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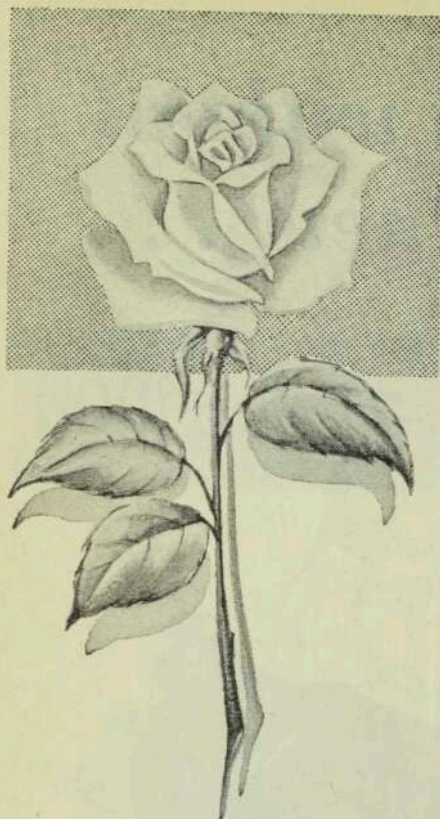
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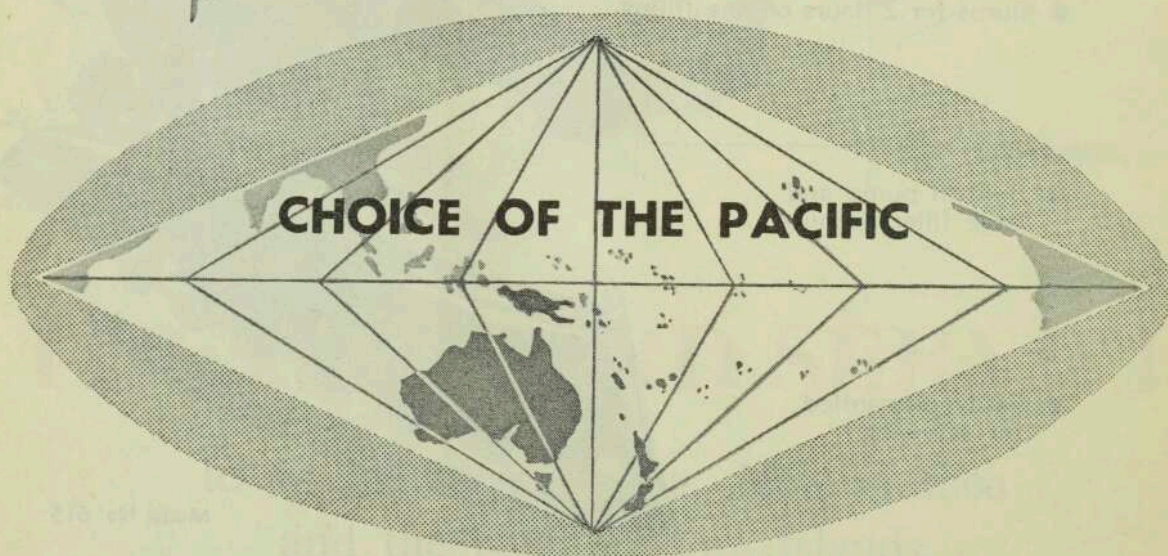
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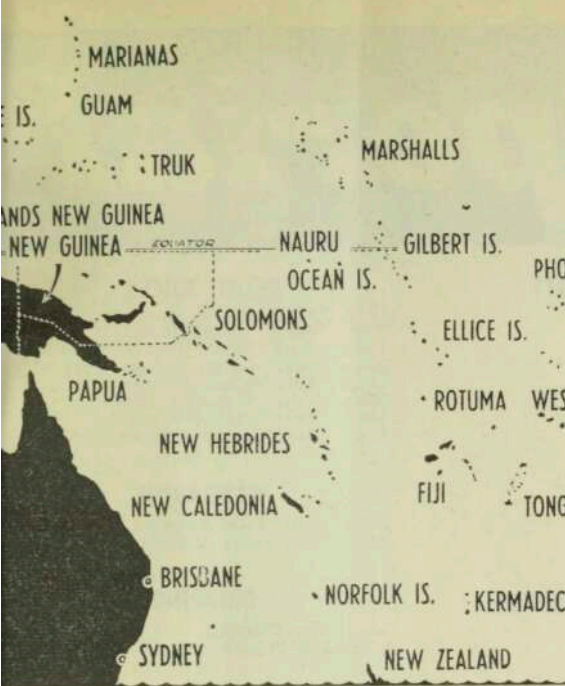
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THE COVER: His hair powdered, his arms gleaming with coco-
nut oil, a muscular Fijian warrior is about to throw his spear.
But don't worry. He is demonstrating a spear dance for the
benefit of tourists, and while he and his fellow dancers may
seemingly work themselves into a state when their spears will
surely come whistling into the crowd, the spears won't really.
Rob Wright took the photograph.

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PEOPLE

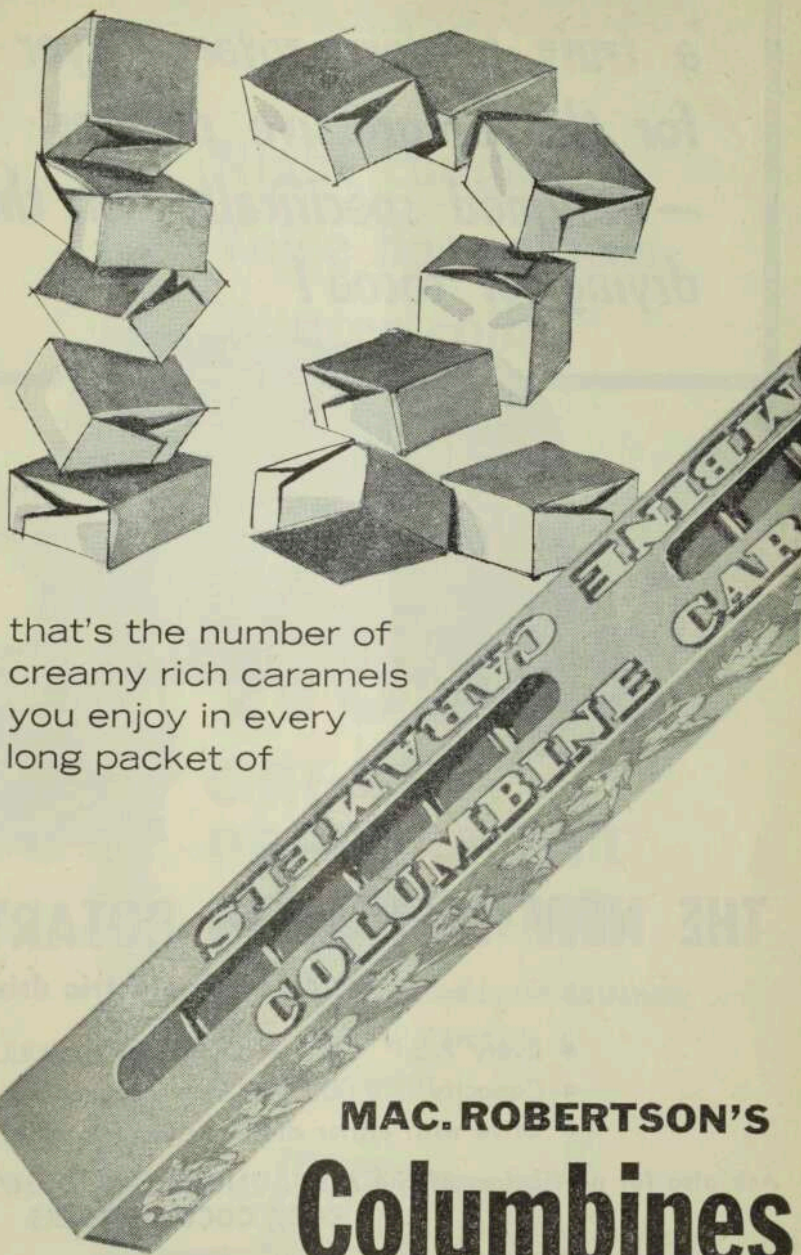
Discussing tourism in the Fiji Legislative Council in April, Indian member, B. D. Lakshman, mentioned that is a sore point with many people in Fiji—that "tourism should be developed in other areas besides Suva". He went on to deplore three other aspects of tourism in Fiji: "Too many taxis, aggressive beggars, and aggressive peddlers in the streets."

In the same debate, Mr. H. B. Gibson, who represents one of the outer islands, argued that the outer islands had a lot more to offer tourists than any part of the main island of Viti Levu (on which Suva is situated). And Dr. A. H. Sahu also complained that there were many people who seemed to think that Suva was Fiji, and what's more, that he suspected a lot of members of the Fiji Visitors' Bureau held the same opinion.



Judy Wong, eldest daughter of Mr. and Mrs. Wong York Lun, of Suva, plans to write a thesis on the history of Chinese migration to Fiji for her MA degree, which she is now studying at Sydney University. She has a Commonwealth scholarship.
Photo: C. L. Cheng

The 1961 conception of Papua-New Guinea as a "multi-racial society" is being pushed from every level, including the top. And this notwithstanding that, last year, the opinion at the top was that the native people would be satisfied with nothing less than "full government," and the Europeans should stay "only if they were good".
John Gunther, P-NG Assistant



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creamy rich caramels
you enjoy in every
long packet of

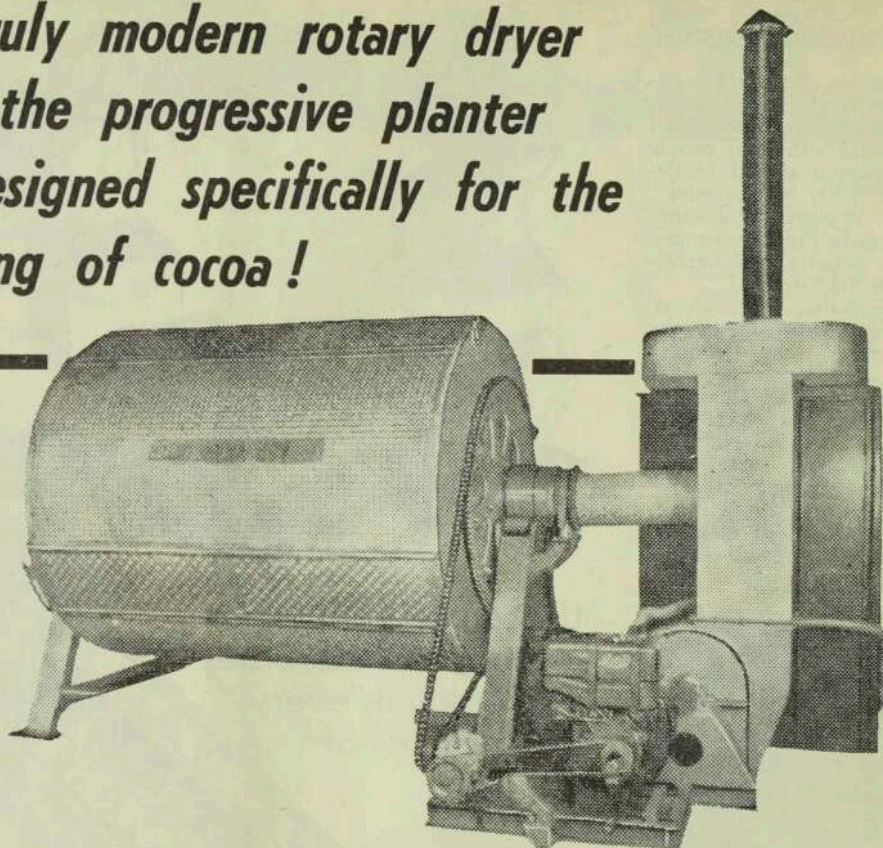
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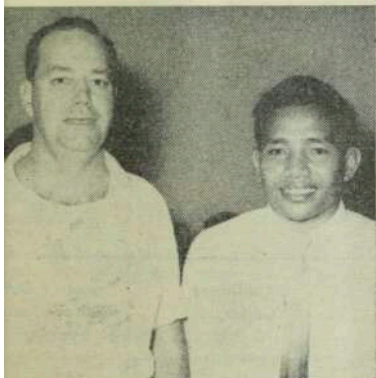
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Administrator, undoubtedly was voicing current Administration opinion when as guest speaker at the inaugural dinner of the Port Moresby Junior Chamber of Commerce, on April 28, he called for an end of all forms of racial discrimination in PNG.

The Territory was a "multi-racial society", he said, and no one would feel comfortable in it unless every possible barrier that marked man from man was broken down. The Assistant Administrator's speech was interesting in another way, too—it was one of the few times that any of the Administration top brass has admitted that there is discrimination. Of course, there is discrimination in PNG—the very stupid kind, based purely on racial lines, that prevents a European taking an educated Melanesian into a hotel with him for a meal; and the more general discrimination based on economic and social grounds that exists in every country in the world.



A gathering of the Polynesian Association in Sydney—George Little, formerly of Lautoka, Fiji, and George Sue, of Vatuakoula.

Photo: A. E. Ray

The possibilities of some loose form of federation between Melanesian territories was a topic that was being fully discussed, the Secretary for Protectorate Affairs, Mr. V. J. Andersen, said in Honiara in April after representing the Solomons at the opening of the reconstituted P-NG Legislative Council in Port Moresby. Andersen said there was no indication as yet as to the form such federation might take, if it took place at all. Mr. Andersen was accompanied to the ceremony by Mariano Kelesi, president of the Malaita Council.

* * *

Cook Islander Teapa Teapa has finally lost his seat in the Pukapuka Council after holding it for a long time—since 1924, without a break. Teapa Teapa is aged more than 70, and a local report says that

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Voice hoarseness
Winter colds
Sore throat**

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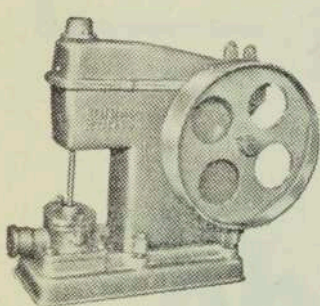


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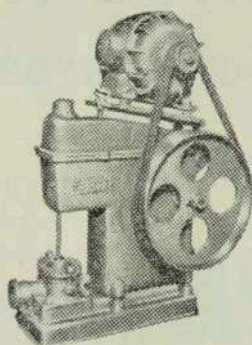
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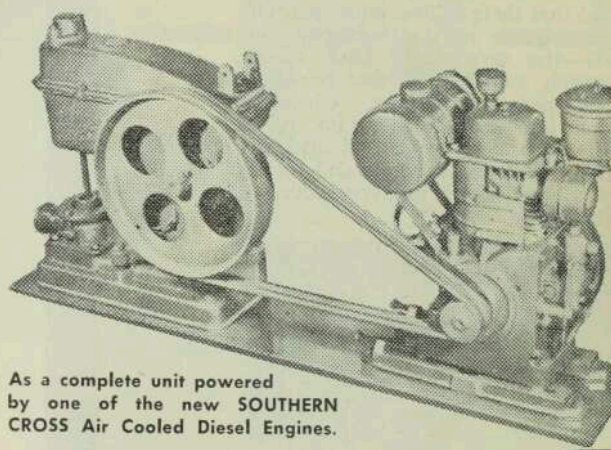
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ad it not been for his age" there
as no doubt he would have regained
e seat at the elections.

* * *

Love will find a way, according to
Kandrian (New Britain) houseboy
med Atupisa, who in a Rabaul
ourt in May was fined £2 for ad-
ministering what he apparently hoped
as a "love potion" to his attractive
inese girl employer. The charge
id that Atupisa had "added a
reign substance" (believed to be
tive hair lotion) to the girl's drink-
g water, unknown to her. He ad-
tted he wanted to attract her by
eans of this "charm", and accord-
g to the evidence it wasn't the first
ne, either. A previous "potion" had
cluded methylated spirit.



ried at the Methodist Church, Rabaul, NG,
ently—Mr. Wong Shiu Hung and Miss Seeto
g. Photo: C. H. Meen

Mr. Val Savage retired from the
ok Islands administration in April
er 40 years' service as a teacher.
was at the Avarua School from
21 to 1956. The Cooks know Val
vage not merely for his teaching
lity, but also for his sporting
ivities, his piano tuning ac-
mplishments and as a repairer of
cks and typewriters.

* * *

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cher training course (officially de-
nated the E for Emergency Course),
re first fruits on May 1 when 56
dents graduated from Rabaul's
laguna Teachers' College after six
onths' intensive lectures and studies.
e next day they were flown out
Rabaul to take up teacher posts at
age schools throughout the Terri-
y. With them went final exhorta-
ns of P-NG Director of Education,
G. Roscoe: "Don't paint a rosy
ture of the task before you. You
setting out on an arduous and de-
nding occupation."

* * *

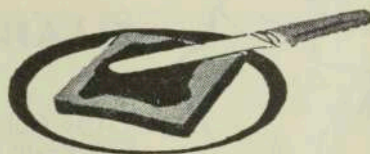
Fiji's Superintendent of Prisons,
Major Basil Sellers, reported in April



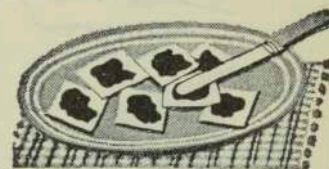
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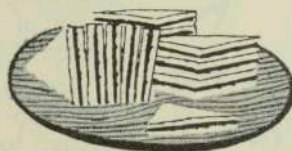
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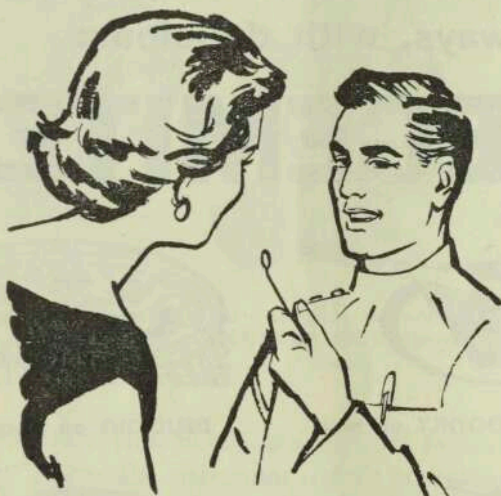


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Q171

at crimes of violence in Fiji were markedly increasing. During 1959 they had been far out of proportion to the increase in the number of prisoners. Fiji seemed to be following a general tendency in this regard," he said, and added: "The winds of time in the Pacific, although not perhaps yet at hurricane force, are certainly more than a gentle breeze."



In Lal, vice-captain of the Fiji Soccer Team, during NSW in April, took time off to call "Pacific Islands Monthly's" Sydney headquarters and watch the technical side at work. He has a special interest; back in Suva he was a compositor with a PIM sister publication, the daily "Fiji Times". Operating the linotype is Barri O'Neill.

MARRIED: Miss Pamela Gillespie, daughter of well-known Islands' merchant, Mr. Robert Gillespie, to Mr. Roger Gray, in Sydney, on May 10. Mr. Gray has been with Robert Gillespie Pty. Ltd. in Sydney for some time and on May 12 he and his bride flew to Papua, where Mr. Gray has become Pt. Moresby manager of the New Guinea company.

* * *

ABOUT TO MARRY: Miss Margaret Wilde, daughter of the late Norman R. Wilde, of Wau, NG, and Mrs. Eileen Wilde, of Macalister, NSW, to Mr. Percy Whittle, in London on May 19. They will live in Colombo, where Mr. Whittle is an electrical engineer. The late Norman Wilde once worked the Cliffside mine, in partnership with his sister, Mrs. Doris Booth. He had a distinguished aviation record in peace and war, and helped get civilians out of NG when the Japs invaded in 1942. He received the US Bronze Star for service in the Philippines. Mrs. Wilde now lives with her son Bruce, who has a small sheep and grain property.



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run-of-the-mill gatherings and those which send everyone away with a feeling of well-being and satisfaction.

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Tasmanian Attorney-General, F. R. Gagan, unveiled Tasmania's memorial to the late Harold Gatty, of Fiji, in late March. The memorial is at Campbell Town, birthplace of the man who made the first round-the-world flight (with Wiley Post) in 1931, and who founded Fiji Airways. The memorial is in the form of a 20 ft steel column, topped with a globe (see *PIM*, Feb., p. 52). Donations from Fiji helped erect the memorial, but most support came from Tasmanians themselves, happy to perpetuate the memory of a distinguished native son.



Designed, no less, is this new uniform being worn by air hostesses with TEAL. Displaying both jacket and topcoat are hostesses Mary Ashcroft and Pam Salmon.

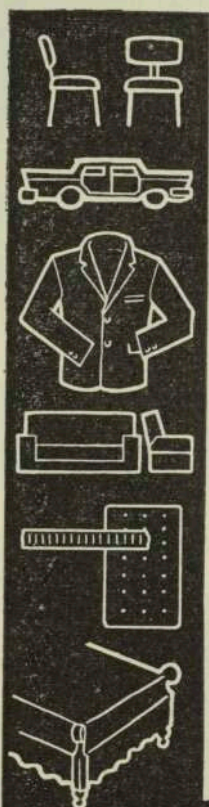
Two of the famous Trapp Family Singers went home to the United States in March after four years as missionary teachers in Papua. They are Misses Maria and Rosemary Trapp, who have been working with the Roman Catholic Order of the Sacred Heart. The Trapp Family Choir broke up several years ago when four members married and two others died. During their last concert in Sydney the Misses Trapp met a missionary priest, Father Kevin Murphy, who encouraged them to work in the islands.

