9 0	18
	19 15 0	35 11 0	12
	114 10 0	206 2 0	18-21

FROM SUVA (Fiji currency) TO—

	Nadi	Levuka	Nukualofa
	5 16 0	11 12 0	22
	5 17 0	11 14 0	22
	18 10 0	34 0 0	22a

FROM NADI (Fiji currency) TO—

	Noumea	Papeete
	32 13 0	58 16 0
	87 0 5	157 1 0

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Big Noumea Hotel Plan

Following a report in *PIM* in March of the luxury hotel planned for Noumea, Mr. C. V. Carter, a director of the Australian interests in the hotel, has given some more details.

THE estimated cost of the five-floor project will be £354,000. (not £200,000, as stated). The name of the hotel will be Hotel des Iles du Sud (South Seas Hotel) and it is being formed in Noumea with a capital of £500,000 (100,000,000 francs).

The scheme, so far, has received favourable support from the Government, Mr. Carter says, and it will be the first such project submitted to the authorities in Paris.

The hotel will be built overlooking the Bay de Citron and every room will have a balcony. A swimming pool and club bar will be provided and also a separate space for private functions.

A nightclub to accommodate 500 people will be incorporated. There will be all facilities for meals and 24-hour room service will be provided.

The residential section of the hotel will contain 96 bedrooms, each with two lounge-type beds which will be converted to lounges when not in use as beds.

The night club and dining room will be air conditioned. Mr. Carter said it was hoped work would commence on the project no later than July.

Australian Trade Mission for Pacific

SPONSORED by the Australian Junior Chambers of Commerce, a trade mission comprising of 20 businessmen, bankers and reporters will visit the South Pacific in August. This is the mission about which *PIM* reported in December (p. 21).

The mission will investigate or consolidate markets for Australian primary and secondary products.

Recent surveys by trade commissioners and businessmen have indicated that, while Australia enjoys a substantial trade in the islands, the volume could be increased appreciably by greater local

publicity in the Territories and by packaging and designing specially to catch the South Seas market.

The mission will visit New Caledonia and Fiji, before dividing into groups to visit Tonga, Tahiti, American Samoa and other centres.

Australia now holds about 18 per cent. of the £40 million import trade in the Territories the mission will visit.

Revaluation of the Netherlands NG Guilder

Of interest to Australian trading firms having business dealings with Netherlands New Guinea was the announcement on March 6 that the Dutch Government had revalued the Netherlands guilder by 4.74 per cent. This move has altered the old exchange rate of approximately 8½ guilders to the £1 Australian to a new working quotation of approximately 8 guilders to £A1.

The official unit in Netherlands New Guinea is called the New Guinea Guilder, and it is on a par with the Netherlands guilder. It is divided into 100 cents.

Coins in NNG are both bronze and nickel—the lowest denomination being 1/100 guilder or one cent (bronze), then rising to 5 cents (bronze), 10 cents (nickel), and 25 cents (nickel). Notes are in values of guilders as follows: 1, 2½, 5, 10, 25, 100, and 500.

Often the guilder is referred to by its alternative name of "florin"—but there is no difference in value, of course.

PI Mines (Misima) May Take a Partner

It is now apparent that the Misima goldfield of Pacific Island Mines Ltd. will constitute "four or five major lodes in which the aggregate tonnage will prove to be very large", shareholders were told at the third annual general meeting in Sydney on March 16.

A large proportion of this tonnage would be amenable to open cut operation, according to a report made by Mr. A. G. Palmer, consulting mining engineer.

If the deposits are to be investigated as fully as warranted it might be necessary for the company to expand its operations and, perhaps, introduce a partner to effect this expansion. Meanwhile, the company will concentrate on increasing pilot plant production to 50 tons per day, with a resultant increase in gold production, whilst at the same time continuing with a vigorous programme of prospecting, necessary for the continued holding of its Exclusive Prospecting Licence.

The company's pilot plant which com-

menced mining in February is a simple one comprising an impact crusher, blanket strakes, amalgam barrel and pump unit; but it is proving an effective tool for the testing of the softer lode types and country rock.

Preliminary clearing, grading and drainage of an airstrip at Misima has been commenced with voluntary native labour, but would take two years to complete by these methods. An airstrip could be built in three to four months at a cost of £10,000 using mechanical equipment and methods of financing this work are under review, both by the company and the P-NG Administration.

Fall in BSIP Copra Production Last Year

There was a fall of eight and half per cent. in the BSIP's copra production last financial year, according to figures released in Honiara. More than 20,000 tons were produced last year, when prices declined rapidly from March onwards. Average price paid by the Copra Board for first grade copra during the year was £A74/18/6. The quality was maintained, according to London, but freight rates to London went up from Stg. £8 a ton to £8/15/- a ton.

March prices were, first grade £60; second grade £58/10/-; third grade £56/10/-.

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NNG's Oil Fields Are "Drying Up"

Because it had lost £50,000,000 the Netherlands New Guinea Petroleum Co. is preparing to leave the Territory. Dr. H. H. Brons, head of the company, said in March that the existing wells were "drying up" and production was declining by 3 per cent. a month.

At one time, NNGP had 90 producing wells in Netherlands New Guinea. It has exported oil worth £10,000,000—but it has spent £60,000,000 to get it.

One field which was producing 750 tons a day has dropped to 50 tons and another producing 1,200 tons has dropped to 600. Production will be tapered off gradually and the oil fields will continue steadily declining production for another five years.

The company (owned by the Royal Dutch Shell Group, Standard Vacuum and Caltex) has already sold many of its installations in the Sorong area, including a hospital, wharves, and the company telephone system, to the Government.

Rubberlands' Profit Goes Higher

The profit made by Rubberlands Ltd. (one of a group of Papuan plantation companies controlled by Steamships Trading Company) in the year ended December 31, was £20,832, which was substantially higher than that of the previous year.

The estate's production of 417,930 pounds of dry rubber was over 37,000 pounds more than in 1959, while the average price received, 40.7 per pound, was 7d per pound better than 1959.

The company brought forward £12,223 in P/L Account in 1960, added £20,832 profit for 1960, pays out unchanged dividend at the rate of 10 per cent. (on an issued capital of £100,000), and carries forward £18,056.

Naturally, the directors have nothing to complain about—except a decrease in recent months, in the world price of rubber. They have £20,000 in a general reserve, and a balance of £18,000 of unappropriated funds in the P/L Account.

The directors are Messrs. E. V. Crisp, W. B. Molloy, L. A. Willis, H. D. Underwood, G. M. Cadden and R. J. Paul.

Which is Best Cook Is. Shell?

The recent announcement that Manihiki lagoon will be re-opened this year for shell-fishing has been welcomed in the Cook Islands, for it restores a valuable source of earning power for the Group, writes an Islands correspondent interested in pearl shell trade.

The development lets the overseas market know that—for the next few years, anyway—not more than 100 tons of Manihiki blacklip MOP will be coming on to the market.

This could have the effect of boosting prices. It has been shown that there is still a definite market for this grade of shell, where plastics have made serious inroads in the white shell market.

It is a curious fact that some overseas shell-buyers have wrongly discriminated against Cook Islands blacklip which does not come from Manihiki. Shell of equal quality can be fished at Penrhyn; and there are indications that Suwarrow shell is superior, if anything, to that of Manihiki.

Well founded opinion in the Cooks is that if Penrhyn were "hard-dived" for some years, to clean the lagoon of weed and boring parasites, Penrhyn shell would be fully as good as Manihiki's.

In post-war years—or, at least, since 1950—the Manihiki shell harvest averaged about 300 tons in the years that the lagoon was fished; so an annual level of 100 tons should be easily achieved.