An assurance that Britain had no desire to delay the independence of any of her overseas dependencies was given by Mr. Duncan Sandys, Secretary of State for Commonwealth Relations, at the Sierra Leone inde-



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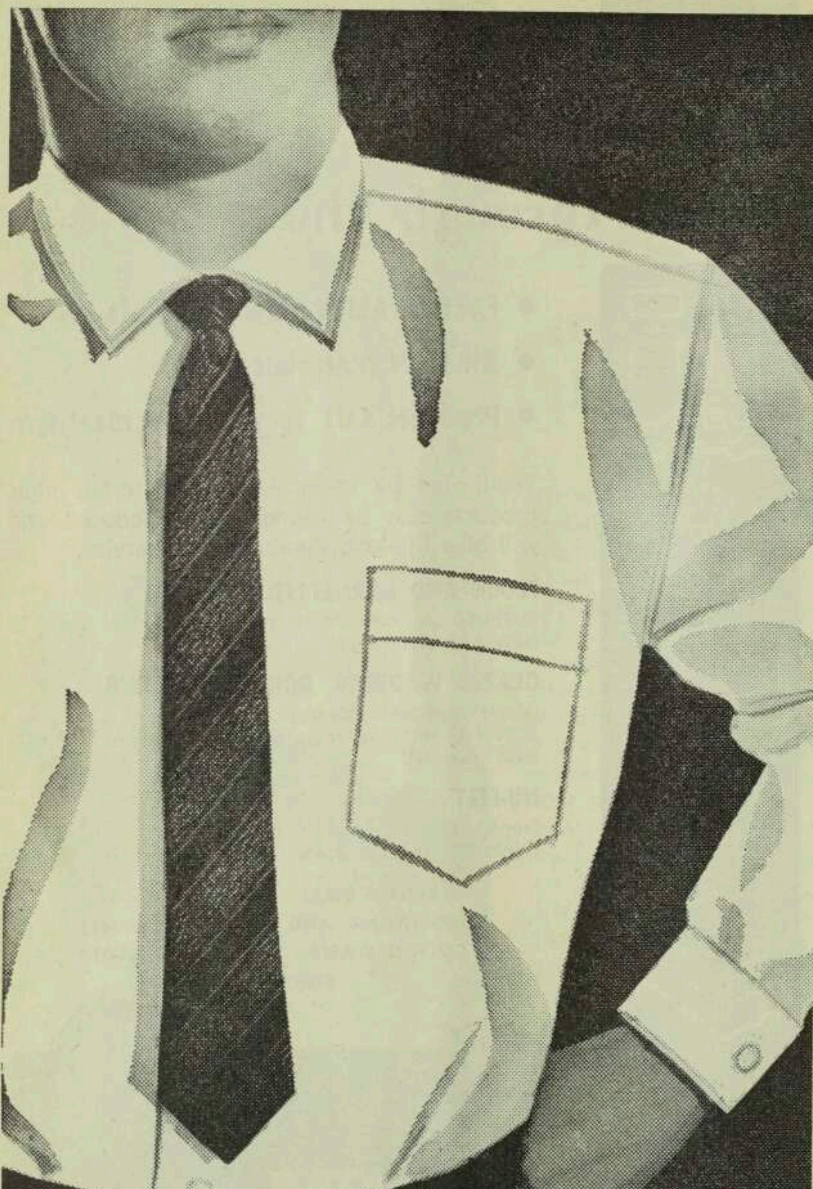
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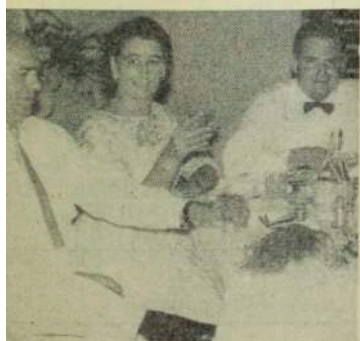
NL194/60

dence celebrations, in Freetown, April.
He told a Press conference, "You take it that throughout the Dependencies of Britain the same process you have seen brought to completion here is going on."
It was Britain's intention to lead any one of them without exception to independence and there was no desire to delay the process.



elbourne on a week's tour, New Guinea girl Barnaba Komik, from a village near, with Sister Maryangela Spellacy, of Alexishafen Mission. Barnaba, who was at the Divine Word Mission, Alexishafen, the trip as a prize in a handwriting competition. A Fiji winner was Mun Swamy, of Nadi. Sister Maryangela, Brisbane born, a lawyer before she joined the sisterhood.

leaning behind the police lines in Betio, Tarawa, the other day, a man saw a pair of shoes jutting from the sand. He removed the sand and uncovered the skeleton of an American marine, complete with disintegrated machine gun and two beer bottles. Police buried the remains in Betio cemetery.

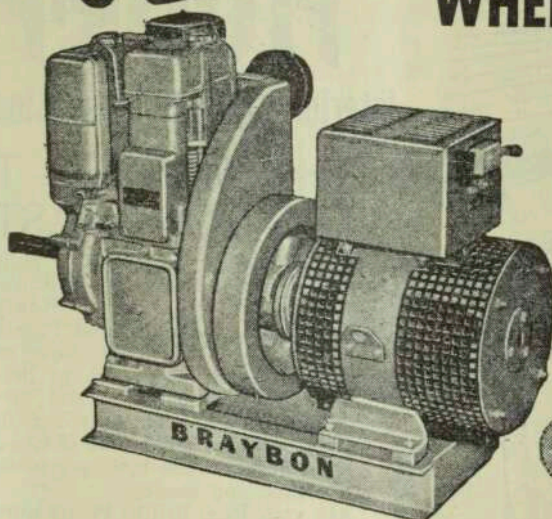


Harry Heatley, with Mr. and Mrs. T. De'le, dined at the Hotel Papua recently. All three of them "went finish" from the territory—the De' Hesselles to Brisbane, and Mr. Heatley to Auckland.

—Papuan Prints

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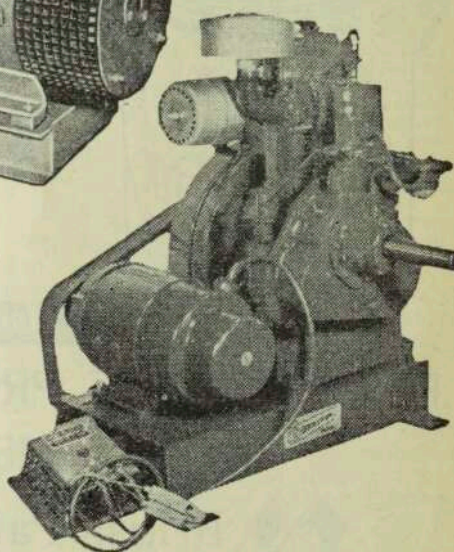
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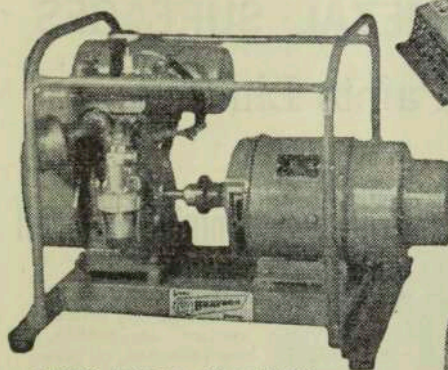
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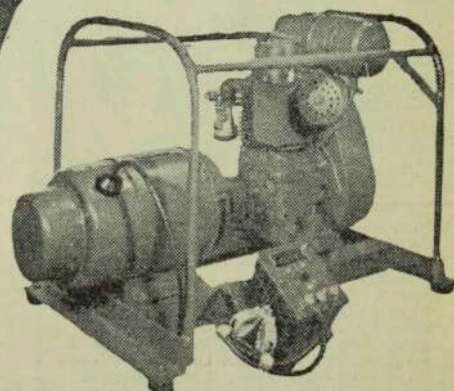
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AUSTRALIA FINALLY TIPS ITS HAND ON WEST NEW GUINEA

From our Canberra Correspondent

Australia has no direct or indirect military commitment with the Dutch in West New Guinea, *BUT* if a shooting war should break out between the Indonesians and the Dutch we can scarcely expect to avoid being involved.

THAT is the clear implication of the policy statement which the Prime Minister, Mr. Menzies, made to Federal Parliament after his talks with the Indonesian Minister for National Security, General Abdul Haris Nasution, in April.

Twice in his statement Mr. Menzies emphasised that Australia had no military commitment with the Netherlands over West New Guinea.

And in a third reference he said there was no military commitment "beyond those involved in the Charter of the United Nations."

But he amplified these statements. General Nasution could hardly have failed to have perceived the message and carried it back with him to Jakarta.

What He Said

This is what the Prime Minister said: "Armed conflict in West New Guinea, whether arising from mass action or limited guerilla episodes instigated by armed infiltration, would present Australia—in common with other countries—with a grave problem. Any such conflict could certainly not be ignored by the United Nations. It would engage the attention—officially or otherwise—of the great powers.

It would threaten world peace, it could well bring disaster to South-East Asia by its encouragement of Communist activity and intervention."

If military conflicts arose from these differences new and grave problems would arise for many nations, including our own.

For this reason, the renewed assurances of peaceful pursuit of Indonesia's claims made by General Nasution are of such profound importance and international value."

Clearer Yet

Mr. Menzies' statement was the clearest and most forceful exposition of Australian attitudes toward West New Guinea that has ever been made.

The pity is that the Government waited so many years before making it.

Indeed, the Deputy Opposition Leader, Mr. Gough Whitlam, went so far as to say that had our policy been stated with similar clarity and vigour in the 1950's we would have secured much more international support than we have.

Here, for the record, is the Government's view on self-determination, which is the fundamental point at issue between Indonesia and Australia. It is as outlined by Mr. Menzies in his statement to Parliament.

• Our policy in our own New Guinea territories is—by steady degrees and to the limits of our financial and administrative capacity—to promote the advancement of the people so that ultimately they will choose for themselves their own constitution and their future relationship with us.

We will respect their choice, whatever it may be.

This policy arises from our sense of responsibility, which cannot be suddenly or prematurely abandoned if our trusteeship is to be honourably performed.

MISSION CONFERENCE

Two members of the BSIP Legislative Council, Rev. L. Alafurai, and Francis Bugotu, were among 70 mission representatives from Anglican, Methodist, Lutheran, Presbyterian and LMS churches which met in Apia in early May to discuss common problems. This photograph was taken in Sydney while they were on their way to the conference, which was regarded as a milestone in Protestant co-operation in the South Pacific.



PACIFIC REPORT

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

NZ Gov.-Gen. for Cooks—117. Cooks Leper Cases Return Home; Second "Crash" Scheme for W. Samoan Officials—177. Senator Under Fire from NG—118. Lopevi Volcano Details; New Guinea Revenue and PS Up—119.

Mr. Chipper at P-NG Legco—121. N. Caledonia Farmers Protest at Imports—122. Port Moresby Girl Wins Breach of Promise—123. Question of Salvation Army Hostel—125.

Fiji Lottery Idea Condemned—127. Aust. Coffee Standards Attacked—127. Japs at Wewak; Fiji Fears Loss if Laucala Bay Closes Down—128. Noumea's Teenage Problem; Better Radio Service in BSIP—129. Nadi Chamber Criticised—130.

Tonga's Hurricane—133. Honour for Golpak—134. Fiji Underwater Eruptions—135. More Bad Luck for PAT; Further Hamac Moves—137. Case of the Irish Magistrate—138. The President Meets Mr. Evans; BP's in Coastal Trade; Viet Repatriation Scheme Stops—141.

• Having regard to these undoubted facts, Indonesia cannot reasonably expect Australia to take—nor will Australia take—an initiative in a procedure designed to lead to handing over of sovereignty and the abandonment of the right of self-determination in West New Guinea.

That is why Australia is most definitely not prepared to put pressure on the Netherlands to negotiate for the transfer of sovereignty and the abandonment of self-determination.

We recognise Dutch sovereignty and we approve the Netherlands policy

FOR WAR DEAD

This was the scene in Noumea on Anzac Day—April 25—the day which, in Australia and NZ and many islands of the South Pacific, is set aside to commemorate the war dead. The Australian Consul in New Caledonia, Mr. K. Douglas-Scott, accompanied by Dr. Richard Seddon, acting secretary-general of the SPC, place wreaths on the memorial. French naval ratings and army troops provided a guard of honour.

Photo: Fred Dunn



of ultimate self-determination.

If Indonesia regards this as partisanship, we point out that it favours the recognition of sovereignty and the objective of self-determination, to both of which Australia is inevitably attached.

- The Netherlands, as the sovereign power, will quite freely make its own decisions, which we will respect.

- We are on most friendly terms with the Dutch; we are also close to and friendly with Indonesia.

When West New Guinea has been discussed in UN we have supported sovereignty and domestic jurisdiction.

Sovereignty is basic for Australia, no less than for others, including Indonesia.

Not Hostile to Indonesia

None of this, said Mr. Menzies, was hostile to Indonesia, and it ought not to be thought so.

The Prime Minister said that General Nasution had put the proposition, "with great force and obvious sincerity", that West New Guinea was part of Indonesia and that there was no more reason for granting self-determination to it than to any other social group or geographical area in Indonesia.

General Nasution, in his farewell Press interview in Sydney, announced, somewhat negatively, that his visit to Australia had "not been a failure".

But a careful study of the Prime Minister's statement suggests that General Nasution failed in his basic mission.

To quote the Prime Minister: "General Nasution said that . . . in any discussions between the Netherlands and Indonesia about West New Guinea Australia should be strictly neutral."

"Australia should not support and encourage the Dutch either generally or in the UN. This, as he made clear, was the great thing he wanted to establish with us."

(Continued on p. 145)

TEAL is On Its Own

It was confirmed on April 27 that the Australian Government has sold its half share in TEAL to the NZ Government (PIM, April, p. 21) for £A1,014,250 which is par value of the Australian held shares. The deal will be dated back to April 1.

QANTAS has been given the right to compete across the Tasman, until now a TEAL monopoly, and will be able to fly to and through Auckland, Wellington and Christchurch. TEAL will have the right to fly to and through Sydney, Melbourne, Brisbane and Norfolk Island.

The Tasman services will be rationalised so that TEAL will carry more than half the traffic.

Australia's Civil Aviation Minister, Senator Paltridge, stressed that the agreement did not envisage the sale of TEAL to "any outside interest". This was a reference to Ansett efforts to buy into TEAL.

Ownership of Fiji Airways, in which Australia and NZ both have interests, is not affected. The proposed Fiji Airways fortnightly service between Suva and Honiara, via the New Hebrides, was still not in operation in early May. The only factor delaying it was the fact that the British Colonial Office still had not decided whether to grant a subsidy to the airline. It will not operate without one.

REJECTED: The Federal Government, on Tariff Board advice, has rejected a request from Australian growers for increased protection against peanuts from P-NG. It has also rejected a Territories Department request for a £5 a ton duty on copra from sources other than P-NG.

Phosphate Workers' Strike

"EXPLOSION" AVERTED ON OCEAN IS.

From a Honiara Correspondent

The strike of the Gilbert and Ellice labourers at the British Phosphate Commission's establishments on Ocean Island and Nauru, which looked in mid-April as though it could produce a mid-Pacific explosion, ended amicably by the end of the month.

THE Ocean Island strike, over demands which included higher pay, commenced on April 7 and a week later seemed to be getting out of hand. The 800 G & E labourers there had, by that time, split up into factions, and there could have been open war between those who wanted to return to work and those who did not.

If this had happened, the 32 Gilbert and Ellice police on the island would have been powerless to deal with the situation. On April 14, the British Solomon Islands Protectorate ship *Coral Queen* left Honiara carrying 27 BSIP police, under the command of Deputy Chief of Police, D. Morgan. Other reinforcements were sent from Tarawa.

"Pukaki" Sent

Mr. A. H. Pickwood, BSIP Commissioner of Labour, went along on the *Coral Queen*, in case an independent negotiator were needed. On April 13, one of the three Commissioners of the BPC, Mr. R. B. Tennent, of New Zealand, with the General Manager of BPC, arrived at Ocean Is.

The RNZN frigate *Pukaki* was despatched from Auckland and instructed to "wait over the horizon" in case she were needed.

All this activity must have impressed the strikers. By April 20 the atmosphere was reported "calm", the strikers had formed a committee of representation and had returned to work pending negotiations.

On April 24 negotiations between the BPC and the strike committee "concluded successfully". *Coral Queen* returned to Honiara with BSIP

(Continued on p. 142)



Visiting Fiji in April—as part of a tour in which he inspected New Zealand defence stations—was the NZ Minister for Defence, Mr. Dean Eyre, photographed with the Fiji Police Commissioner, Mr. R. H. Beaumont, and the Deputy Commissioner, Mr. T. A. Handford.
Photo: Rob Wright

Attacks on Fiji's Major Industry

ANTI-CSR GANGS ON THE WARPATH

By a Staff Correspondent

SUVA, May 2.

Again, there is danger of trouble in the Fiji sugar industry, and again it is caused by an irreconcilable element in Northwest Fiji Levu which apparently wants to fight the CSR company, irrespective of the issue.

FEW weeks ago, the CSR, reviewing world sugar prospects and Fiji cane position, urged the cane-farmers to plant more cane for 1962 harvesting, so that Fiji could ensure of meeting its share of the estimated world demand. A section of cane-growers proceeded to plant. But certain Indian leaders (and they are close to the same people who led the disastrous strike of cane-growers during 1960) have circulated advice to the cane-growers, not to plant.

"Do not plant until we have the report of the Sugar Commission and know what is recommended," they say. "The CSR already has agreed to buy all the cane planted in 1960, so you will lose nothing by waiting until they must buy all the cane planted in 1961."

It is a cunning move, calculated to embarrass the CSR.

But, ignoring the advice, certain Indian farmers have continued planting. Whereupon they have been attacked—mostly at night—by terrorist gangs who mostly ride horses, destroy property and discharge fire-arms at the houses of the farmers. Some of the latter have had narrow escapes.

Police are out in the Nadi-Sigatoka area inquiring into "incidents". Within the past fortnight, shootings, burning of cane crops, mysterious burning of bures and vehicles, intimidation of intending planters, have been reported.

Consequently, new cane plantings are insignificant. It is a clear policy of non-co-operation with the CSR, in spite of clear instructions and definite promises.

We have interviewed some of the farmers concerned. None will talk. There is evidence of reprisals.

The policy appears to be organised. No direct orders not to plant were quoted—but growers acknowledge that the suggestion had been made by "some men" who "accidentally" happened to be in the vicinity and "accidentally" started to talk about planting"; and they dared not refuse.

To cap this outbreak of terrorism, there comes the broadcast statement made by the Chairman of the CSR Co. (Mr. Dunlop) in Auckland, that the company is not happy about its investment in Fiji.

Surely, it is time for the Government to protect Fiji's major industry

(Continued on p. 145)

Wreck Story "All Bunkum", But . . .

Whose Bell Is It?

By Robert Langdon

The widely publicised story about an old wreck having been found off the northern coast of Queensland late last year is "all bunkum", according to a front-page story in Brisbane's *Sunday Truth* recently.

NOT only was no wreck ever found, *Truth* said, but a bell which was said to have been recovered from it was the same bell that had been at the Lockhart River Mission for years.

The wreck story first hit the headlines on December 24 when a Darwin businessman, Alan Darcy, claimed that he and three other men had found the remains of an old wooden vessel while cruising to Darwin in his racing yacht *Alvis*.

The wreck, he said, was five miles offshore, 200 miles north of Cairns, in six fathoms.

It had been found when one of his crew, Donald Smith, had dived to investigate when the *Alvis's* anchor had become snagged on something.

Darcy added that a bell recovered from the wreck bore the inscription: "The gift of Lady Herbert, daughter of Sir John Knatchbull, of Mearchim Hatch, in Kent, in the Kingdom of England, November 30, 1711."

"I hope to organise an expedition to salvage the wreck," he said. "Aboard might be old books or papers still readable. There might even be a sunken treasure."

"Sensation"

In an article in the *Adelaide Advertiser* on December 28, I hazarded the opinion that the wreck was probably that of *HMS Pandora*, which had gone down on the Great Barrier Reef in 1791 while taking 14 mutineers of the *Bounty* from Tahiti to England for trial.

The publication of my *Pandora* theory created something of a sensation. Next day the *Sydney Sun* followed it up, splashing a story about the *Pandora* on its front page and spilling inside.

The *Sun* quoted author-historian Dr. Colin Roderick as saying that he,

(Continued on p. 142)

DECISION CAUSES NG STORM

The method adopted by the Chairman of the Native Employment Board of Papua-New Guinea, in settling a difference of opinion between employees and employers, caused the first real storm in Territory labour relations in late April.

THE Papua and New Guinea Workers' Assn., through its spokesman, the P-NG Public Solicitor, Mr. W. A. Lalor, was negotiating with Burns Philp (NG) Ltd. for extension of the Urban Cash Wage agreement (£3 per week) to stevedoring operations in Rabaul and Lae.

When negotiations "broke down", Mr. F. D. C. Caterson, Chairman of the Board, gave the decision to the association.

A spokesman for Burns Philp (NG) Ltd. said later that negotiations broke down only because of the unbending attitude of Mr. Lalor and that demands made by him on behalf of the association were "unreasonable".

Employers apparently see the decision of the Chairman of the Board as the thin end of the wedge. They ask what kind of impartial treatment can they expect, when as soon as negotiations become difficult, the decision is given to the employees.

The negotiations for extension of the rural wage had nothing to do with the agreement in respect of Port Moresby stevedores which came into operation earlier in April.

Non-official European members of the Legislative Council at the April meeting, all attacked the Administration's piecemeal method of dealing with the Territory's labour problems.

They said that the Administration's apparent inability to plan for a wage structure that the Territory economy can afford, could land P-NG in a financial morass.

Organised Labour Gets Results

The report of the Tripartite Mission on Labour, which was reported at some length in the February issue of *PIM*, warned on this same peril, and stated that wages scales were the crux of future development of the Territory.

All of the Mission's recommendations seem, however, now to be forgotten.

For an infant organisation, the

(Continued on p. 143)



COVER GIRL. These four figures will brighten a new issue of Papua-New Guinea stamps to be released on July 26. First-day covers will be issued. The head of the girl on the penny stamp was "PIM's" cover girl of March. The photograph was taken by Mr. N. V. Salt, of Rabaul, and depicts a young native girl of the Goroka area. "PIM" commented at the time that it liked the dignity and character shown in her face.

WEST SAMOA SAYS YES

West Samoa on May 9 voted overwhelmingly for her new Constitution, and for independence next January 1.

VOTING was at the UN-supervised plebiscite. Full figures still had to be announced as this issue of *PIM* went to press, but an early report gave the voting on the second question, that of independence, as 26,766 for independence, 4,666 against, and 2,645 informal. 28,151 endorsed the Constitution and 4,453 were against.

The overwhelming Yes vote was expected, as there was only weak and unorganised opposition to the Yes campaign. Opposition was mainly centered around Apia.

Apia Broadcasting Station 2AP gave air time for debates, but only supporters of the Yes vote took advantage of the privilege.

Of 110,000 inhabitants of Western Samoa, some 46,000 were entitled to vote, and only 38,000 of these were registered. It was possible for those not registered to vote if they applied at any of the 150 polling booths.

Voting day was a public holiday. Complete results were not expected to be available until May 19.

And What of the Sepik?

P-NG Party Is "Dead"

From a Port Moresby Correspondent

Papua-New Guinea's first and so far only political party, the United Progress Party, seems to be dead and buried—at least for the life of the 1961-64 Legislative Council.

THAT half of the six elected European members now in Council stood on the Party ticket is now held to be in *spite* of the Party rather than because of it. (Two of them were elected unopposed).

What leaks out from the private meetings of these six elected members is that there, too, the Party is regarded as a dead duck. Indications are that, as in the past, these elected members will show a united front on vital questions and that Party affiliations won't come into it.

Although some thought and preparation may have gone into the formation of the Party, it always appeared to be a spur-of-the-moment job, born during the Legislative Council meeting of October 1960, out of the political uncertainty of that time.

Didn't Want It

Few Territorians were convinced that any sort of a political party was necessary at this time; and the way they voted gave emphasis to that opinion.

It was formed by Don Barrett, R. F. Bunting and Simogun Peta. All were MLC's at that time. None of them now is. Mr. Barrett was beaten in the New Britain electorate by Mr. J. L. Chipper. Simogun, who had been a nominated member in the last Council, stood as native candidate for the New Guinea mainland electorate and was beaten by Simoi Sigob, of Finschhafen.

Mr. Bunting was also a nominated member of the last Council. He did not offer himself as an elected member in the present Council, and did not secure a seat as a nominated member either—in the circumstances not surprising, as the Administration was unlikely to offer this to anyone affiliated with a political party.

Amongst the political accidents that befell these three founding members

(Continued on p. 143)



These Australian fashions were seen in Auckland, in April, where they attracted big crowds. Why not send the same show to the Islands? All the designs were made in Australia, from Australian woollen materials, and most of them make use of the new light-weight materials suitable for the tropics. Some of the garments were given the new permanent pleating technique—guaranteed not to come out. The gentleman in the lower picture insists on testing the theory for himself.

They'd Like These In The Islands

By a Staff Reporter

Australia is to make its first determined assault on the South Pacific market in August, when a trade mission tours the Islands.

THE mission will call in at New Caledonia, Fiji, Tonga, Samoa, Tahiti and New Zealand, and will especially push a range of items of capital equipment and manufactures needed for development.

What, at the moment, they don't intend to sell, are the Australian wool fashions seen on this page, and what a waste of some beautiful talent!

I'm one man who thinks that an Australian fashion parade would go over big in the Islands, and especially would be an eye-opener in New Caledonia and French Polynesia. It would hit 'em where it hurts!

In Auckland, in April, I saw for myself the reactions that the fashions depicted here had on the New Zealanders. Four lovely NZ models displayed 40 Australian wool garments at the Auckland Easter Show. The designs—many of them Wool Fashion Awards for 1961—were by Australians, making use of new Australian manufacturing techniques with light-weight wool, and both the designs and the materials were for export.

Each session of the parade was packed, and so great was the demand



latest covered-up look in swim suits—this in Australian wool, on a New Zealand beach girl.



Copra Goes Down, Down and Down

The price of Philippines copra dropped again in April, taking it down to a record post-war low of £Stg.57/17/5 c.i.f., London, Nth. European ports on April 11.

THE market recovered somewhat towards the end of the month and the average for April was £Stg.58/15/-. This is away below that "sensible price" of £Stg.63 c.i.f. which the big consumers in Europe set over a year ago when the copra boom was just beginning to taper off. At that figure, they intimated, they would again become interested in copra for the manufacture of margarine.

The current low seems to indicate that that interest is now well overdue.

The April price is also well below the price where, according to the Chairman of the Papua-New Guinea Copra Marketing Board, Mr. Ian McDonald, they would have to look seriously at P-NG "tentative" prices. For May, however, the Board has decided to allow them to stand at £A54/10/-; £A53 and £A52 for the three grades.

The London price on May 3 had recovered to £Stg.59/18/7 c.i.f.

that extra shows had to be put on, and the models later went to Wellington by special request.

One NZ fashion writer described it as "the most wearable collection seen here". The lightweight wools include a 2½ oz. will-o'-the-wisp, the lightest wool made in Australia, and quite suitable for the tropics.

It can be used for playwear, evening and cocktail garments, and just about anything, formal or informal.

"What the Australian Department of Trade should do," I said to Miss Judy Stenberg, the Department's Exhibition officer at the show, "is send this collection into the South Pacific to accompany that mid-year trade drive. It would be a wow".

Miss Stenberg agreed, but she doesn't make all the decisions.

Whoever does, might now like to make this one.

SEAWAVES: Seismic seawaves have recently caused damage to villages on San Cristoval, and Guadalcanal, BSIP, and there has been considerable underwater seismic activity off Vanikoro.



Governor Peter Coleman ratifies the first bill presented to him by the new legislature of American Samoa in April. The bill creates a Sports Commission. With him, from left, are American Samoa Secretary, Mr. A. M. MacQuarrie; the President of the Senate, Rapi Sotoa; the Speaker of the House of Representatives, Faatamala Muagututia, and a visiting official from Washington DC, Mr. Bernard Meyer.

STILL IN THE AIR OVER A GOVERNOR

From a Correspondent in Pago Pago

American Samoa has received a great deal of notice in US newspapers in the past two months over the possible selection of a woman as Governor. There has been a storm of opinions.

NOTED anthropologist Felix Keesing, of Stanford University, voiced his disapproval. Numerous Samoan chiefs likewise felt that a woman would make them a laughing stock in the eyes of their neighbours and women did not usually sit in during kava ceremonies.

The candidate herself, Miss Marie Berger, a Chicago lawyer, referred scathingly to Prof. Keesing and other critics as "Republican enemies". She added that she could handle the situation in Samoa. She also felt it needed a general cleaning up.

As for titles and partaking of kava, she claimed to have tried both. She did not give her title or where it was received, but it is believed the honour was awarded her on one of the small islands in Western Samoa.

Trask Out?

Another candidate from Hawaii—Rep. David Trask—seems to have dropped from the race after a strong beginning. Washington mentions that an interim selection will soon be made of a "career employee", name as yet unknown.

Meantime, Governor Peter T. Coleman goes on with his work in Samoa,

seemingly paying scant attention to the possible change. He told his staff and he will submit his resignation whenever Washington wants it. He has been promised a job in the Majuro region of the Trust Territories at a salary slightly higher than his present one. During his absence in Washington for two months the situation here was uncertain, but things have quietened down since.

The three District Governors, Le'iato, Tuitele and Lefti, never wavered in their loyalty to Governor Coleman, and this had an effect on some, so that several chiefs who once backed Trask are now strong for Governor Coleman's continuation in office.

Meanwhile, the Seventh Legislature of American Samoa has finished a four-week session and passed approximately 50 bills and resolutions.

They want a local salary tax; a study of the possibility of improving harbour facilities in Manua or of building an air base there; a plan to restore a Naval station to Samoa, more utilities and a better telephone service.

Court Reversal

Legislators did receive one setback from the High Court. The House of Representatives had refused to admit Rep. Mautu Su'esu'e Ta'oto'oto, claiming he was not an American Samoan.

He took his case to court just when the Government held a special election for a successor. The election went off before the court met, and Edward R. Meredith won the seat.

On April 10, however, Judge Arthur A. Morrow, having heard Ta'oto'oto's case, decided that his removal had been illegal and void.

Ta'oto'oto was still a member of the House!

They'll Share The Thrill Of The One Armed Bandit

From a Honiara Correspondent

BSIP's newly-established Legislative Council is all set to discuss evils of gambling. A bill which Council will have before it at its next meeting on May 31, offers a new approach on the subject—gambling is not to be banned, it is to be segregated!

The new Gaming and Lotteries Bill, 1961, seeks to make poker machines legal for everyone—black and white—but it also aims at taking machines out of the bars of Honiara's two hotels, and keep them in only in private clubs.

At the moment, Honiara's chief hotel, Ken Dalrymple-Hay's Hotel, has three poker machines; Matutu's Kwong Chow Hotel, which is frequented these days mainly by Melanesians and Asians, has two, the Guadalcanal Club, Honiara, and the Auki Club, on Malaita, have one each. This is the extent of poker machine ownership in the Solomons.

Not Illegal

They are not illegal, naturally, but Europeans are allowed to operate them. Under the new bill, natives can use them but they will have to be members of a registered club, and at the moment the Guadalcanal and Auki Clubs each have only one Melanesian member, and there's probably a little chance of there being an increase of native membership in the near future.

Guadalcanal Club's lone Melanesian member is Francis Bugotu, an educated man who is an inspector of schools for the Melanesian Mission, and was admitted only this year to a general meeting had discussed

Details of the new Gaming and Lotteries Bill have now been publicly circulated so as to give people time to discuss the matter and tell Legco members what they think about it. The official Press release explaining the subject, written in simple English for the benefit of Melanesians, is being reported almost in full. Here is:—

The greatest change which the Government proposes in the new law is that there should be one law for everyone, both Solomon Islanders and

(Continued on p. 143)



The Soviet research ship "Shokalskiy", in Suva in April on her second visit.

Photo: Rob Wright

SOVIET SHIPS 'SHOULD BE WATCHED'

By a Staff Reporter

Soviet survey ships active in the South Pacific should be "closely watched", according to Sir Wilfred Kent Hughes, chairman of the Australian Parliamentary Foreign Affairs Committee. He urged this in April before leaving Australia on a world "fact-finding" tour.

WHAT he thought might be discovered in a "close watch", he didn't say, but there is no doubt that the Russians have been increasingly active in the South Pacific in the last year or two, and nobody really knows what they are doing. Some of their activities have certainly been centred on Russian rocket experiments.

About the same time Sir Wilfred made his statement, the big Russian research ship *Shokalskiy* was paying its second visit to Suva within a few months. She carries 97 people, a majority of them scientists.

Her previous visit had been last December, when she hit the news because she allegedly "disappeared" from Suva 24 hours ahead of schedule and nobody could find her. (Her departure was quite legitimate, however.) About that time a Soviet submarine had been sighted near the Gilberts. It was officially announced by Tass that *Shokalskiy* had earlier launched a rocket into the tropical atmospheric belt as an experiment.

Russian vessels were first reported

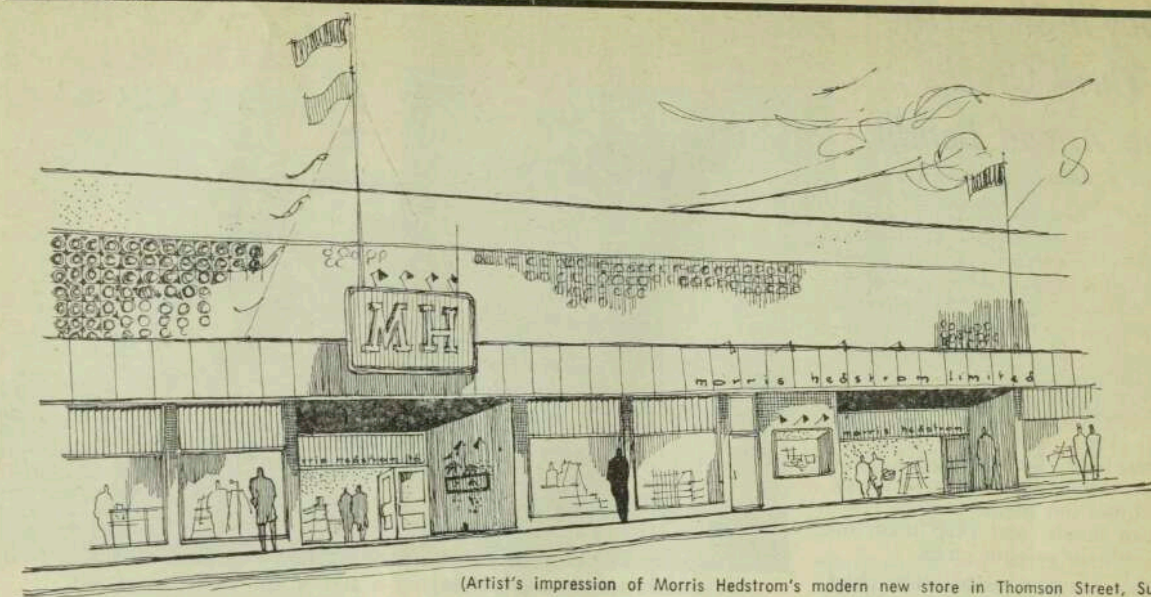
in the Pacific in connection with the IGY surveys of 1957. One of these, which made several calls at the more important ports, was the *Vityaz*, which created a great deal of interest and which contained 12 laboratories and 70 scientists.

The South Pacific has also frequently seen the three-masted schooner *Zarya* (meaning Dawn) and a number of radar tracking vessels.

Mystery Lights

Some "mysterious" light flashes and flying objects reported from Fiji in recent months were blamed on some of these vessels operating farther north.

The biggest ships, when making official calls at South Pacific ports, have made visitors welcome and have generally been very friendly. A year or two ago there were reports that some ships made a habit of calling at isolated atolls and handing out cigarettes to the natives, but there have been no recent instances of this reported.



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FIJI — SAMOA — TONGA

COMMENTARY

Gloomy Outlook

West Samoa

VERY old resident of Western Samoa summarises the present look there as he sees it, under the Government system:

Western Samoa faces a very difficult financial position.

We must earn money from over- in order to maintain this governmental machinery, and the prospects for 1961 are poor.

The prices we are getting for cocoa copra are low; copra production is decreasing and there is little cocoa come in in the first half of 1961. Our banana exports to New Zealand are meeting increasing competition from Fiji and Tonga, while our production is increasing.

Administration will take all the money we've got, and there will be nothing for new development.

Mr. M. agrees that the old resident is entitled to feel gloomy. It is only an unhappy state of affairs that W. Samoa should be in with recession at a time when independence is almost on her.

At all winds of change blow hot or cold, and independence is more than raising a new flag and throwing it into the air.

Now Samoa's new Government faces the pressing problems that already on her will be a measure of its fitness.

South Pacific will have a Red propaganda centre right on its doorstep—just as USA now has one on its doorstep, in Cuba.

That explains why President Soekarno, who is one of the cheapest and tawdriest kinds of politicians, got VIP treatment when he set off in April on one of his frequent world tours. Photographs showed him being greeted in Bangkok by Siam's King; frivolling heartily with playboys—and playgirls, of course—in Hollywood; and being ceremoniously received at the White House by President Kennedy.

Mr. Soekarno, we are told, gets very peeved if he is not accorded the full red-carpet treatment. So, as part of the Cold War process of checking the tireless Red mischief-makers in their southwards thrust—Laos, Vietnam, Afghanistan, Persia, Iraq, etc.—he is received as if he were someone of intrinsic worth.

There have been similar happenings in Australia.

General Nasution head of the Indonesian army, has been making a formal visit to Sydney and Canberra, and he also has been given VIP treatment—guards of honour, guest of the Commonwealth at Kirribilli House, formal conferences at the capital with the Prime Minister.

Nasution appeared on the national TV—a nice-looking, courteous young man, with good English—and was treated respectfully while he talked the usual platitudinous nonsense about West New Guinea.

Then a curious thing happened. Nasution was on his way back to Djakarta from a brief visit to New Zealand; and Mr. Menzies, on April 24, postponed a Cabinet meeting in Canberra, to fly to Sydney for another talk with Nasution.

Nasution departed that night for Indonesia, with the remark that he was not satisfied with Australia's attitude on West New Guinea.

Next night, Mr. Menzies made a statement in Parliament to clarify the situation. Its object and its purpose are shown by our report from Canberra, on another page.

Something—no one knows what it was—happened between Nasution's visit to Canberra on April 18-19, and April 24, to make it desirable that Mr. Menzies should have another talk with Indonesia's military chief; and this time there was no possibility of misunderstanding.

By April's end, the Indonesian news-sheets were screeching at us.

"Do the Australians think that Indonesians are second-class people?" demanded one editor. Australia, said his paper, wanted a promise that Indonesia would not use force in New Guinea, while it refused to put pressure on the Dutch to enter into talks on NG. "Such logic", declared the newspaper, "stabs Indonesia in the back".

"Australia," argued another Djakarta writer, "should know what 'colonialism' means because Australia herself once suffered under it."

The picture thus relayed from Djakarta is in many ways a remarkable spectacle—but the Western statesmen who have the job of guiding and shaping SEATO find it

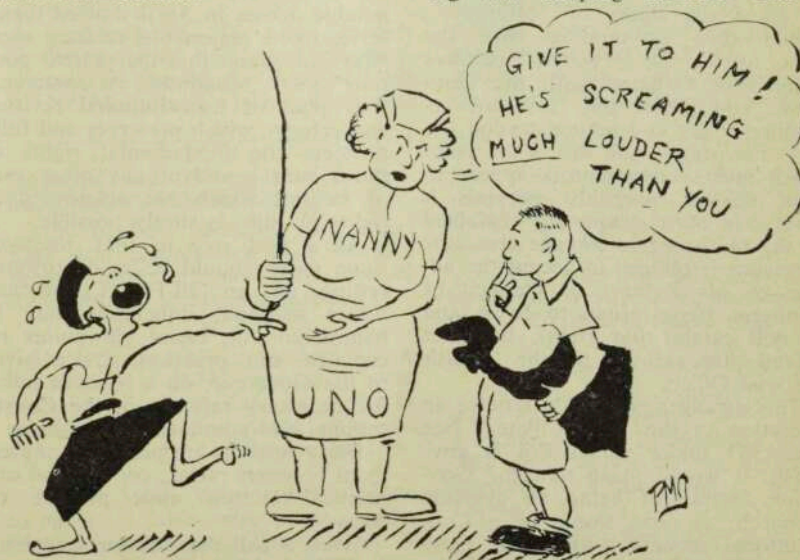
by Indonesia's Leaders

VIP Treatment

THE month's developments relating to Indonesia have been quaint, or amusing, or revealing. It would not be fair to say for South Pacific dwellers to be them.

Indonesia is sprawled across Australia's northwest frontiers, with about 85,000,000 people, saved from political anarchy by the dictatorship of playboy Soekarno, and from economic collapse by some rich oil money and by foreign loans (mostly from the USA, which has supplied Indonesia with about 650 million dollars since the republic was established 11 years ago).

When the republic collapses, it will be blamed by the Communists, and the



Child Psychology for Moderns—as a New Guinea artist sees it.

neither quaint nor amusing.

The propping-up of Indonesia, so as to maintain the East Indies barrier against Communism, and against the danger that Asians may one day swarm southwards, is one of the unwelcome, thankless tasks which nowadays we perform in the name of security.

We keep on with it, but it is a hopeless prospect. These Indonesians are incapable of establishing a stable government. At present, trying to keep the eyes of their hungry masses off their domestic woes, they are equipping, with fiery gestures towards New Guinea, a large army; and, for the equipment, they have accepted a gift of \$450,000,000 from Russia. . .



Urgent Call for Fiji

Leadership

DO the citizens of Fiji, of all races, really understand the Colony's constitutional position?