NNG Timber Co. Developments

Industrial and General Credits Ltd., Sydney, an unlisted public company, has, according to a leaflet circulating in Sydney in March, announced an issue of £100,000 registered first mortgage debenture stock at par (£50) to obtain funds to develop its subsidiary ADI Timber Development Pty. Ltd.

ADI is the first Australian company to obtain a timber concession in Netherlands New Guinea, the grant running for 30 years. According to the IGC announcement, the timber company has already sent its first shipment to Australia, realising gross receipts of nearly £40,600.

The timber was tested and apparently found satisfactory for use in the plywood industry as veneer facings, centre cores and back panels. Orders are in hand for the April shipment to return £67,500, and overseas sales are expected to gross £190,000 before June, said the IGC announcement.

However, following reports in the Sydney Press in early April that 14 Australian employees of ADI Timber Development were stranded without food or wages on Adi Island and that the captain and crew of the company's supply ship Janis B were "stranded" in Darwin, PIM contacted Industrial and General Credits in Sydney for a statement.

PIM was told that the Press story was "inaccurate" and that the company was "quite sound". However, two of the six directors of ADI had applied to the Court in Sydney for an order to wind up ADI, and this application was set down for April 24, PIM was told.

An officer of the company said also that the April shipment of timber would not now be received until a little later.

New developments will certainly be awaited with interest by those who have received the circulars or the prospectus seeking more money for the Adi Company.

Now is the Time for Other Coconut Products

Now that copra prices are low, it might be well worth-while Islands governments making a concentrated effort to find other, profitable uses for coconut products.

Hawaii has been a pioneer in this field of production. Shredded coconut, coconut syrup, and frozen coconut milk are produced there for export to USA.

At present research is going on in Hawaii and in India into the production of a coconut milk concentrate which will keep over long periods and which can be used as a base in many food industries.

Judging by retail prices of some of these coconut products in Hawaii, they could prove to be a good deal more lucrative than copra once a market had been developed.

More Exported, But Value Less for NNG's 1960 Trade

Though there was a rise in quantity of Netherlands New Guinea exports from 261,919 metric tons in 1959 to 271,828 metric tons in 1960, the value dropped from Fls. 23,776,000 (£A2,797,200) in 1959 to Fls. 23,275,000 (£A2,738,200) last year.

Copra returns declined considerably (in spite of an 800 tons rise in production), as also did the value of crude oil shipments and the export of dammar gum, copal (resin), shell and crocodile skins. Increases were made in timber, mace, nutmeg and cocoa, but were not sufficient to counter the main fall of Fls. 1,250,000 (£A147,250) in crude oil consignments.

NNG's principal markets were Australia (crude oil), Japan (oil, timber and scrap), and Netherlands (copra and produce).

Papuan Oil Search Goes On

The search for oil in Papua by Australasian Petroleum Pty. Company is about to be resumed after a lapse of some months following the failure of the Ieh deep bore and withdrawal of financial backing by the overseas partners, British Petroleum and Standard Vacuum.

APC directors, on April 12, announced that marine seismic reflection traverses were to start in mid-April in the entrances of the Turama and Fly rivers in the Gulf of Papua.

Economic Outlook

TRADING on Sydney Stock Exchange during the month has shown a decisive upswing, with heavy buying forcing prices of leading shares higher. "Change opened on April 14 with "Ordinaries" index at 299.68, the highest this year. Exchanges in London and New York too have experienced buoyant trading in April, without being able to pinpoint any single factor as cause of the market's changed mood.

A step in the Federal Government's determination to help increase overseas earnings was a bill introduced in Parliament on April 14 to improve credit facilities for Australian exporters. It allows Export Payments Insurance Corporation to expand the present export payments insurance over a wider range of transactions. EPIC is an independent, statutory body financed by the Government, one of its main functions is to reimburse exporters if buyers in other countries cannot meet their commitments. The new measure lends important aid to exporters by giving them a guarantee of payment.