The debates of the Legislative Council, when in April it virtually rejected the Governor's plan for introducing "Ministers" into the administrative system, suggests that Councillors generally had not grasped the real implications of the proposal.

The plan is that selected members of Legco shall—if not already there—become members of Executive Council; and then should be given authority to superintend and, to a degree, direct the activities of certain Government Departments. After a period—vaguely indicated as two or three years—these "Members" would be given the status of "Ministers"; should then presumably have the right to sit as a body—Executive Council or Cabinet—with the Governor, and advise the Governor regarding policy and administration.

At this stage—and this is the point which most commentators appear to have missed, probably because it never has been adequately explained by the Governor or anyone else—the Governor is obliged to accept the advice of his Cabinet or Council of Ministers. If he refuses to do so (and he will retain that right), he must defend his refusal to the British Colonial Office.

This arrangement would require an alteration in the Letters Patent (see page 33) under which Fiji is governed. It would mean that the Governor, instead of being an absolute monarch, as now, would be a Constitutional monarch, like most Governors in self-governing units of the British Commonwealth.

This would represent a big step

Why Your Magazine Looks Different

PIM this month is using a new type face. Previously *PIM* has been set in 7 point Ionic—the same type in which this panel is set. Our new type is 8 point Times Roman—a type originally designed especially for the London *Times* and used exclusively by them for years before being released to other publishers. Times Roman will be easier on your eyes.

forward. It would mean that the representatives of the Fiji people would have a real, authoritative voice in government. At present, they have a voice, but no real authority.

Inevitably, such a Constitutional change will raise in Fiji questions about the status and ability of "Ministers". Under what method will they go into Legco as representatives of the people? What will be the system of selection or election?

This angle was apparently very much in the minds of the half-dozen able young Fijians who spoke in the debate. They want no "common roll" (through which all other races could be dominated by the Indians), and they will not tolerate any weakening of the authority of the British Crown.

Anyone, knowing the history of the Colony, will be in full sympathy with the Fijians' viewpoint.

But that does not mean that the present impasse should continue in Fiji. That way lies disaster. Most Fijian and Indian members, in that notable debate in April showed themselves to be reasonable, tolerant men, who understand that the present position cannot be allowed to continue.

A plan of Constitutional revision and reform, which preserves and fully protects the fundamental rights of the Fijians—and of any other race or interest which has acknowledged rights in Fiji—is surely possible.

As a first step in that direction, some move should be made towards setting up an all-Fiji Convention, where sectional difficulties may be hammered out, racial viewpoints reconciled and practical advice given to the Governor, on a basis of unity, for necessary reforms in the Constitutional and administrative systems.

Early reforms are necessary. Agreement between racial, commercial and political interest must precede reforms.

What a call there is for leadership in Fiji—and what an opportunity to give the harassed Colony real service through leadership!

A Shot in the Arm For New Hebrides Education

THE brief report from Vila this month that the British half of the New Hebrides Condominium is to go ahead with plans for a new Central Teacher Training School (see p. 138) is important news.

The establishment of the school means that for the first time Britain will have some general, uniform teacher training in the New Hebrides. There is no Condominium Education Department. Britain has left education matters virtually in the hands of the missions, who do remarkable work, but who have been handicapped through lack of trained people and finance. Also their work in the educational field has not been uniform.

Things looked brighter in September, 1959, when a British Education Officer arranged a conference of all British agencies engaged in educational work. At this conference early establishment of a training college was recommended by the delegates as the New Hebrides' most important need.

In November, 1960, the first meeting of the newly formed British Education Advisory Committee endorsed this recommendation.

Now that the school is not far off there is no doubt great enthusiasm among the British missions who have worked so hard and long in the interests of New Hebrides education.

Without doubt there would be even more enthusiasm if the Australian Government would offer to relieve the education burden from the missions still further by offering teacher training scholarships, and other training facilities in Australia.

Australia spends millions under the Colombo Plan for just this kind of aid to her friends in South East Asia. Only in March it opened its doors to the first group of Korean students who will be trained in Australia in a variety of fields. Twenty Koreans will be trained each year—and the first group includes a young journalist who will be given Australian newspaper experience.

Korea is not a participant in the Colombo Plan, and this training has been offered under a special scheme inaugurated only last September.

If Australia can afford to help train Korean journalists—and there is no reason why it shouldn't—it can also offer to train teachers from the New Hebrides. The South Seas are outside its domain. Charity should begin much nearer home.

Canberra COMMENTARY

From our Canberra Correspondent

Natives would be the dominant element in Papua-New Guinea when the Territory achieved self-termination, the Minister for Territories, Mr. Hasluck, told the House of Representatives.

HE Minister was outlining Australian policy following a declaration by the South African Prime Minister, Dr. Verwoerd, that Australia was practising the same racial policy in P-NG as South Africa was practising.

He declined to comment on Dr. Verwoerd's statement on the ground that he did not have an authentic text.

But he made it clear that Australia clearly recognised the major factor in self-determination would be the native population.

And in the short-term situation, Australia had embarked on a course of removing all forms of discrimination.

The policy was that unless it could be shown that a law was necessary to protect the customs of the native people or to protect them from injury, there was to be complete equality before the law for all Territory inhabitants.

* * *

In the Senate, the Minister for the Navy, Senator Gorton, who assists the Prime Minister, Mr. Menzies, in the administration of the External Affairs portfolio, was even more definite. He went right out on a limb in answering Dr. Verwoerd.

"There is no social discrimination in P-NG," he said. "All the people living there, whether Chinese, Europeans or others, belong to the same clubs and no discrimination of any kind is shown against them."

That might well be the ultimate ideal in P-NG, but as a statement in the present fact, it seems a trifle far-fetched, as reaction in NG showed. By an unfortunate coincidence, about the same time that Senator Gorton was extolling this happy situation, Australian National University lecturer Allan Healy was putting a contrary view.

He wrote to *The Sydney Morning Herald* describing the "Europeans only" sign on Port Moresby's Elahere beach, within 30 yards of a war

Who's Making Poison In New Guinea?

Papua-New Guinea may be on the brink of getting itself a reputation for the things it does to visiting VIP's

ONE of Western Samoa's two Fautua, High Chief Malietoa Tanumafili II, who represented his country at the opening of the Legislative Councils in Netherlands New Guinea and in P-NG in April, returned to Sydney and went straight into hospital.

He was there some weeks. In early May, he was discharged and went to New Zealand where he will stay another two weeks before going back to Apia.

Why was the Hon. Malietoa in hospital? None of the available sources in Sydney could say. In fact, no one outside the New Zealand Government representatives in Sydney seemed to know that he was there.

An Apia newspaper, *Samoa Bulletin*, said in an issue of late April that he had been admitted as a "critical case" and was "attended by four specialists".

The newspaper went on in its usual, unique journalistic style: "What puzzles us, however, is the Samoan Government's silence on the matter. . . . Is not this worthy citizen, our Fautua, deserving of Governmental mention of his illness? We can only say that if Government do not care—we, the public, do!"

That's telling them. The Hon. Malietoa will probably clear the mystery up himself when he gets back.

Meanwhile, for the record: When a *PIM* staff member went to call on the High Chief and the NZ Minister for Island Territories

in Port Moresby, in early April, Malietoa was unavailable. As we understand it, he was upstairs having a sudden nose-bleed. A doctor was called and fixed him up, and none of his party attached much significance to the incident. He attended the opening of the Legislative Council, plus other festivities, and returned to Australia the following day. But we gathered, from people who had been with him during the tour of NNG and P-NG, that he had got more worry out of it than pleasure.

It might be remembered that some years ago Australian Prime Minister Menzies finished up an overseas tour with some days in P-NG. It nearly killed him.

He returned to Australia and had about the only illness since becoming PM and somehow we got the impression that the Prime Minister didn't care if he never saw NG again.

Last October, Viscount Dunrossil, Governor-General of Australia, went to the Territory for a few days, picked up a wog and on return to Canberra was admitted to hospital. When he died a few months later it was authoritatively stated that the NG illness had "definitely shortened his life".

It seems a pity that the local witch doctors can't concentrate on "making poison" (the local equivalent of pointing the bone), against the thousands of unimportant people who pass in and out of the Territory each year without getting any wogs, and give the VIP's a break for a while.

memorial and 100 yards of the Administration's sub-district office.

And in Port Moresby Mr. Maori Kiki was complaining that he had been refused admission to a football stand because of his race (see p. 118).

* * *

Dr. Verwoerd's cracks about "apartheid" in P-NG seemed to stem from misinterpretation of remarks which Mr. Menzies made after the Prime Ministers' Conference in London.

Not that Dr. Verwoerd was alone in putting a false construction on Mr. Menzies' statements. The pity of it was that Mr. Menzies took so long to set the record straight and ensure

the world clearly understood his statements on South Africa and the British Commonwealth did not mean that he condoned apartheid.

It was not until Mr. Menzies returned to Australia and became aware of the strength of public opinion that he put the issue beyond doubt in his statement to Federal Parliament.

Then he made himself clear: "I was not concerned to defend apartheid, which I condemn," he said. "My great object was to defend the interests, as I saw them, of my own country."

"I am against apartheid. . . . It seems to me to be doomed to a most terrible disaster. The policy, if it con-



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tinues to be applied as it is now, will end in the most frightful disaster. . . .

"The more zealously the Union builds up the minds and bodies of the Bantu, the more certain will it be that the day will come when, conscious of their own human dignity, their capacity and their strength, they will no longer tolerate the status of second-class citizens.

"When that day comes they will demand their due, not in an atmosphere of evolving friendship, but with hostility, and, for all I know, violence.

"The ultimate conflict may be bloody and devastating".

* * *

Persistent questioning in Parliament brought the disclosure from Territories Minister Paul Hasluck that there was a divergence between the P-NG Administration and the World Health Organisation on anti-malarial measures.

WHO is aiming at eradication of malaria throughout the world.

Hasluck said that there was a difference of opinion between experts as to whether eradication or control was the best method of tackling the problem. He was confident in his own men's judgment.

He told the House that the Administration did not intend to accept any additional aid from WHO in malaria control.

A little tartly, he added that the Administration had "the potential to establish its own Territory-wide programme, although in many areas local technical knowledge still has to be accumulated".

**Far Apart, But They
Were Much Alike**

The publisher of *PIM* gazed upon the front page of *South Pacific Post*, of Port Moresby, and sniffed. Instead of the words "Friday, May 5", the *Post* was conspicuously dated "Friday, April 5". The other pages were correctly dated.

"Been asleep, I suppose," said the publisher, complacently.

Then he turned to *The Fiji Times*, of Suva. There, on the front page, which should have read "Wednesday, May 3," were the words "Wednesday, April 3",—although all the other pages were correctly labelled.

A unique coincidence? *PIM*'s tired old publisher gave it another name. Tropicitis.

Tahiti Village is one of the many new hotels now being built in Tahiti, with separate bungalows. This one expects to open in June. Most of the signs are in French, in accordance with Tahiti's new edict.

—TEAL photo

Beryl Sawyer Reports From Tahiti



FRANCE REMINDS THE WORLD THAT PARADISE IS FRENCH

In a laudable effort 'to keep Tahiti French', the French administration recently started a campaign to enforce a decree dated October, 1959, which prohibits signs printed or painted in any language other than French.

NS in French, BOLD-TYPE, are, however, allowed to have a relation in foreign language under in small type.

cal policemen went from shop hop in downtown Papeete reeling the removal within 10 days offending signs, notices, travel rs etc.

op-keepers were advised that a could be expected for non-liance. Calendars from major es, stickers for cars and bicycles, signs in English for the benefit ilingual tourists—all were erased rown into the trash can.

ared by the enforcement were ally registered trade names such uinn's Tahitian Hut, Royal Tahi-Hotel, etc.

PHOTOGRAPHER for the US magazine *Time* wanted to photo- i Emile Gauguin, son of the us French painter Paul Gauguin. Emile was nowhere to be found. usual corner of Papeete's water- where he sits making bamboo traps for tourists was deserted. coconut radio' informed the *Time* ographer that Emile was at Rai- visiting one of his vahines and of his countless children. So a

telegram was sent to Raiatea, care of the local gendarme. Emile saw the cop coming and started to run for his life.

But his blubber slowed him down, the cop delivered the message, Emile was put on the boat to Papeete, and *Time* organised its photograph, taken at the old site of Paul Gauguin's home in Punaauia, west of Papeete. Emile, as he posed with eight of his Papeete children, had a big smile—and 1,000 francs in his pocket.

TROUBLE came to Papeete with the arrival of the Welsh freighter *Llandryant*, home port Cardiff. Crew members were full of admiration for MGM's replica of the *Bounty*.

Armed with wrenches, members of *Llandryant's* crew boarded *Bounty* one dark night in order to grab a few souvenirs for their Welsh vahines. The 72-year-old *Bounty* night watchman, armed with a belaying pin, set about the Welshmen and yelled for help from the sleeping Canadian crew. The battle of the *Bounty* was fought—and won. But not before one serious casualty—a fractured skull—was suffered by one of the boarding party.

APRIL 5 the mortal remains of Eric de Bisschop, famous Pacific sailor and navigator, were transferred from the National Marine vault at Tipaerui Cemetery, near Papeete, and conveyed aboard the schooner *Tamara* on their last voyage to the island of Rurutu. The flower-bedecked coffin was solemnly escorted to the waiting ship by ten French sailors.

Numerous friends of Eric de Bisschop were present at the exhumation ceremony including Commandant Jean Dupont, Admiral Durand de St. Front, Colonel Louis Castex, Consul for Chile Carlos Palacios, Consul for France in San Francisco M. Ber-



The late Eric de Bisschop, sailor and navigator, who has now been given a final resting place.

IN SYDNEY OR CANBERRA




FOR BUSINESS OR PLEASURE




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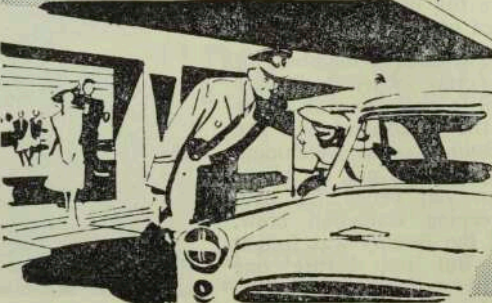
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and, Francis Cowan, Captain Michel Brun and M. de Agostini.

Eric de Bisschop, who died on the raft *Tahiti-Nui* exploit in 1958 spent many years in Rurutu, and his cremation was carried out in accordance with his family's wishes.

ROGER LANDRY, General Director of SITO—(Société d'Etat pour le Développement du Tourisme Inter-Mer)—has been visiting Tahiti to study tourist problems and the construction of new hotels. SITO was originally created in 1957 to develop the tourist industry in Guadeloupe and Martinique—French colonies lasting in all 80 mediocre hotel rooms, and with little understanding of tourist industry problems. Today, nearly 700 hotel rooms are finished and are nearing completion, as a result of SITO's efforts in these colonies.

After several weeks in Tahiti, Roger Landry told Noumea's newspaper, *Les Nouvelles*, that there can be no standard procedure for resolving tourist problems. Each area had its individual problems which must be solved carefully, without haste. Tahiti was a paradise for tourists, and could assure the colony long years of prosperity.

But the first consideration in the development of Tahiti's tourist industry is quality, and secondly, competent personnel. Training schools must be opened in Tahiti to assure the professional training of hundreds of young Tahitian men and women for the branches of the hotel industry.

"I think that we are at last succeeding in convincing French financial groups of the future of tourism in Tahiti," said M. Landry. "For the present, we need time, equipment, teachers and pupils. Above all, we need a careful plan of action."

RECENTLY back in Papeete after a four months' visit to Takapoto, the Tuamotus, is French landscape, portrait and abstract painter Jean Masson. He brought back some 50 canvases which will be exhibited shortly in Papeete. Few inter-island painters visit Takapoto, a small island and community of 250 Tahitians. Jean Masson said he got a warm, sincere welcome, which inspired him to visit there again, "and even perhaps make my home there. But my greatest difficulty was in finding models who were willing to pose for their portraits for free. The islanders fortunately believe that I am a wealthy artist, which I am not. So, instead of completing 30 or 40 portraits, I have had to be content in completing eight".

The Suva Graduates

BMA Wants Use of "Doctor" Discontinued

By a Staff Writer

The matter of titles for Pacific Islands native medical practitioners has recently been discussed by the Federal Council of the British Medical Association in Australia which has decided to take up the matter with the Australian Minister for Territories.

THE BMA Council's recommendation is that the titles of Assistant Medical Officer or "Dr." be discontinued and instead that "Medical Assistant" be adopted for personnel trained at the Central Medical School, Suva, or the more recently established Medical School in Port Moresby. This information is contained in a letter from the General Secretary of the BMA Federal Council to the publisher of the *Pacific Islands Monthly*.

Several months ago, in relation to medical personnel in Papua and New Guinea, *PIM* asked whether a man who had gained a diploma at the Central Medical School, could correctly be described as "Dr."

Praise for CMS

It was pointed out that, while there was nothing but praise for the training given to students who completed the course in Suva, the diploma which they obtained was not comparable with the degree achieved by medical students at the principal Universities; and that therefore the title of "Dr.", applied to diploma-holders of the Central Medical School, could convey a wrong impression as to the holder's qualifications.

Honorary degrees of "Dr." have been handed out rather lavishly in some countries—Asian, especially—with the result that many politicians call themselves "Dr."; but that does not alter the generally accepted rule that "Dr." indicates a certain standard of knowledge and skill.

However, probably neither the Director of Health in New Guinea or the Director of Medical Services in Fiji will be unduly influenced by what the Australian BMA thinks.

Both directors—the former verbally and the latter in a letter published in *PIM* last November (p. 57)—generated considerable heat on the subject.

What *PIM* thought, said P-NG's Director of Health, Dr. R. F. Scragg, to a *PIM* representative in Port Moresby in October, was the "most utter rubbish" he'd ever heard. Dr. Dill-Russell, of Fiji, in his letter, was even more direct.

One point that Dr. Dill-Russell made which is still inexplicable to *PIM* is that, "Assistant Medical Officers in Fiji are given the title doctor as a fitting courtesy, and I trust that the same applies in all the Island territories."

In print, officially and in the newspapers, AMO's in Fiji are still referred to as AMO So-and-so, and are not given the title of Dr. So-and-so. The same applies in the Polynesian islands.

In New Guinea, however, an AMO is given the prefix of Dr., and it is this procedure which *PIM*'s original commentary last August was discussing.

Since, on the face of it, Dr. Dill-Russell does not appear to be practising what he is preaching by giving all his AMO's the official prefix of Dr., as they do in NG, we can only assume there has been a misunderstanding somewhere.

Incidentally, it is probably doubtful whether the title of Medical Assistant, as suggested by the BMA, could be adopted for Central Medical School graduates in P-NG. P-NG already has Medical Assistants, who are Europeans given some nursing training and a course in hospital administration.

The Suva graduates are in a higher category than the European Medical Assistants in the Territory.

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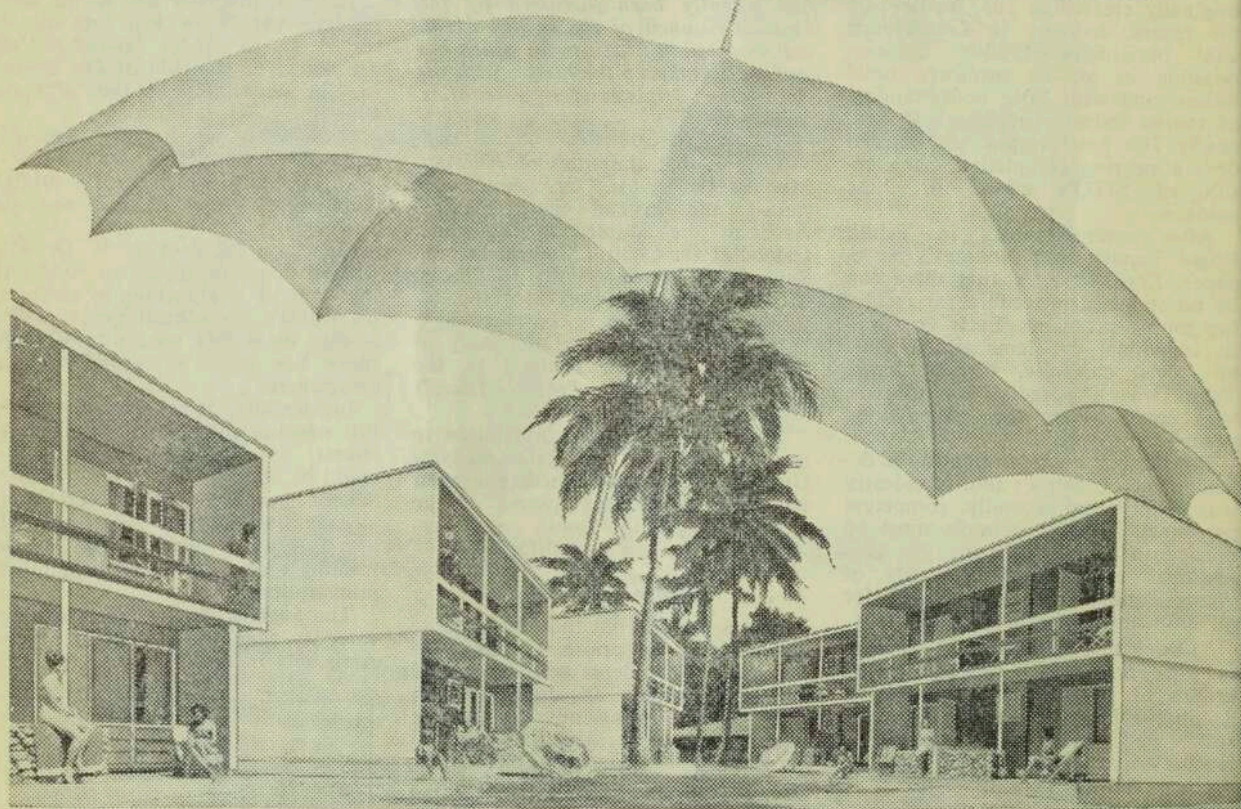
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Unhappy Prospects in Fiji

CIRCUMSTANCES WHICH MAY LEAD TO REQUEST FOR CONVENTION

In the Fiji Legislative Council in April, the Fijian representatives, supported by the European non-officials, flatly and unequivocally rejected proposals submitted by the Governor for reform in the administrative system—the selection and training of Members to become “Ministers”—and, inferentially, for a change in the constitutional powers of the Government.

EARLY in 1961, in a similar uncompromising way, the Fijians refused to accept the major recommendations of the Burns Report—recommendations designed to meet grave problems created by a rapidly increasing population and non-availability of land.

Because of these developments, Fiji—in the opinion of experienced observers—is facing a political and economic situation of great difficulty.

There was a deal of talk in Legco about these matters—sufficient to obscure some of the main issues, and make it difficult for outside observers to understand some of the arguments.

It seems clear that the Fijians will not accept any changes which they fear may open their flank to Indian penetration, and thus endanger the rights and privileges they enjoy under the Deed of Cession signed by the British Crown and the Fijian Chiefs in 1874.

In particular, the Fijians jealously guard the agreement under which the ownership of their lands was reserved to them, for all time.

The new factor in Fiji, forcing a view of the Constitutional position on the Indian community.

There were no Indians in Fiji in 1874. They were brought in subsequently, to provide labour for the sugar plantations. Sugar production now is Fiji's main industry.

Compared with a community of about 170,000 Fijians, who generally live close to the lands which they own, there now are about 200,000 Indians, clamorous for land to farm, and for opportunities to live and develop.

The situation in Fiji is, fundamentally, as simple as that. The two communities, Fijian and Indian, do not coalesce, and the Fijians will not trust the Indians.

At the moment, the Colony is faced with a racial, political and economic deadlock. No one offers a solution. No solution seems possible unless the three main communities can iron out their racial differences and mutual

suspensions, and go forward as a united nation.

The talent needed to solve these difficulties should—in fact, must—be provided by the country itself. But in that respect, Fiji is painfully lacking.

The communities, for far too long, have lived in the comfortable shelter of the British Colonial Office. The conditions have not been conducive to the development of leadership.

The Fiji Government, in the final analysis, consists of a small handful of public servants, trained in many Colonies by the British Colonial Office. They are competent, dedicated, incorruptible, but definitely not of the stuff from which come leaders capable of planning for Fiji the new administration and the co-ordinated development programme necessary if Fiji is to cope with the embarrassments of today, and the urgent and terrifying problems of tomorrow.

Fiji, with 400,000 rapidly increasing people, is now too big for the suit made for her by the conscientious tailors of the British Colonial Office in the quiet decades after 1874.

What Is Fiji's Constitution?

What and where is the Constitution of the Colony of Fiji, and how can it be altered?

The beginning of the Constitution probably is the Deed of Cession of 1874 (under which the Fijians formally ceded Fiji to the British Crown) and any formal agreements with the Chiefs incidental to it. Thenceforth, the Crown became responsible for administration, and delegated its authority to the Secretary of State for the Colonies. That Minister then issued a series of decrees and instructions, outlining the requirements of the Crown, and passing on to the relevant institutions and officials the authority to make and administer laws.

These decrees and instructions are known as Letters Patent, and they presumably are on file in the Colonial Office, and the offices of the Attorney-General in Fiji—and they represent the Constitution of Fiji and framework of Government.

They have been altered and expanded from time to time, since 1874. They are altered by Royal Decree—that is, after the Crown has accepted advice by Secretary of State for Colonies.

Any changes in government agreed to in the future can be given effect to in only one way—by additions or alterations to the Letters Patent.

In response to the Legco demand made in 1952, the conscientious English tailors offered the Burns plan. The plan was rejected.

So, now, who is to tailor the new suit?

At this moment the picture is depressing:

- The Fijian spokesmen, having expressed themselves very clearly and effectively in Legco, now are sitting back, awaiting the next move. They offer nothing. They hold the aces.

(Over)



These men have their own views of the future of Fiji—the Great Council of Chiefs in session.

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"We wish to remain an integral part of Britain," they say, in effect.

"We stand by the 1874 Treaty with the British. We are content to live and grow as we have done since 1874—we seek no constitutional change. If the establishment of the Indian community here is an embarrassment, it is a matter for the Government. *We* did not introduce the Indians."

• The Indians have little to say—little that is helpful, anyway. They recognise the country's economic plight—naturally, because they are the chief sufferers—and they express their readiness to work with the Fijians in relation to land usage and development; but the Fijians are not reciprocal.

The Fijians are not actively hostile to the Indians—but they fear the future and Indian fecundity.

In contrast with the Fijians, the Indian community is split deeply into some irreconcilable sections. Even as this is written, one section (which is implacably anti-CSR Co.) is terrorising another section (good-class cane-growers) who have tried to respond to the CSR's appeal for much-increased cane-planting in the North West.

These conditions make any early agreement between Fijians and Indians, in relation to the Colony's future, practically impossible.

There are many very good Indian citizens in Fiji—but there are others who are unscrupulous and untrustworthy.

• The non-official Europeans are increasingly anxious about the country's future, but contribute little politically towards a solution of the problems. They have little opportunity, apart from some insignificant power exercised through Legco. But their influence is great because among them are the merchants, bankers and lawyers who are the advisers of the several Australian corporations which control most of Fiji's economy.

• The official Europeans who control the government, direct the administration and advise the Colonial Office are ill-equipped to handle this situation, simply because there is no rule-of-thumb method to be applied here. The system which worked a quarter-century ago has been pushed right out of gear by the establishment and rapid growth of the Indian population.

Among these disunited sections, the Fijians, with their Deed of Cession contract, control the situation.

The Colonial Office men, quite sincerely, are doing their damndest—but nothing they can do in present circumstances can achieve unity of races here; and without unity this well-endowed, lovely country will

ice disaster.

Facilities must be provided under which this 400,000 population can feed, house and clothe itself—and that calls for a lot of capital expenditure, and a well-based, co-ordinated plan of development. At the moment, neither is in sight.

The Government has announced new capital expenditures running into millions—new docks at Suva, new schools, new hospitals—a bit here for encouraging planting, a bit there for stimulating timber-getting—bits and pieces which will provide some considerable employment for the ever-increasing ranks of the workless, but which contribute little or nothing to solving over-riding problems of over-population and under-development.

Even if all this money were brought together in one co-ordinated development plan, it would not be enough.

The old bureaucratic machine works slowly and ponderously.

An increasing number of competent observers now are inclined to the view that the only way out of this impasse is that of setting up a convention completely representative of Fiji's several races and numerous interests, to hammer out a plan of constitutional and administrative reform, calculated to achieve racial unity and take care of Fiji's future, for presentation to the Government and the Colonial Office.

Petition Proposed

One proposal is that a group of Fiji citizens, after consultation with as many interests as possible, will draft a petition to the Governor, asking for such a Convention, and setting out reasons for same.

The petition would urge that—

- The Convention be so broadly based that it would be truly representative of the Colony;

- Members of the Convention should be partly elected by the communities, and partly nominated by the Government;

- No expense be spared in providing that the Convention should sit until the various racial and sectional differences have been reconciled, and a plan of government and development produced, for submission to the Government, to which all races and classes could subscribe;

- That, pending a settlement along these lines, urgent temporary steps be taken by a recognised group of citizens to support the Government in maintaining order and preparing the way for Colony-wide development, in accordance with a co-ordinated plan.



A man with problems—Fiji's Governor, Sir Kenneth Maddocks.

An Analysis Of Fiji's Gloom

By a Staff Writer in Fiji

The picture of Fiji, as I see it today, is gloomy. I see unemployment, poverty in places, poor rice crops, inadequate housing, empty shops in the larger towns, grim looks on the shopkeepers' faces, shocking roads, uncultivated land, unweeded sugarcane.

ADDED to this—an unpleasant factor in my eyes—are expressions of hostility or distaste on the faces of both Indians and Fijians—which I never have seen before.

Travelling the country districts, I have noticed a feeling of depression prevailing in such towns as Ba, which is at the centre of one of the richest districts in Fiji. The merchants seem pessimistic, they see no future, they are losing interest in the Colony.

Shops are loaded with trashy trifles. Transistor radios, cheap Japanese goods, cheap Swiss watches. In one row of shop windows in Lautoka this week I counted 118 radios—and 753 watches at prices from £2/18/- upwards. How many of these two articles are on sale in Fiji, if this is the count in only ten shops? These shops are also drapers and general merchants.

In the streets almost all day, close to the hotels, are drunks, reeling around, making a nuisance of themselves. In Suva, some streets are not safe at night from these hooligans. This problem is extending to Lautoka and other towns.

All this is the direct result of the

failure of development to take care of a rapidly-growing population.

A sorry picture, to look at this Colony today and compare it with the early 'Fifties. Where are we heading and who is to blame?

Unimaginative Government

Fiji today is what the European population, the European and Indian trading firms, and—most of all—the Government have made of it. It has deteriorated into a loosely-bound community, with few, if any, common interests, beyond that of making a profit for the lucky few.

The old example of the "haves" and the "have nots" has never been more evident than it is today. I attribute the surly looks, the lack of courtesy, the unwillingness to help, to this cause.

To blame the Governmental system entirely is an easy way out. But I think the major blame lies there—although other parties must bear a part of it.

This administration, directed and controlled by the British Colonial Office, has done nothing—nothing discernible, anyway—to bind the races into a prosperous community.

(Over)

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Government has turned a blind eye to the paramount need of this Colony—namely, leadership. The country needs the leadership of capable, energetic, imaginative men, dedicated to the task of making Fiji work, and work together, for the greater benefit of the whole community.

These communities need a man at their head, who is capable of being tough and ruthless, both with racial customs and with vested interests—a man who will cut red tape, go places, and push all the races hard, even to the point of enmity, to achieve his purpose. Perhaps this man is hard to find. Fiji may even need two, or three of this type. Where are they?

Just what is the Government programme? I see in *The Fiji Times* proposed expenditure of a thousand here and a thousand there, to encourage coffee and cocoa growing, land and soil analysis. A few hundred thousands for roads. Millions for wharves, slipways, technical schools, secondary schools—which are all worthy objects, but are they needed now?

Apart from the obvious labour benefits of these schemes, which may take a few thousandfortunates into temporary employment, what is the productive value of those spent millions? How many additional

people will they permanently feed?

It is time that Government recognised that such amenities are not what Fiji wants. We can get by with the present facilities, even if they are slightly dilapidated.

The Government proposes to tap the loan market this year for part of the cost of the Suva wharf. It will probably secure the money. But how much more useful would this loan be if it were destined for a land development scheme; or low-cost housing for the poor; or for a fishing industry?

Coffee, cocoa, sisal, cotton, cloves, kapok, ginger, tobacco, tumeric, rum, methylated spirits—most are "possible" export commodities, but which need the hard cash of sponsorship.

What is being done as part of a co-ordinated plan to bring up our exports? Literally nothing! And nothing appears to be intended—except for certain sops to appearances, concerned with the recommendations of the Burns Commission. A few paltry thousands, where millions are needed!

Blind Eye

The Government should take the old telescope from its half-blind eye and seek some instrument to give a wider vision of the Colony. A sharp focus is needed, not upon pet schemes with little productive value, and fostered by interested parties, but upon the broader plan of making Fiji a prosperous country—a heritage that is there to be enjoyed if only someone will take the lead. And finds money for production, rather than for amenities.

All races should share the call for work; but surely the first lead—and the second lead, too, if necessary—should come from the Government and the European leaders of business in the Colony. Let them make haste!

Education, wharves, hospitals, even secondary roads, could safely be left static, while this flood of money which the Government proposes to spend is turned into channels where it will directly create or foster—by direct subsidy if necessary—the primary and secondary industries of the Colony.

DIVING EXPERT'S VISIT

New Caledonia expects this year to receive a visit from Commander Cousteau, diving expert and inventor of the aqualung, who will bring with him his "diving saucer". Commander Cousteau will assist members of a coral exploration team which has been operating in New Caledonia since last July, studying coral reefs.

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New Guinea has always been and, no doubt, will ever remain, a fertile country for furchies, bush grape-vines (white or black) call 'em what you may.

EVEN with radio reception now laid on to every isolated place, there are always abundant local rumours bruited about to kill the monotony and tickle up the imagination to be discussed over a cold drink at the clubs and pubs, over a *bui* orgy at the village, and speculated upon by all and sundry.

Recent correspondence from NG sent these wild and wonderful rumours carries me back to 1914 when in Bougainville, even after Rabaul had been captured by the N&MEF, we were left out on a limb until three months after the capitulation of Rabaul. There came long, in October, 1914, to some Germans making a survey of the property was managing at the time, a radio news sheet (in German) and which was able to peruse.

It had a most depressing effect. It was the first news we had received since July. The Crown Prince was king of Paris; the British Fleet had been bottled up in the Thames (which was more difficult to imagine) and the Cunard liner *Lusitania* had been torpedoed by a German submarine! (The last item was prophetic, for the liner was torpedoed seven months later; but this news was dated sometime in October, 1914.)

So much for furchies—even 47 years ago. It just goes to show that the gentle art of public relations is no new thing.

Looking Back

I turned the clock back twelve years the other day when, riffling through the pages of a *PIM* of May, 1949. I came upon a *Talk-Talk* par, which said it was fairly evident that NG would become a bone of contention in the forthcoming elections, and referred to the Liberal Party's Federal Rural Convention at Wagga:

The director of the Party's Federal secretariat is Don Cleland, a former chairman of the PCB in New Guinea and he is plugging for the Territory's development by private enterprise. . . says Don Cleland, inter alia, "The present government policy means

stagnation and ignores the vast potentialities of the Territories." I seem to have heard that phrase before somewhere.

Another par. of the same date refers to a pronouncement by A. A. Conlon, of the School of Pacific Administration. Says he: "Right throughout NG there is a thirst for knowledge. These people are no longer living in Paradise." The comment is:

True too much! NG, like the Garden of Eden, loses its paradise when the Fruit of Knowledge is tasted. And, like the serpent, we will persist

in making the inhabitants taste it. "In sorrow shalt thou eat of it all the days of thy life. . ." How very true.

The overall pattern doesn't change much as time marches on.

Across the Border

There has been much more talk lately about a future federation of the Melanesian-Papuan areas. Could be. But . . . I have not noticed any comparative statistics regarding the BSIP's chief product—copra—so I wrote to a friend who has intimate knowledge of the "Sorrowfuls" and his reply was somewhat disturbing. This is what he said, *inter alia*:

"You would be shocked to see the Shortlands today. Lofung, Faisi, Harapa, Ballalai, Kepiai, Nusavvy, Kokinai, etc., are all abandoned. The same story of abandoned plantations is true throughout the Solomons.

"Shortlands, including Fauro and Mono produce just over 700 tons a year . . . Some European families are living harder and under worse conditions than in any slums in Syd-



EARLY GOLF IN PAPUA

Golfers who now enjoy the amenities of Port Moresby's reasonably modern course need not be reminded that it was not ever thus.

This photograph, sent along by Papuan old-timer G. A. Loudon (now a resident of the pleasant Narrabeen area of North Sydney) represents a snapshot taken at the official opening of the Port Moresby Golf Club, at the old Wireless Station, at Konedobu, by the late Sir Hubert Murray, some 40 years ago.

"This club," says Mr. Loudon, "was formed through the energy and keen interest of Dr. Hars, Chief Medical Officer; but the course was constructed by wharf gangs provided by the BNG Development Co., Burns Philp & Co. Ltd., and Steamships Trading Co. Ltd., carefully supervised by Club Secretary Anderson (of Government Printing Office).

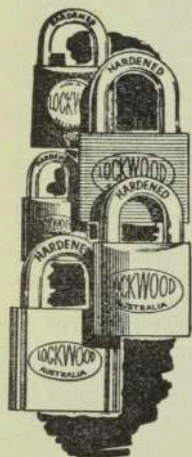
Photo shows (left to right): Mrs. G. A. Loudon, two unidentified figures in background, Mr. G. A. Loudon, the late Mr. "Billy" Dupain (BP manager in PM), and (extreme right) Sir Hubert Murray, wearing the inevitable old felt hat.

There is another photograph, showing Messrs. Gustav Sabine, A. S. Bloomfield and G. A. Loudon playing the Territory's first golf—on Ela Beach in 1916—but, unhappily, it is not clear enough for reproduction.

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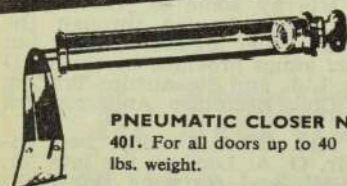
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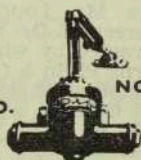
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ney. . . . The wealthy natives of the Shortlands are not as well off as they were in your day [1916] in spite of their having abandoned plantations to harvest if they wish."

He then referred to plantations in the New Ireland district, older than those in the Solomons and in similar soil and deteriorating, "but the little planter is busy replanting and fertilising his coconuts; ploughing back his money into the country. The natives have their groves clean and copra harvested. They have trucks, businesses and co-operatives. There are roads and they are prosperous".

There seems to be something wrong somewhere down in the BSIP. Government apathy? Native indolence? Or both?

The Wind of Change

So one-time Co-operative Officer Cooper failed in his application to appeal over his conviction for uttering seditious words.

Now he has to serve the balance of his sentence in the Port Moresby boob or, as it is euphemistically termed, institute of correction. One can be forgiven for wondering exactly what his "labour" will be in this Land of No Discrimination.

My memory travels back along Time's Highway to 50 years ago in New Guinea's German days when preservation of white prestige was so great that there was no European gaol at all!

If and when a European committed an offence warranting incarceration, and not a fine, he was promptly given the good oil to get out. Usually he disappeared by the next outgoing steamer. This invariably worked, and the sacred prestige was upheld!

There were two occasions, however, which I recall that created complications. One was that of a local-born lady with European status who horse-whipped an officer of the German Navy, who had been too attentive to the lady's sister. This misdemeanour could not be overlooked.

It was an insult not merely to the individual but to the Imperial uniform so, despite an appeal, the lady lost out and served her sentence under "house arrest". The natives (supposedly) knew nothing about the incident.

The other one was a bit more complicated. A recruiter had adopted the practice of "pulling recruits" by posing as a Government official, with members of his boatcrew attired as police-boys.

He would land at an island, erect

lag-pole, run up the German ensign while his "police boys" ceremoniously presented arms, and then the recruit would line the inhabitants and tell the chief that the Government required so many boys to serve the Police Force. The sturdiest ones on the line would be ordered about turn, quick march" and put aboard.

But the Government caught up with him, and he was given the drum "vamoose", which he attempted to do by way of the British Solomons.

Unfortunately for him, he was already known in the Solomons (as a matter-of-fact he had been featured

Jack London in one of his recent books) and was promptly turfed out, despite his hazardous trip in a *mon* from Buin to Faisi, carrying a bag of provisions.

He wended his way back to Bougainville and Rabaul, where he stood trial and received a sentence to be served as an honorary Road Master in an isolated district. But . . . whilst there he selected some good planting and on his release turned it into a flourishing plantation! (He was killed during the Jap occupation.)

So much for the old-time preservation of white prestige. Like bustles and buggies and elastic-sided boots it is gone into the discard.

In these days it is the nearest thing to subversion and, in my own private opinion, the need for its extermination is being greatly over-emphasised. But we won't enter into that argument here, except to say that in many instances the natives themselves don't particularly want it, but accept it as a co-ordinating factor in their own advancement in present-day affairs.

There is no greater respecter of caste than the coloured gentleman himself. It's not a case of colour so much as caste, culture and custom that are difficulties to integration.

Slapped Down

For some time now it seems there has existed a certain animus between the Paternal Government at Port Moresby and the Town Advisory Council at Kokopo.

The former has reacted in the usual pompous manner to adverse criticism of its actions (or lack of action) by pulling its rank, "slapping down", and giving the orthodox general treatment to recalcitrant organisations, whilst the latter, not naturally, take umbrage at the attitude adopted toward them, couched in biting officialese, and consider the government attitude quite uncalled for.

Outspoken Chairman Ron Levi pulls no punches when he rises to speak, and more power to him.

There is much talk in the Territory these days about the equality of man and Ron is one who apparently believes it should be carried out in its entirety, including Town Advisory Councils, which should be given their proper regard and respect in the present democratic building-up. He is quite correct. But . . .

Because some of the Councils do not keep in step with Bureaucracy in Moresby and/or Canberra it does not mean they should be any the less vocal in airing their opinions. Possibly—probably—were they pre-

dominantly native voices they would receive a better hearing.