SYDNEY SALES PRICES

Mar. 7, '61 Apr. 12, '61

Bali Plantations . . .	13/-	10/6
Burns Philp . . .	91/9	93/3
Burns Philp (SS) . . .	55/-	52/-
C.S.R. . . .	£79/10/-	£80/10/-
Dylup Plantations . . .	10/5	8/3
Fiji Industries . . .	15/6	12/6
Hackshall's . . .	12/6	13/6
Kauri Timber . . .	17/9	16/3
Kerema Rubber . . .	6/8	6/9
Kohtaki . . .	18/6	15/6
Lolorua . . .	9/6	8/9
Makurapu . . .	4/4	4/1
Mariboi . . .	9/6	7/6
Norfolk Is. Whaling . . .	4/11	4/6
Ditto Notes (5/-) . . .	5/5	5/6
Pacific Is. Timbers . . .	7/-	6/-
Plantation Holdings . . .	4/8	3/9
Queensland Insurance . . .	88/-	83/6
Rubberlands . . .	7/-	6/3
Sthn. Pac. Insurance . . .	24/-	24/-
Steamships Trading . . .	47/6	47/6
W. R. Carpenter Hold. . .	31/6	31/3
Watkins Consolidated . . .	5/-	5/-
Timor Oil . . .	5/3	4/-

OIL AND MINING SHARES FIJI

	July 9, '58	Mar. 7, '61	Apr. 12, '61
Emperor . . .	b5/9	b3/5	b3/5
Loloma . . .	—	s43/-	s42/9

PAPUA-NEW GUINEA

Bulolo . . .	b35/-	b51/-	b55/-
N.G.G. Ltd. . . .	b1/9½	b1/9	b1/9
Oil Search . . .	b2/6	b2/4	b2/2
Ent. of N.G. . . .	b7d	b2½d	s2½d
Pac. I. Mines . . .	—	b115/-	b115/-
Papuan Apin. . . .	b9d	b2/-	b2/10
do. opt. . . .	b6½d	b3d	b3d
Placer Dev . . .	b86/6	b147/6	b161/-
Sandy Creek . . .	b4d	b3½d	b4d

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & PHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

The British Ministry of Food 9-years contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (30,000 tons under contract covering 1961), (b) Australia (30,000 tons for local consumption), (c) crushing-mill in Rabaul (40,000 tons), and (d) Japan (300 tons per month or more if available). Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for air-dried.

From January 1, 1961, P-N.G. Copra Board's Tentative Purchase Prices, for copra delivered main ports: Hot-Air Dried, £54/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton.

Fiji:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. On April 10 prices were: HAD £F47/15/-, FM £F45/5/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. In 1961, 100-4,000 tons will go to Abels Ltd., NZ crushers, and about 6,000 tons to Unilever, 5 out of an estimated 15,000 tons production, under this year's contracts. Prices last year were: Hot-Air Dried, £67/13/8 per ton, Sun-Dried No. 1, £65/3/8, Sun-Dried No. 2, £56/13/8. In 1961 prices have not been made public yet.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.—All production marketed through official BSI Copra Board, at prices based on Philippines rates. Of the Protectorate's 1961 output (about 20,000 tons), 14,000 tons will go to Unilever, 4,000 tons to Australian crushers; the balance sold on the open market. Current price (which is partly financed from reserves) for April: 1st grade, £A51/10/-, 2nd grade, £A50; 3rd grade, £A47/10/- per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines prices, less "stabilisation fund" charges. **SAMOA:**—Producers receive 7 cents lb. £S156.8 or £A70/4/6 approx. per long ton. Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—In early April, market was described as "very weak". Price was approx. £A34 (7,000 Pac. tons) per ton delivered Vila/Santo. Current price on Apr. 7 was 81 heavy tons per metric ton, c.i.f., Marseilles.