Is one to assume that this recently-vaunted New Deal of Legislation in P-NG is to be selective and only to apply to the indigenous people? Human equality applies equally to the non-natives as it does to the natives. Otherwise there is bound to be trouble.

"Pulling Their Rank"

Regarding this phrase (which, so far as I remember, was coined by the Yanks in War II) it is rather interesting to note that the chappies

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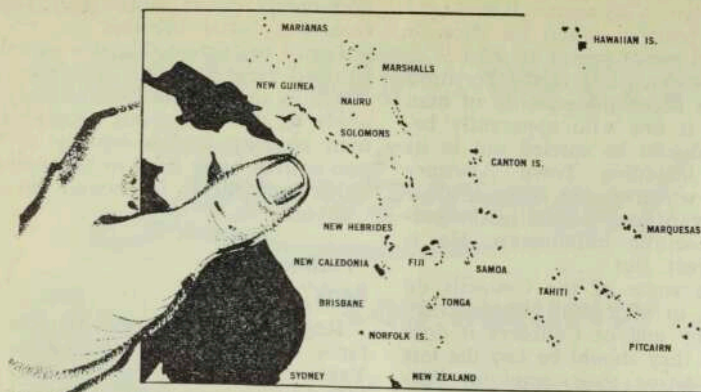
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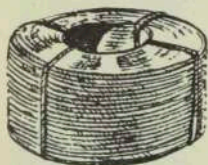
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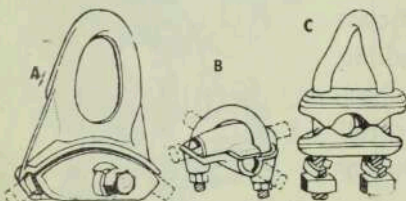
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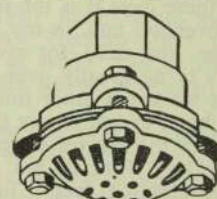
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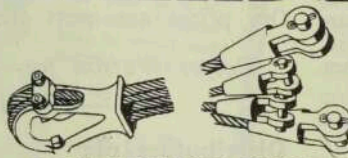


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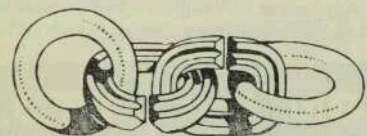
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1 1/2 in. x 6/19 constr.

Semi-Flexible

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lding that power both in Papua and New Guinea for the last forty years, with only one exception, have been men with military rank, or at least military titles.

In Papua we had Colonel J. H. P. Murray (later more commonly known as Judge, and later still as Hubert); following him was the civilian: Leonard Murray.

In New Guinea we start off with Colonel Holmes who took over the colony from the Germans and later became Major-General, followed by Colonel Pethebridge (later rose to Brig.-General and was knighted).

There was an Acting Administrator from October, 1917, to April, 1918, Lieut-Colonel Seaforth Macdonald (a Judge), then came Brig.-General Johnston (later Major-General); followed by Brig. General Griffiths up until 1921 when military occupation ceased and he was relieved by Brig.-General Evan Evans.

Tom Griffiths had a further term in '33 to '34 when he was relieved by Brig.-General McNicoll (later knighted) who was the last in TNG before the Japs came in 1942. Subsequent to War II for the amalgamated territories we have had Colonel K. Murray and Brigadier D. M. and.

urely an impressive array of Top brass and, incidentally, something is usually anathema to the average Australian and before whom the average native is prepared to reflect.

he question arises: Is this the type of professional man to be at the head of an administration dealing with—on the one hand a large population of ex-servicemen, who have put on their "bowler hats"; and a primitive people who do not seem to understand them in their way of life not just a confusing figure-head disseminating berra edicts?

ological ilation

here is fancy spelling of local New Guinea words going to end? The mutilated version of *lava-lava* (lap) has come to stay it seems, though I did notice in a Government tender advertisement some time ago that the correct spelling, *lava*, was employed. And now we have "houseboi" which is certainly not to be called an "integration", embracing as it does the Euro-

pean and the Pidgin.

I noticed recently that old Ravalien plantation, out Kokopo way, was spelt "Revalion". Yet this is a purely Tolai word meaning "the beach" (*Ra Valien*). Is it the idea to lose the derivation of old names altogether? It does not take much imagination to hear the Rabaul Quiz Kids in a few years' time being faced with the question: What is the derivation of Revalion?

In a Pidgin newspaper supplement recently I espied the word "Mesa" being used for "Mr."

Isn't it about time there was some standardisation of native words instead of it being left to the vagaries of individual native writers putting into print words according to their own tribal enunciation? This philological confusion I note was commented on, indirectly, in a story about *dak* and *fok* in a pidgin supplement in April.

Is this something about which our educators could not care less? Or is it ignorance? And what the "crash" teachers will do with local names is nobody's business.

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N. Guinea Airline Troubles Will Be Worse Yet

By a Staff Reporter

Territorians were convinced in April that the air transport situation in Papua-New Guinea will get worse before it is better. The Australian Department of Civil Aviation had, a month earlier, announced restrictions on the take-off weights of DC3 aircraft and it was anticipated that other "reforms" would also be introduced.

THE fact that one of the two big airlines was introducing a new service on some internal flights, and the other was introducing Chinese air-hostesses (as a local paper put it, you could take your choice between grog and sex), wasn't diverting any minds from freighting troubles.

Improved passenger comfort is overdue in the Territory, but it is a minor consideration compared with the fact that some districts, such as Eastern, Western and Southern Highlands, depend entirely on air transport, and that the whole economy of the Territory is affected in some degree by it.

Rightly or wrongly, the Australia Pilots' Association is being partly blamed for the new conditions. Territorians are quick to point out that there was none of this trouble when Qantas was the big operator in the Territory; that Qantas pilots regarded their tour of duty in the Territory as training for international service, and thus were prepared to fly how, when and as required.

More Danger, More Money

Some of the people who are using that argument helped oust Qantas from the Territory, nonetheless there is something in what they say.

To the present pilots in the Territory, P-NG is only an extension of Australia and they probably see no reason why their flying conditions should be different.

Mr. Ian Downs took this argument a bit further in the P-NG Legislative Council in April when he said that the pioneering days were over and that NG could no longer depend on air transport for development no

When there were "ordinary men" in the cockpits.

It's doubtful whether the pilots will be any more kindly to being described as "ordinary men" than they are to the suggestion allegedly made

Mr. Downs previously that, as flying in P-NG was regarded as more dangerous, the trouble might be got over by paying pilots "danger money".

Mr. Downs said that the pilots' reply to this in the newspapers was "sterical"—and that they had anticipated what was suggested, anyway. He said that in view of the amount of technical skill necessary, it was obvious that an airline pilot's salary is partly compounded of payment for danger. Why not more money for more danger?

He said that it was significant that restrictions had been imposed against DC3 aircraft, and that no attempt had been made to solve the problem of the safety margin on take-off for single-engined planes.

Further, if the Territory had grown to the extent it was supposed to have done, it should be capable of devising local safety measures for itself.

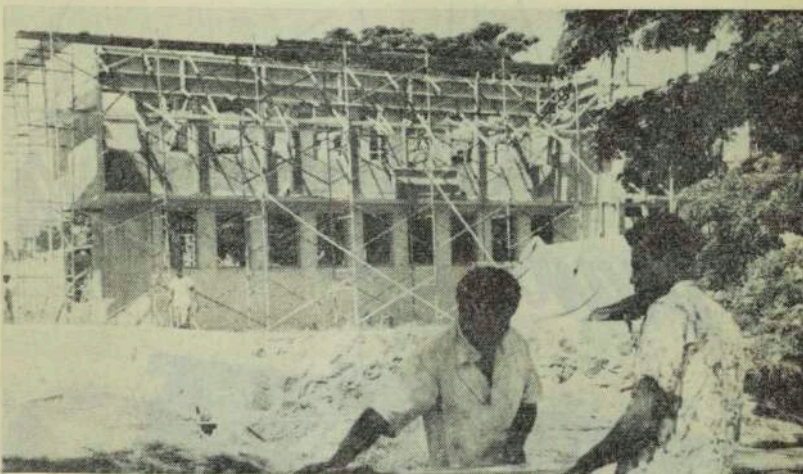
If the DCA had known about the danger of DC3's for 14 years—a period in which these aircraft had operated safely within the Territory—should have consulted the Administration and tried to solve the problem of a problem that had been aggravated by the Director and his officers who at P-NG representatives and had nothing to offer by way of solution.

He said that because the Highlands are dependent absolutely on air transportation it had been difficult to select an economic crop for development. Finally a crop had been chosen—coffee; but it was unlikely that in this would be able to survive with the steeply increased transportation costs that seemed inevitable.

All members of the Legislative Council were unanimous in April that the only answer to P-NG's development in the future was to forget air transport and concentrate on roads. Official members and unofficial, pledged support for a road building programme. However, in the Territory roads aren't constructed in five minutes and in the time-lag between will and the deed, aircraft will be to fill the gap.

It is anticipated that as well as restrictions of DC3 take-off weights, flying hours of pilots will shortly be curtailed and that it will be required also to load all freight for-

(Continued next page)



NEW NADI HOTEL

A new landmark fast rising in Fiji's North West is the Fiji Mocambo, a new air conditioned hotel being built on a hill at Namaka, overlooking Nadi.



Photo: Stinsons

THERE are extensive views over a big area of cane field country towards Nadi international airport and the bay. Part of the view is seen in the top picture, with the foundations of the hotel in the left-hand corner.

Construction workers are on the job seven days a week to have the hotel in operation by August. In the first stage of building there will be 64 rooms and suites.

Among amenities, will be a large outside covered patio leading to the swimming pool.

At left is Mr. Barry Philp, proprietor of the new Hotel Mocambo, which replaces the old well known hotel of the same name at the Nadi airport.



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ward of passengers. At present, in freighter-passenger planes, the freight is carried in the centre of the plane and the passengers sit along each side.

No Forewarning

Whatever may have been discussed between the Department of Civil Aviation and the Department of Territories in Canberra (*PIM*, April, p. 45) the Administration of P-NG had no forewarning of the restrictions on DC3's.

Dr. John Gunther, Assistant Administrator, made this quite clear in April. At the same time, he said, the Director-General of Civil Aviation was concerned only with safety; he had no obligation to the Administration and was acting entirely within his rights—and so he hoped that no one was going to quote him out of context on what he was going to say next.

He then outlined a few of the "direct results" of the restrictions. They were:

- Highlands people would probably have to pay 25 per cent. more for all commodities;
- There would be an overall increase of fares and freight rates;
- The Highlands coffee industry would be in peril;
- The new pyrethrum industry would likely be still-born;
- The passion-fruit industry could fail; and
- Highlands labour on coastal plantations, etc., could become too expensive to recruit.

He said that in 1947 the DCA made an interim agreement for 10 years in respect of the safety factor for DC3 aircraft in the Territory. The 10 years passed, and the old decision to have a lesser standard than in Australia, stood. In that time, a coastal base for cargo for the Highlands shifted from Lae to Madang because of the shorter haul involved, although it was quite generally recognised that the Madang airstrip was bad and dangerous.

Under the new restrictions, the take-off weights on coastal airstrips are to full Australian standards, and take-off weights from Highlands strips even less. This is not because Highlands strips are too short or sub-standard. It is simply a matter of altitude.

Dr. Gunther said that up to mid-April, DCA had not given any indication of what alternative aircraft might get over the difficulties, but that the air companies had been very helpful indeed both with suggestions of alternative aircraft and the possibilities of jet-assisted-take-off.



Mr. C. A. Stinson.

The Tireless Mayor Of Suva

By a Staff Reporter

In Suva today, between the mouth of the Nubukalou Creek, eastwards to the area behind the Council office, a vast reclamation of the harbour foreshore is taking shape.

ALREADY, the tidal waters, which are used to lap the foreshore on the eastern side of Victoria Parade, have been pushed out a couple of hundred yards, to where a heavy wall has been constructed from broken stone brought ashore from the widening of Edinburgh Avenue.

Steadily and quite quickly, the area between the edge of Victoria Parade and the new stone wall is being filled. Within months, Suva will see there a wide, level park, extending far out behind the Cable office fire station, the Municipal Theatre, Central Building and the Park of New South Wales.

Probably, the citizens of Suva will be unanimous in calling it Stinson Park. Others share the credit for the admirable plan; but the thing really taken shape under the ceaseless drive and enthusiasm of Charles Stinson, while he has been Mayor of Suva.

Suva has been served by some worthy, devoted Mayors in the past quarter-century; but it was lucky that Charles Stinson developed his quality of public service just at a time when problems were being created by the rapid growth of the capital, and by the willingness of the Fiji races, other than European, to serve the municipality.

Many Problems

Sooner or later, when the swinging pendulum provides us with a less forceful type of European, Suva will have as Mayor a Fijian, or an Indian, or a part-European, or a Chinese. But, at the moment, all the races—and all are represented on the Council

—are well content with Mayor Stinson. He gets things done, and he is trusted to a remarkable degree by all the communities.

Charles Alexander Stinson was born in eastern Fiji, the son of a coconut planter, 42 years ago; was educated at Levuka, and at the Suva Grammar School; and—there being nine children in the family and a Depression still on in his early teens—he went early to work.

He became a professional photographer; and, today, through long years of industry and shrewd management, he has the largest photography and camera business in Fiji.

In World War II, Stinson served in the Navy; and at Flinders Base, in

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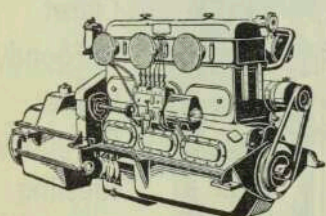
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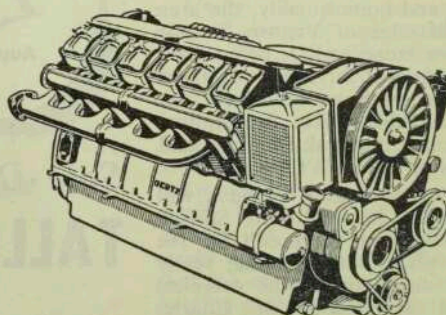
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Mrs. C. A. Stinson.

ustralia, he met and married Miss
ollie Dean, an Australian WAAF.
They have three attractive children
and Suva has a pretty and gracious
ayress, who matches her husband
public service.

Charles Stinson went into the City
ouncil in 1952, and now is serving
s second term as Mayor. Meanwhile,
anges in the Council's composition
e pending. Next year, the Council
ill consist of six Fijians, six Indians,
Europeans, and one Chinese (nom-
ated).

Whatever happens, when the Coun-
elects its Mayor, Mr. Stinson, by
s fairness in a difficult job, his tire-
ss activity, and his ability to get
ings done, will have set a high
andard of service for the next Mayor.

Swan A La Mode

Last year Sir Edward Hall-
strom gave the Lae (New
Guinea) Botanical Gardens six
West Australian black swans.
They were for "educational and
aesthetic interest", particularly
for the native people.

But how aesthetic can a native
get? One morning in April it was
found that there were only five
swans and police found no trace
of the missing bird.

A senior Administration offi-
cer said later, more in sorrow
than in anger: "The culprits took
the swan, presumably, for culin-
ary reasons."

For a New Guinean what
better reason can there be? Any-
one who can come at dog, pos-
sum or black cockatoo would
find imported swan a delicacy.

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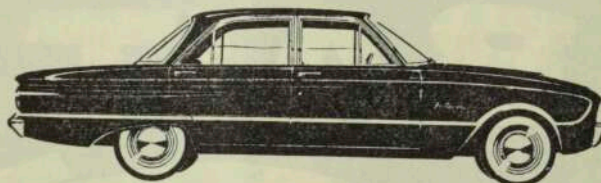
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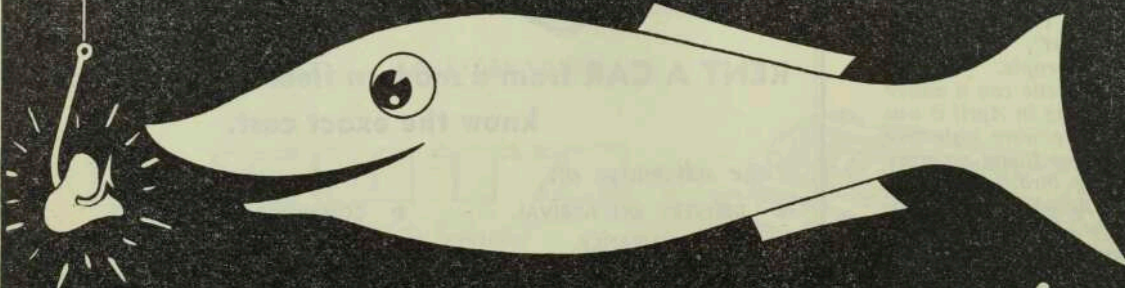
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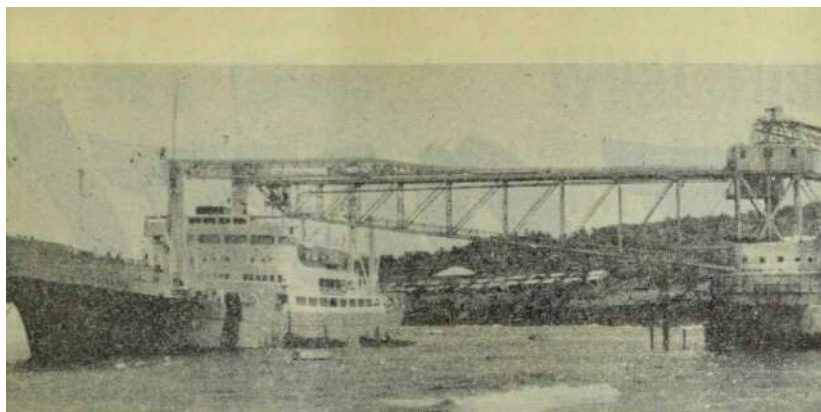
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Nauru's phosphate deposits, some of which are seen here being loaded in the "Trienza", will last only another 40 years—what then? Scientists are on the job, as this report tells.

THEY'RE TRYING TO BEAT A FOOL'S PARADISE

By a Staff Correspondent

The strike of phosphate workers at Ocean Island and Nauru in April turns the spotlight on the future of the South Pacific's phosphate supplies. And this in turn pinpoints the name of Bellona Island, in the southern Solomons.

THE British Phosphate Commission is examining the possibility of a long-term development of Bellona.

Bellona is the most promising prospect of about 100 islands investigated in a three-year survey of the Pacific made by the Australian Government's Bureau of Mineral Resources, in conjunction with the British Overseas Geological Surveys, and the New Zealand Geological Survey.

Impetus for the survey came from the need to find new phosphate sources to replace existing deposits, all of which have only a limited life.

Geologists have been emphasising for years that the Pacific is something of a fool's phosphate paradise, because the present supply of high-grade phosphates cannot last indefinitely.

Ocean Island, producing about 500,000 tons annually, will last less than 28 years.

Bellona Deposits in 1956

Nauru, yielding 1,600,000 tons, will last only another 40 years.

And in the Indian Ocean, Christmas Island (production about 400,000 tons) is expected to be good for only 5 or 50 years, although its reserves have not yet been fully tested.

The Bellona deposits are among the most recent discovered.

They were found in 1956 by the chief geologist of the British Solomons Geological Services, Mr. J. C. Grover.

A further investigation was made when the Bureau of Mineral Resources

assessed all known and reported deposits in its three-year survey, and the most recent examination was made last November by the British Phosphate Commission in conjunction with the BMR.

Bellona is a raised atoll, six miles long and 1½ miles wide, with 100 ft cliffs around the coast.

The phosphate deposits are in the centre of the old lagoon, and were apparently formed in the pleistocene (ice) age by rainwater running down from seabird droppings on the cliffs and reacting with the limestone.

Geologists believe that the ocean currents in the pleistocene era brought phosphates to the surface from the bed of the ocean. This led in turn to the formation of vast quantities of plankton, providing food for fish on which myriads of seabirds fed.

Similar currents feed the birds which in more recent deposits have made the guano deposits on islands off the South American west coast.

The Bellona deposits comprise about 4,500,000 tons of low-grade aluminous phosphate overlying about 700,000 tons of higher grade calcium phosphate.

The British Phosphate Commission is assessing the possibility of processing the Bellona higher grade and some material from Christmas Island to make phosphoric acid, and from that triple-super. This is a fertiliser well known in the United States, but not used so far in Australia and New Zealand.

The deposits are very small potatoes compared with those being worked on Nauru, Ocean and Christmas Islands.

But Australia has to face the fact that they are the only known worthwhile supplements to existing workings.

And before we found the Nauru-Ocean Island deposits we were glad to work mere 3 ft deposits of sand phosphatised by bird droppings on islands in the Admiralty Group.

Even the higher-grade calcium phosphate at Bellona is of much lower quality than Ocean-Nauru Island phosphates.

If a process were discovered which would enable the aluminous phosphate to be treated economically, Bellona would become much more important.

But even then, the island's total of around six million tons is a flea-bite alongside current consumption.

The best anchorage, off the northern tip of the island, would mean a five-mile land haul from the richest phosphate deposit.

Although deep-sea ships can get close in, the anchorage, as is usual around similar islands, is not good.

But it is sheltered from the prevailing south-westerlies, and an alternative is available on the west coast nearby in a change of wind.

Bellona is an island of extreme fertility. This is attributed to the presence of the phosphate.

Geologists investigating the deposits have found roots of coconut palms—normally surface-rooted trees—at depths of 22 ft.

Because of the fertile land, and good fishing, the 500 Bellonese are of exceptional physique.

They are Polynesians, and can trace their royal family back through 22 generations to the time when their ancestors migrated from Polynesia to conquer the original inhabitants of Bellona and nearby Rennell Island.

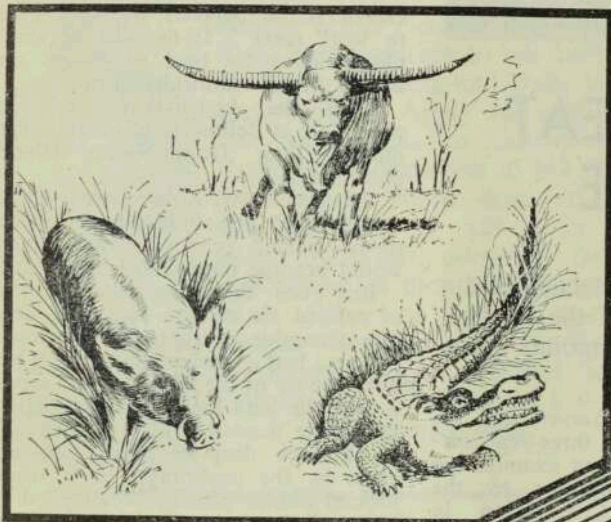
They have all the natural food they need, but like other advancing peoples of the South Pacific they have a hankering for bicycles, sewing machines and the other trappings of civilisation.

Those who have visited them believe they would welcome the working of their phosphate deposits to provide them with both employment and cash income from royalties.

Because the islanders have a well-defined system of land tenure, negotiations on mineral rights would be simpler than in less well-organised communities.

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The New Guinea Coffee Report

From our Canberra Correspondent

A survey of the Papua-New Guinea coffee industry just completed by the Australian Bureau of Agricultural Economics will not cause growers to take handsprings among their young ones—which is all right, because most growers don't feel like doing these days, anyhow.

THE report contains some valuable information and also confirms many things growers learned for themselves. For instance, the Bureau says no quick fortunes from coffee—at the best, only a reasonable return for years of work.

And at the worst, it warns of the perils of an industry in which production already outruns demand.

On the world outlook, the Bureau says: "Exportable output is still greatly in excess of current demand. Unless drastic action is taken to restrict production, the gap will be even wider in future."

The report is based on surveys made by the Government last year, showing representations by NG growers.

Native Growers

In the report, the Bureau attributes the expansion in native-grown coffee to the encouragement of the Administration, and points out that Administration policy is now to discourage active promotion of coffee planting until the market position is clarified. The growers also know this very well, and have complained about it (*PIM*, April, p. 22).

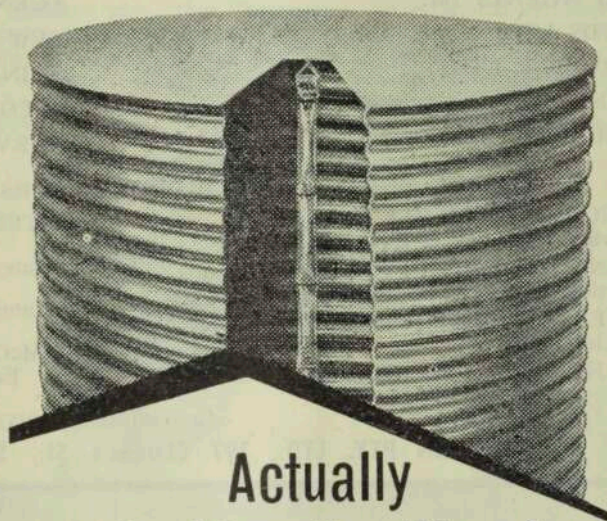
The Bureau's information on who is drinking what kind of coffee, and who isn't, will hold most interest for growers. For instance:

People are drinking their coffee weaker, partly because "instant" coffee provides up to 30 per cent. more cups from a pound of green beans than pound coffee.

In 1949, the average number of cups from a pound of raw coffee was 40, but ten years later this had increased to 64.

With world production increasing rapidly, demand appears to be reaching saturation point in North America and Western Europe, and several factors are delaying increased sales in other potential markets, such as Eastern Europe and Asia. (Over)

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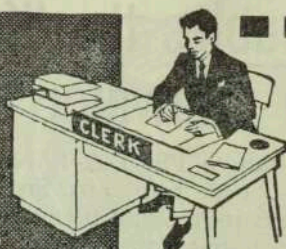
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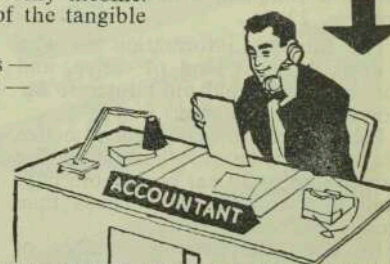
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Coffee Publicity Bureau?

Although more Australians than ever are drinking coffee in their homes and in coffee lounges, the promotion of coffee drinking at present rests with the manufacturers of instant coffee and with coffee merchants.

According to the Sydney trade monthly, "Confectioner and Restaurant Journal", the best chance for New Guinea growers to increase their share of the Australian coffee market would be to encourage more coffee drinking in Australia.

"If some method could be evolved for the financing of a coffee publicity bureau in Australia, providing Press, Radio and TV publicity as well as advice to coffee bar proprietors, then growers, merchants and the restaurant trade could all look forward to an increasing demand for coffee," says the "Journal".

The Territory's best prospects lie in Australia, the Bureau says.

Up to the present almost the total output from P-NG, small by world standards, has been placed in Australia.

The International Coffee Agreement regulates shipments to established markets, so that competition for new markets will become more intense as world surpluses accumulate.

Australian coffee consumption has risen from .6 lb a head before the war to 2.2 lb in 1960, and Australia is now using around 10,000 tons of coffee a year.

The Bureau estimates that if consumption rose to 2.5 lb a head, we would need 12,600 tons by 1965 and 4,000 tons by 1970.

Migrant Influence

The Bureau says that the influence of European migrants on coffee drinking can be exaggerated, but suggests that they could be responsible for about half the difference in coffee imports.

Other factors tending to increase coffee drinking are TV viewing and the great increase in the number of espresso bars and cafes.

The Bureau reaches the conclusion that the Territory could dispose of most of its crop on the Australian market if only it could supplant East Africa as a main source of supply.

This competitive situation might

not arise if, because of special bean characteristics, a significant proportion of output can attract a premium and compete directly with higher quality coffee from other than East African sources.

The industry will have to determine whether such an approach is practicable.

If it is not confident that it can do so it will soon have to establish overseas markets for part of its output.

The Bureau says that because native output will be greater than that from plantations, it will play a big part in determining the reputation of Territory coffee.

Territory production of dry coffee

beans rose from 1,000 tons in 1958-59 to 2,000 tons in 1960, and is estimated to reach 7,000 tons by 1965, and at least 12,000 tons by 1970. Estimated crop for 1961 is 3,000 tons.

A survey of existing plantations showed that 25 out of 30 had a positive return on their capital. Eight were returning more than 20 per cent. and 17 more than 10 per cent.

The Bureau prepared a budget for establishing a 100-acre plantation in the Highlands.

It estimated establishment costs at £55,700 over six years, and suggested that when the plantation reached full production it would return from 10 to 15 per cent. on capital. (See also "Pacific Report" section)



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Coffee, Cocoa and Tea

FIJI LOOKS AT THE THREE BEVERAGES

From a Suva Correspondent

In the reasonably near future should become self-supporting in coffee—in that its export means will cancel out its import bill for the processed coffee.

The Acting Deputy Director of Agriculture, Mr. G. B. Gregory, said in April, explaining that the decision in the Colony would not prevent the establishing of a local processing plant.

Fiji's best prospect, Mr. Gregory says, is to build up a steady production and concentrate on the New Zealand market.

Coffee is in the news here, because the Agriculture Department is being cautiously optimistic about the coffee industry following encouraging reports from New Zealand coffee specialists on samples sent for test-

ing. The samples came from a Fijian in Ra province, where there is a sizable area of semi-abandoned coffee plantations. Some of these have been rehabilitated by the Department of Agriculture some years ago and have since been yielding a small quantity of coffee for local sale.

At first, it seems there are good prospects for an export industry for about 50 tons a year, which would be worth about £10,000. Fiji's coffee export bill for 1958 was £24,500, and for 1959, £30,567.

Quite a lot of land on the two main Fiji islands of Viti Levu and Vanua Levu is suitable for the production of coffee, particularly the more robusta. Although robusta does not command as big a price as cocoa it has a bigger yield per acre, and can more than make up for the difference in price.

Rewa Interest

The interest of farmers in the Rewa area, where cane farming has now been discontinued, has been encouraging. Rice is still their main crop but they are learning to diversify.

A lot of these Indian farmers are anxious to learn new methods, and proper planting. One Indian in Rewa has obtained 280 cases of manure to the acre, which compares

with the average Fijian production of 70 cases to the acre).

However, Mr. Gregory thinks Fiji will know more about its coffee prospects when it tests a few cwt. from the coffee now being harvested—a much better test of the export market than the samples previously sent, he says.

Meanwhile he is even more optimistic about the prospects for cocoa in Fiji. He feels the Colony is on to a "certainty" there.

Like coffee which can be grown as a windbreak round it, cocoa should flourish on quite large areas of both Viti Levu and Vanua Levu, as well as Taveuni, where Morris Hedstrom's

are growing cocoa on a plantation scale.

"Any farmer can grow cocoa and coffee, if he is a farmer. They need looking after if quality is to be maintained," says Mr. Gregory.

Fiji has about 1,000 acres of cocoa at the moment, compared with only about 50 acres of coffee.

The Colony exported five cwt. of cocoa, worth about £50, at the end of last year, but like coffee the amount should rise appreciably in the next few years as new plants come into bearing.

"We might get a couple of tons this year between the Agriculture Department and Morris Hedstrom's and

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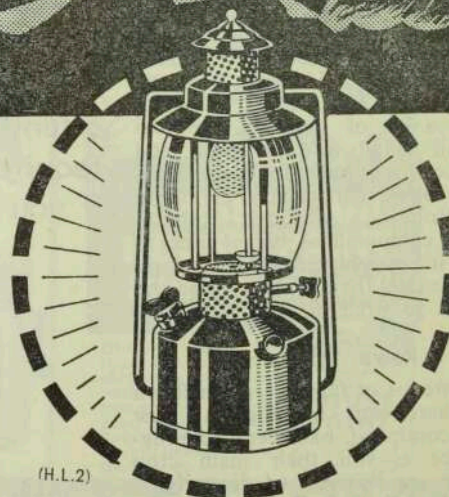
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gressively more, and at £200 a that is quite a cheering prospect," ks Mr. Gregory.
at present the department pays a ranteed price for cocoa and coffee carries out the fermenting and ng at various centres. Later on it es to be able to hand this pro- ing over to the farmers.
ould Fiji ever achieve something a production of 500 tons of a, it would on present prices of 00 a ton, be worth £100,000 to Colony. And the small farmer ld benefit proportionately.
ccording to Mr. Gregory, a er with ten acres growing, say e acres of bananas, as well as e, cocoa and food crops should ble to net about £10 a week, well as providing most of his ly's food from his own land.

£10 a Week

from his three acres of bananas ould net £250 a year, the coffee cocoa should be worth about to £30 a year per acre, and nning a couple of pigs and sell- his surplus food crops his farm d be able to bring him in that t," Mr. Gregory thinks.
Gregory is not nearly so opti- about the prospects for tea as the other two beverages.. comparison, the capital outlay is bigger, wages in Fiji would it difficult to compete with other ries, and as always, there is the em of obtaining enough land. ould seem that Fiji, at least at tage, would do better to con- ate on coffee and cocoa.
h the world demand for cocoa, the prospect of New Zealand oming out with an instant-coffee of its own, these two have e prospects where tea would an imponderable.

WHERE WAS THAT AGAIN?

Geography Lessons Re- ed" was the lucid caption y the *Cook Islands News*, eod daily news sheet, pro- d by the Administration in otonga, when reporting a item which had been heard e in a Radio New Zealand dcast.

offending item: "Another l hurricane which last night centred 200 miles west of ete, the capital of Tonga, ow moving south-easterly from the Cook Islands."

MONEY FROM 25 BRITISH GRANTS

Four territories in the Western Pacific—Fiji, the New Hebrides, the Gilbert and Ellice Islands, and the British Solomons Islands—will share a total of £341,900 sterling from 25 grants made under the British Colonial Development and Welfare Act.

The grants are among 177 approved during February and March, making available £4,979,302 sterling for schemes to help Britain's overseas territories. So far this year, Colonial

Development and Welfare grants and loans total £9,727,177 sterling.

The largest of the grants to the Western Pacific area was £106,872 sterling for the establishment of a central teachers' training college in Vila, New Hebrides (see elsewhere).

Among ten grants, totalling £174,798 sterling for Fiji, were £56,270 towards the overseas scholar- ship scheme and £39,264 for the student farming scheme at Navuso Agricultural School.

Eight grants approved for the Gil- bert and Ellice group totalled £42,524, including £11,345 for an extension to the Teachers' Training College, Tarawa.

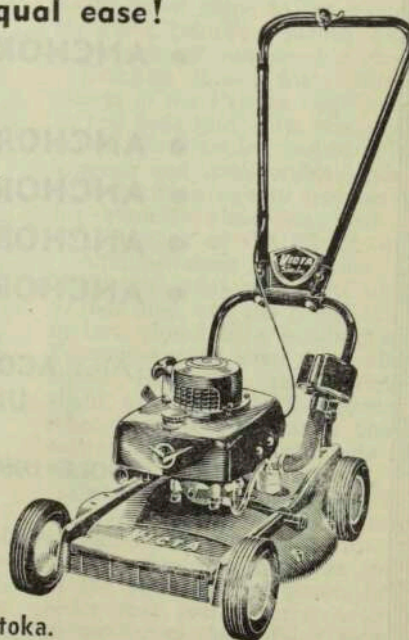
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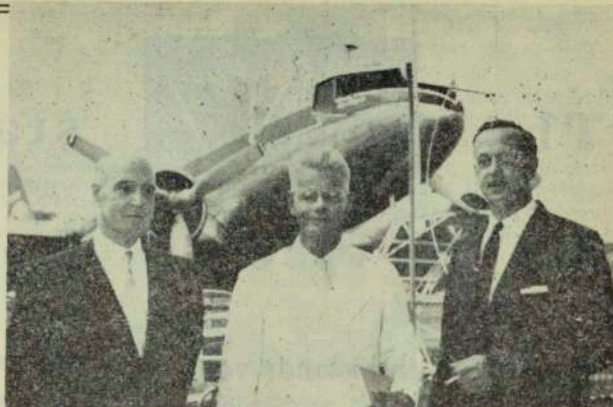
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Sydneysider Goes Walkabout

WOMEN ARE PEOPLE



It's doubtful if this should belong to the Walkabout series, as it concerns, primarily, a prolonged sitabout and hangabout. Five days of it, at the early April inaugural meeting of Papua-New Guinea reconstituted Legislative Council.

FROM the point of view of the people who sat in the Press gallery (which also has been recon- sidered since the October meeting so as to give pressmen a better view and listening facilities) it was about the dulllest and most unspectacular since 1951.

And this, notwithstanding the fact that at least three of the elected members have proved themselves, in the past, capable of throwing political shells and producing verbal techniques.

But, although it made mostly deadly listening, it was undoubtedly the right approach in the current P-NG mood to let us go forward together". The member for New Britain, Mr. John Chipper, said that he had been instructed by his electorate to "take it easy", and if other elected European members had not been similarly in-

structed by their electorates, they acted like it.

But with individualists like Messrs. Downs, Chipper and Hurrell in the European "opposition", future meetings are unlikely to be conducted in this atmosphere of church-guild knitting-bee. Some day we may even look back on the first meeting of the new Council as a honeymoon—while it lasted.

In the prevailing gentlemanly atmosphere it was impossible, without some hind-sight, to see any political personalities emerging. This is doubly so in respect of native members, because in common with most Melanesians they have the God-given gift of being able to pull a metaphorical shutter down over their faces.

What goes on behind this look of utter blankness can sometimes be nothing; but it is not always safe to bet on it.

John Guise, native elected member for Eastern Papua, stood out as certainly the most articulate of the six native elected members. Probably, also, he is the most able and, some say, the most potentially dangerous, if for no other reason than because, politically, he is completely lacking in a sense of humour.

Man With The Mostest

The only personality boy, amongst elected and nominated natives, was Kondom Agaundo, elected member for Highlands. He's got a number of claims to fame and is one of the few members of any existing British Parliament who has nine wives (and the umpteen children that go with them).

He is a small, gnome-like man and outside his nine wives (or is it seven?) no one is likely to suggest that he is handsome. He says himself that his

Official Legislative Council member Ivan Champion, P-NG's Commissioner for Native Lands and one-time NG explorer, took time off from the Council in April to christen this Trans-Australia Airlines' DC3, the "Ivan Champion". Mr. Champion is in the centre, with Mr. Gerald Packer of Australian National Airlines Commission, left, and Captain Lionel Thrift, TAA NG manager, on the right. The DC3 is being used in inter-island service.

Papuan Prints

English is non-existent and that his Pidgin is bad, and in this he speaks nothing but the truth—his Pidgin is terrible and as he speaks down in his chest in a low monotone, exceedingly hard to follow. But Kondom's humble sincerity and his obvious loyalty to the Government surround him like a rosy pink cloud.

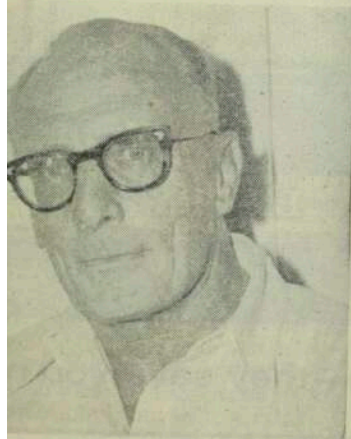
This cloud of virtues could, of course, smother his value as a politician, but if he escapes this fate he could be of value to the Council as his naive manner evidently hides an inner man of considerable character.

Kondom comes from near Kundiaawa, in the Eastern Highlands, and as I've been told it, he was orphaned early. Two uncles looked after his interests and considerable lands until he was of an age to manage things for himself—which was just before the outbreak of the Pacific war.

Administration penetration of the Highlands areas was very slight up to that time, and the Highlands were, in fact, closed to non-Administration Europeans until some time after the war. E. Highlands, therefore, had had slight contact with Europeans, and when Civil Administration ceased to exist in 1942, the local lads simply reverted to type and smartly.

Only Kondom remained, as they say, "true to the word". By force of personality he kept his own people loyal to the Administration and such of the new ideas of peace, law and order that had penetrated to Kundiaawa before the balloon went up—not an easy task, we imagine, when the Europeans who had propounded those ideas were now at war themselves.

(Over)



John Chipper, one of 12 elected members of the new Legislative Council, who is noted for plain speaking, was instructed by his electorate to "take it easy" during the Council opening.

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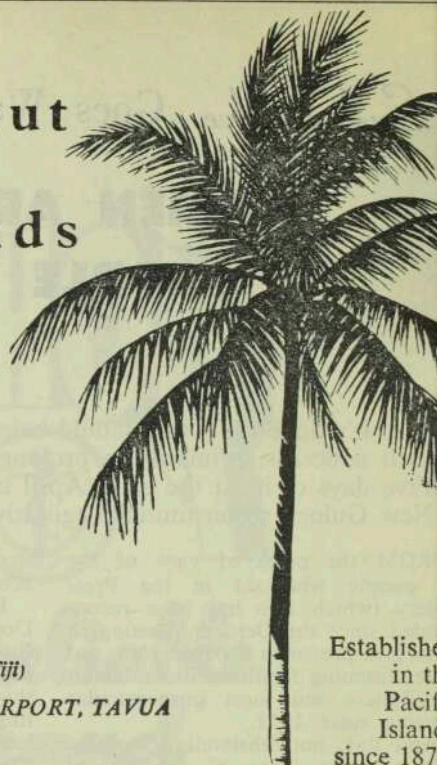
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MAY, 1961 — PACIFIC ISLANDS MONTHLY



P-NG's Legislative Council in session. The Administrator, Brigadier D. M. Cleland, is in the chair.

When peace and the Administrator returned to Kundiawa after the war, they found Kondom and his people ready to carry on where they left off in 1942 and from thereon ever was forward-looking and progressive. Kondom was for it and encouraged his people in the right direction.

Council, Kondom made two speeches. He had apparently attempted to learn the first one off heart, but along the way "lost his mind" and what he said was all but incomprehensible.

Kondom made better headway at the end of the attempt a few days later, when he spoke off the cuff. He did not understand English and his Pidgin was poor, he said. He could not read papers and bills that were put on the table each morning, so he could not return to his people and tell them what was in them. But even this, he admitted, was unfortunate as it was, was a passing phase. He would die anyway, and after him would be his children who could read and write and make themselves understood in any company.

Probably the most interesting angle in the native representation in the Council is not the fluency of the Guise or the humility of Kon-Agaundo—or even Vin Tobain of New Britain, and his affection for the Pidgin phrase "bugger"—but the fact that the electoral roll could have thrown up six men, in total, represent such diverse views.