COOK IS.—Subject to the copra contract provisions between Cook Is. operators and Abels, Ltd., of Auckland, the price paid is average London price for previous three months, less

handling charges. Price fixed for first quarter of 1961: £NZ56/0/2 1st grade, £NZ54/15/2 standard grade—both f.o.b., Rarotonga.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Apr. 13 was £Stg.170 per ton c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Apr. 13: £S185, f.o.b., Apia, grade 1; £S175, grade 2.

P-N.G.: Apr. 13—Quote No. 1: £200 (top grade), £190 (medium), £180 (low). Quote No. 2: £190 (medium quality).

COFFEE:—P-N.G.: Apr. 13, good quality A grade, per lb, 4/1; B grade, 4/-; C grade, 3/- c.i.f., Sydney.

Overseas coffee prices were reported on Apr. 12 as: Tanganyika A £Stg.345 per ton, B £Stg.330; Ungraded £Stg.310; Kenya A £Stg.400, B £Stg.355; Ungraded £Stg.310; Uganda Robusta Stg.145.

PEANUTS: P-N.G.: F.o.b., Lae, Apr. 12, Kernels: White Spanish 1/4 lb; Red Spanish, 1/1; Virginia Bunch, 1/6. In Shell, 1/- lb. (del. buyer's store, Sydney).

RUBBER:—P-N.G. price is based on Singapore rate, which on Apr. 11 was: No. 1 RSS, Spot, 88½ Straits cents per lb (30.86d Aust.).

VANILLA BEANS: Victor Karp. Tulk & Co., Sydney, reported Apr. 14: White and yellow label, processed, standard packs. 49/9; green label, 47/9, 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 Apr. 14 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). **Cook Islands:** Penrhyn £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS: Quote No. 1—Papua-N.G.—£135 per ton, c.i.f., Sydney; B.S.I.—£145 per ton, c.i.f., Sydney. Quote No. 2: Papua-N.G., B.S.I.—£145/£150 per ton.

GREEN SNAIL SHELL:—In short supply; £480 per ton.

CROCODILE SKINS: 12 in. and over, small-scale, first quality: P-N.G.—12/- per in.; B.S.I.—15/- per in.

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Apr. 13, Philippines, in bulk, \$169 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.63/10/- per long ton. **NEW YORK:** Apr. 13, Philippines \$157.50 US per short ton, c.i.f. Pacific Coast ports. **CEYLON:** 860 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, Apr. 13, Ceylon, 1%, in bulk, £Stg.96 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.90 c.i.f.

Rubber: LONDON, Apr. 11, c.i.f., RSS No. 1, Spot, 26d. Stg. per lb.; RSS July/Sept. 26½d. Stg. lb.; May shipment 25½d. Stg. lb.

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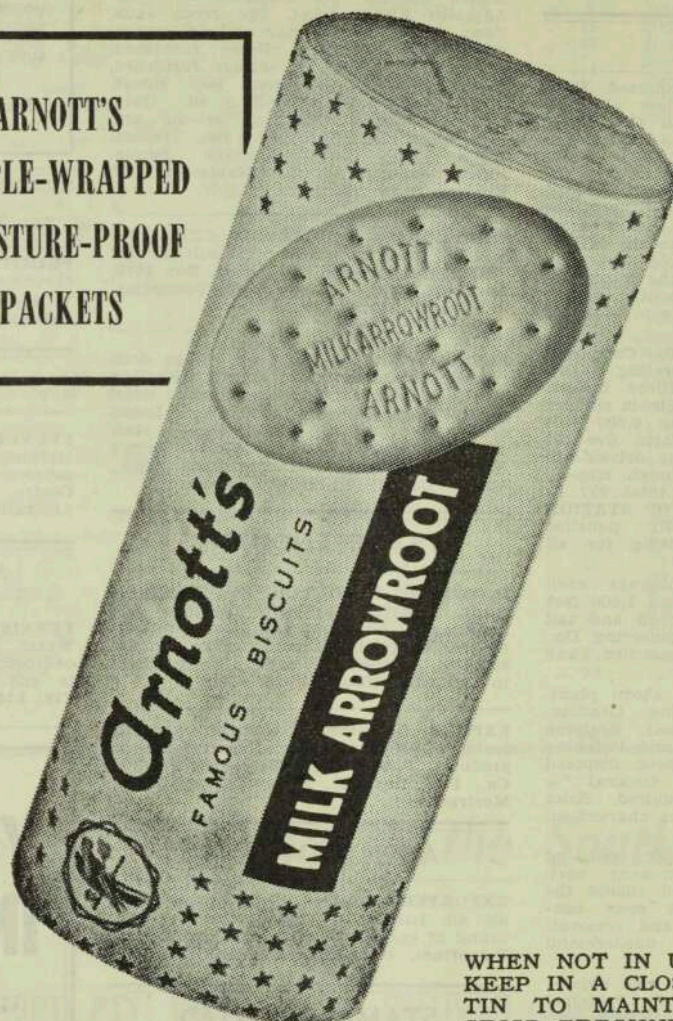
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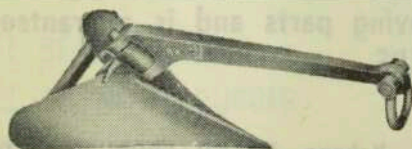
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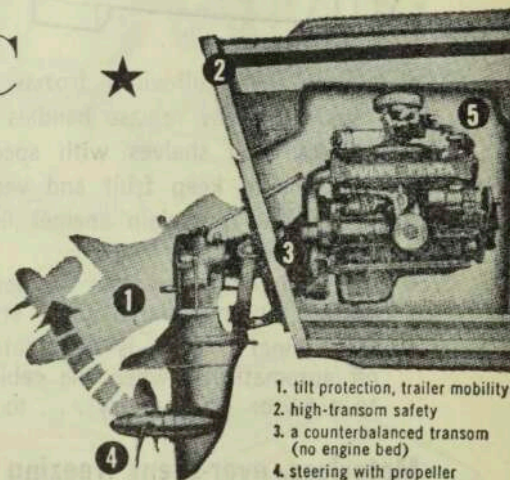
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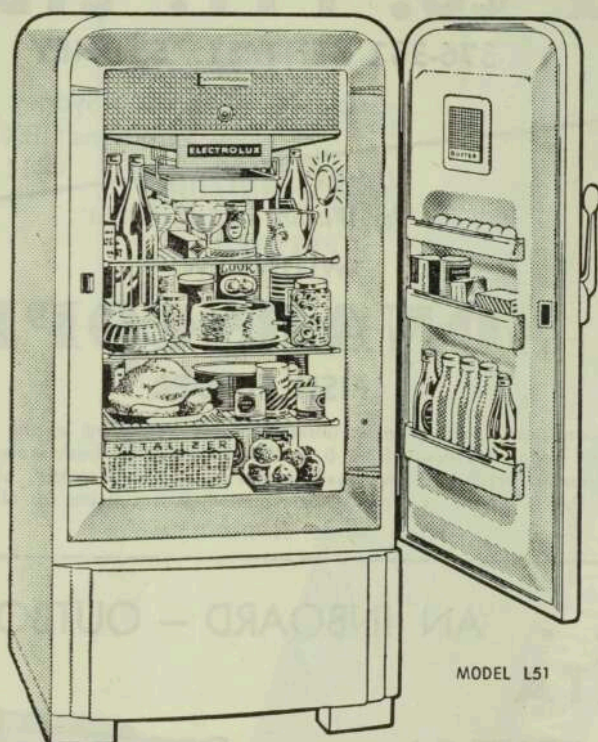
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Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: MA 9197). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

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