No Steam Rollers

It shows that the P-NG natives have more sense than many people give them credit for; and that it prevents even through the extraordinary locations of the electoral roll, the system of voting with which they contend in the first steps of representative government.

In the days when, as a representative member put it, the P-NG Legislative Council was little more

than a glorified debating society, the European residents of the Territory

were well served by their elected representatives who carried out a thankless task in the face of public indifference. The six present members give every indication of carrying on that job so well begun.

The four from the New Guinea side I've known, personally, for years; all are pre-war residents and all have become men of substance in the New Guinea community by hard work and ability. Three of them have been MLC's on previous Councils—two of them briefly, when each made a maiden speech that rocked the Legco of that particular day to its foundations.

Such shock tactics were out at this meeting, perhaps because they believe

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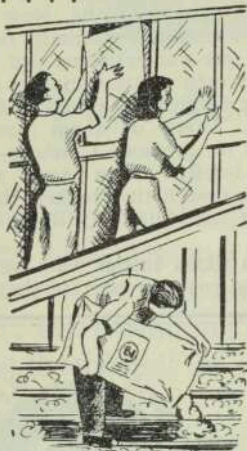
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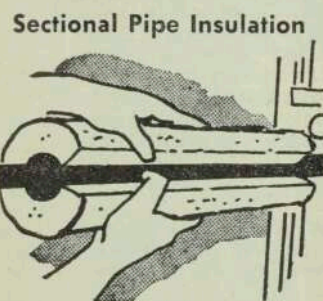
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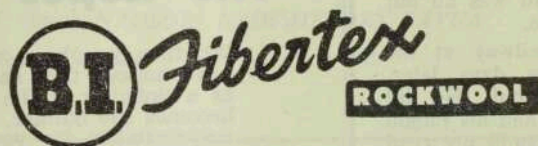
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The System

Last year when discussing the composition of the then proposed re-constituted Legislative Council of P.N.G., I remarked to a couple of European residents that, for some time, it was probably inevitable that native members would have to come from the Administration. They wouldn't have it, but insisted that there were just as many "clued-up" natives outside the Administration as in it.

They may be right, but the Administration evidently doesn't think so. The best way to become a nominated member of Legco is to have given "valuable service to the Administration" as indicated by these brief case histories:

REUBEN TAUREKA, Suva Central Medical School trained, now an Assistant Medical Practitioner. ALICE WEDEGA, field staff of the Agricultural Dept. EPHRAIM JUBILEE, an Administration supervisory school-teacher. MANETO KURADAL, an Administrative clerk. KIBUNKI, now a Lulua but the Administration's man since 1938, first through Asst. District Officer, J. L. Taylor, then as interpreter in ANGAU, followed by eight years in Administration. BONJUI, now a Lulua and regarded as having "rendered invaluable service to the Administration since the war".

The elected members, too, tend to run in a pattern: Three presidents of Native Local Government Councils; one Co-operative Society storekeeper; one Native Affairs clerk, ex-policeman; one Administration interpreter, ex-policeman.

There is nothing wrong in this; let's say it is just the result of the system—and that it's a System that surely works.—"Sydney'sider".

at there are more ways of crushing peanut than using a steam-roller. The fourth member of the team from the NG side doesn't need to earn caution. He has it built in. He's Paul Mason, coconut planter, distinguished ex-Coastwatcher and now politician.

His new role is not yet run-in, and even at the end of the session I think he was still wondering how he got himself into it. He says quite frankly that all he wanted to do in the New Guinea Islands electorate was organize opposition to the candidate the party had put up—and he found himself hoist by his own petard.

Paul went to the Solomons as a boy of 14, and his life ever since has been spent lone-handing on coconut plantations and out-stations. Even during the war, which brought massing to most men, he became a coastwatcher, isolated behind Japanese in Bougainville.

As a result of this background he is generally slow to translate his thoughts and feelings into words—though quick thinking has saved him on many times.

It was typical that he made his maiden speech in Council near the

end of proceedings and that it was brief, sound and well based on over 40 years experience in the Pacific.

I doubt if during the life of this Council, we can expect fiery oratory from Paul Mason, but his influence will be considerable.

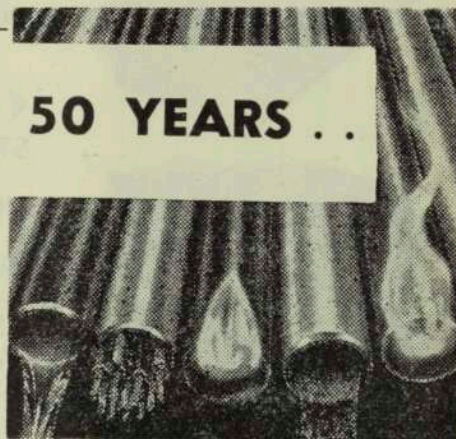
Finally, this Council has two women members. They are not the first, as some people with short memories seem to think; that honour belongs to Mrs. Doris Booth, who was a member of the first two Councils up to 1957. But it is the first time that there has been a Papuan woman member.

The two members, Mrs. Roma Bates and Miss Alice Wedega, presumably are there to hold a watching brief on "women's interests". Even today, when women overseas are crashing the sound barrier or holding top diplomatic and scientific posts, it is a peculiar Australian belief that they still belong to some sub-species, fit only to care for babies.

Neither of the new members had a chance to show her paces at the April meeting, but here's hoping that before this Council quits this life, in 1964, they prove that women are also people.

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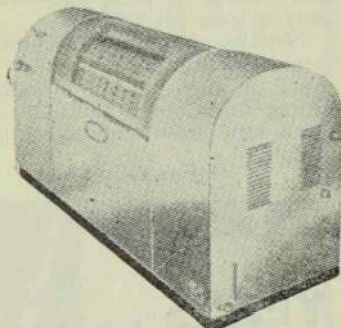
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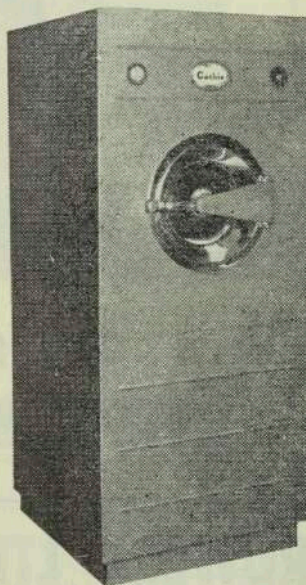
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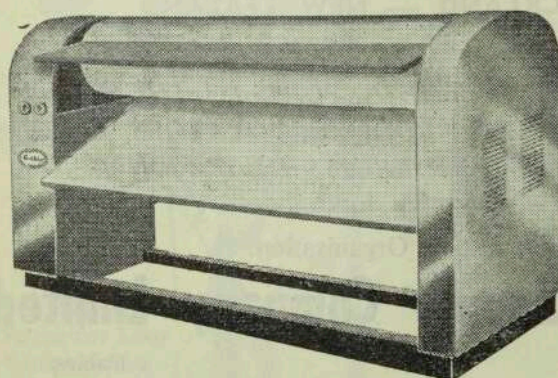
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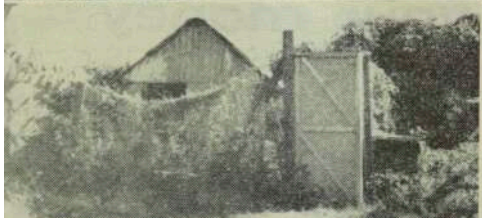
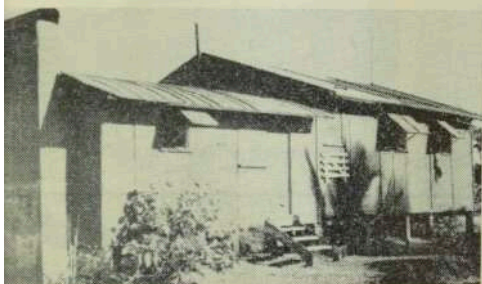
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Housing for the masses—a major problem all over the world—is being tackled in Fiji, after many years of dithering, by a Government Housing Commission. In Suva and Lautoka, small estates have been built and are being occupied by workers in the £5 to £12 per week classes. These estates comprise semi-detached houses, two storied flats and ctesiphon-type huts.



These photos are a sample of some of the shocking hovels that are "home" for thousands. Second photo from the top shows quarters for workers at Nadi international airport. The bottom photo, taken elsewhere, shows a bath-house and laundry which is used by eight families.

A Practical Man's Plea for a New Approach
To An Urgent Problem

Thousands Live In These Fiji Shanties

By A. J. C. FOSTER, of Lautoka,
a former builder.

THESE are termed low cost housing. But, are they, in truth, low cost? In my opinion, they definitely are not, since they are all, basically, standard houses, with nothing at all revolutionary in constructional details to complicate them. They are built by outside builders *at a profit*.

In general, all the buildings so far completed are of fair quality, but with minimum finish. Some money has been saved by grouping them to simplify drainage and sewerage. But that is about all.

The £3-per-Week Labourer

No effort has been made to put a house within the reach of the £3-a-week man, the labourer.

This class—in some ways the backbone of the Colony—is today either living in cramped single rooms in town—sometimes two adults and several children to a ten-foot-square room—or appalling shanties on the edges of the towns.

Others have a little land, often rented at high prices, and have put up huts from odd materials found around dumps. Walls of beaten out oil drums, with thatched roof, are common. No bathroom, no water, no toilet except the canefield, no cooking facilities except an open fire. Thousands live under these conditions.

Is it possible to raise good citizens from these dumps?

What has the Government done for these unfortunates? Nothing! And why? Because no finance is available in Fiji, and there is no action because there is no finance!

No one is concerned with the matter. No one will move until the subject is given so much publicity that the Government will have to do something about it.

Housing of these low-paid men must be first priority. Given sufficient Government interest, the problem can be solved.

I have heard it said these people "don't want better houses and would not know how to look after them if they had them".

What nonsense! I watch every day, with increasing interest, the spectacle of cleanly-dressed children emerging from these hovels, on the way to school. They come in neat uniforms from mud and filth. *People who can do this want help.* It is ridiculous to say they cannot be aided to better living.

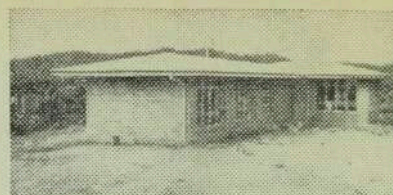
One problem is that many of these labourers will not take kindly to housing estates, with partly communal living. Apart from any other consideration, where they have a little land they can grow enough food to lift their standard of living from bare subsistence level, to which they have been forced by appallingly low wages. And, of course, many are on casual or seasonal em-

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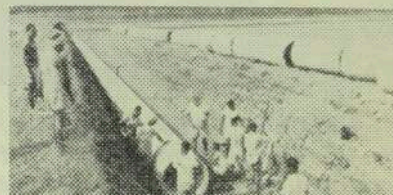
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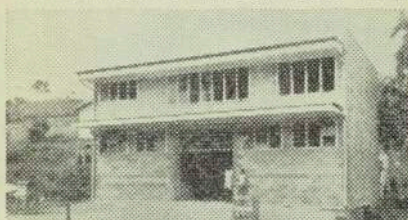
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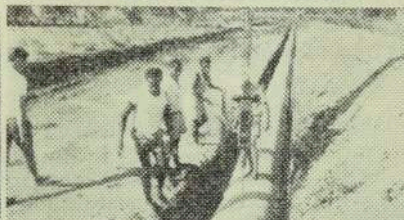
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Monier pre-cast grandstand at Boroko Oval. Builder: John Stubbs.

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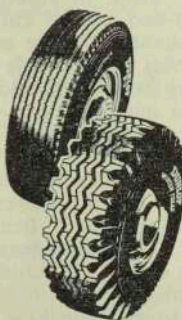
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oyment, probably averaging less than £2 weekly during the year.

How to house these underprivileged is a Government-sized task, or any scheme of selling or renting houses to them is faced with the repayment question. How can they afford it, with such uncertain wages turn?

How It Can Be Done

So any housing plan must take these factors into account: (a) Separate quarters, which can be built in scattered localities. (b) A finance plan which will enable these houses to be bought and rented by persons in the low-wage, uncertain-income group.

I think that competent and interested people in Fiji will agree with the following conditions.

The Government, or possibly the Colonial Development Corporation, or even a large group of contractors, must attack the problem.

Building standards must be scaled down. A four-inch wall can be reduced to three inch, with added bracing, to reduce timber costs. The same applies to rafters and studs and plates. There is no need for such high standards. Glass windows can be eliminated in favour of shutters. The health aspect can be provided for by combining these with fixed plastic screens.

A simple-type septic tank can replace the pit latrine and, where rainwater is not available, use well water, through a small pump, a tank and a few feet of pipe.

There are endless means of reducing the cost of houses, not the least being the remission of import taxes on building materials associated with these schemes.

Local timber, chemically treated, could be used instead of high-priced Canadian oregon.

Intense investigation should be made into substitute materials. Hardwood, cheaper by far than oregon, properly painted when fitted, is more durable than weatherboard as a wall-covering. Lightweight concrete panels are possible. A team of earnest men, who should be practical builders—not law clerks and similar people—should explore all these possibilities.

Pre-Fabricate

Pre-fabrication by a central organization, with continuity of orders, preferably on a Government-sponsored financial plan, with profit limited to the lowest practicable margin, could bring down timber houses to half the prices now charged.

Houses of about 300 square feet, timber and wallboard, with iron

roof, sitting on concrete piles, can definitely be pre-fabbed as a "package house", to be sold at £300, with a small profit included. This house, with panels of varying sizes, adaptable to variable partitioning, could be delivered to the man at his site, who would then erect it himself. A simple floor plan, which would be changed within limits to suit the occupier, presents no difficulties.

I have seen detailed quantity lists for such a house, complete with a 400-gallon tank, outside toilet over a simplified septic tank, kitchen, bathroom as an annexe, living-room and two bedrooms. Painted, with all bolts, delivered as a "package" for £355. Total area, just over 320 square feet, to house two adults and up to six children.

Pre-fabbed houses, preferably done by a non-profit organisation, or one content with a nominal profit, could be rented at reasonable returns, or sold over a 20 to 30 years period, at 5 per cent. interest.

I may be a lone man, crying in the wilderness, about this.

Better housing for the real poor—the £3 a week man—means better citizens; and continuance of the present neglect must lead to trouble.

Now is the time to put such a scheme into action, when Fiji has a large surplus of labour, which could be employed usefully all over the Colony on this most necessary task.

The Finance Angle

As for finance necessary: Let me say that from all viewpoints money could be better spent on this project than on many of the non-productive schemes which the Fiji Government has in hand.

I will not believe that there is no money available for a well-thought-out housing project of far-reaching proportions, if it can be shown to be even moderately self-supporting. And it can be.

Banks offer about 3 per cent. for loaned money. Surely this scheme could offer 5 per cent.? It only needs the right men in the right places.

I am positive—and I can name other businessmen, who are also positive—that such a scheme, with about £2,000,000 to back it, would build about 7,000 houses for a start, and earn the necessary 5 per cent. interest which the financial interests will demand.

Prove this in Fiji, and another £2,000,000 would be easy to obtain in a year or two.

What about it, Government?

EDITORIAL NOTE—And even if it does not return 5 per cent. it still is worthy of Governmental backing.



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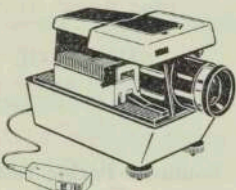
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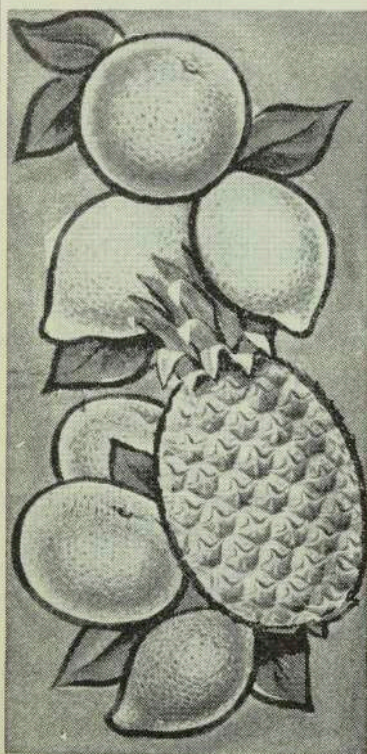
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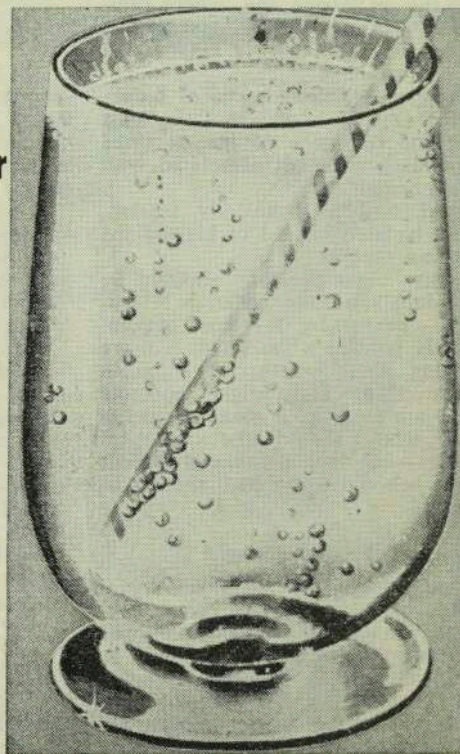
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The scene at the inaugural session of the New Guinea Council in April. Administration heads, led by the Governor, are at the far end, with distinguished visitors on the right. —KVR photo

INDONESIA'S EGGS ARE NOW SCRAMBLED

From a Hollandia Correspondent

As predicted, April saw the old war over possession of West New Guinea heating up. President Soekarno visited Washington for talks with President Kennedy; and Indonesia's Army Chief of Staff, General Abdul Basution, visited Canberra for talks with Australian Prime Minister Menzies. It all added fuel to the fire.

THE Indonesians reiterated the foundation of their claim to West New Guinea—the influences that the Dutch had in that part of the world 300 or 400 years ago. They agreed their claim was not a legal one, but political and historic. It they were always quick to add that they made no claim to the Portuguese half of Timor, the Australian half of NG or the British half of Borneo, no matter what Indonesian politicians may have been doing in the European past.

Those who appear now to be turning a more favourable eye on Indo-

nesia's claim are, in any event, blind to another event of April—the first step towards the independence of NNG. Independence may sound ridiculous in connection with NNG, but as a famous politician once said, scrambled eggs are almost impossible to unscramble.

Scrambled Eggs

Indonesia's eggs in West NG appear to have been impossibly scrambled by the setting up of the New Guinea Council, and whatever motives might be attributed to the Dutch for doing this, it is going to be very difficult for nations who have pinned their faith in an anti-colonial policy to fly in the face of the result.

The Dutch in NNG have deliberately inculcated the idea of self-determination—just as the Australians are deliberately planting the same seeds in their part of NG. The simple act of inaugurating the Council has given point to this Dutch policy and anyone doubting how the NNG natives are taking it, should read some of the statements made at the inaugural meeting in April.

Mr. N. Jouwe, an elected member from Hollandia, made the point that the political development of the Territory was "well in advance" of its economic and cultural development.

Papuans hoped that the Nether-

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nds Government would devote its
ne to building up these other needs.
He added: "We should stimulate
e investment of foreign capital
ere necessary, by giving guarantees.

"Higher Education"

"We must also keep pressing the
overnment to enable talented chil-
en to receive higher education at
e expense of the Government. It is
ecessary right now to enable as many
apuans as possible to receive
ondary education, not only in NNG
t also in the Netherlands. Other-
se there might be a dangerous gap
eparating the political advance from
onomic, educative and cultural
lds.

"This situation might also carry the
nger of the inhabitants of this Terri-
ry being compelled to take up in-
ernational begging, and we Papuans
ve been able to look around us and
e how dangerous this can be.

"Certain international political
arters regard the presence of the
atch as a continuation of colonial-
n. We Papuans now possess proof
sitive that this is not the case, and
e are pleased that other countries
e today in a position to satisfy
emselves of this fact.

"Therefore we Papuans feel dis-
pointed and aggrieved that the
ited States, which calls itself the
ampion of democracy and the right
self-determination, and in which
untry we peoples of the Pacific
ve always placed much confidence,
not represented on this occasion.
e do hope, however, to be in a
sition in the near future to per-
ually convince also the United
ates."

Read between the lines, please. Mr.
awe is not worrying about Indo-
ia—he is concerned with NNG—
h nationalism.

Another Papuan member, Mr.
rman Womsiwor (who is an
ointed member to represent pri-
e enterprise) warned that material
lfare was a subject of high interest
d would doubtless be of great im-
portance during the discussions in the
w Guinea Council.

"History Not Kind"

"Nobody will claim that history and
ure have been too kind to my
ople and a certain impatience to
ch a better standard of living will
ve to be understood by those who
re luckier in this respect," he said.
He added that the natural resources
NNG, as far as was known, were
overwhelming, with the exception
the timber industry. Lack of cap-
ital, trained manpower, transport and
per roads had meant that the

potential timber riches had not been
exploited, and part of the reason for
this was the adverse opinions of some
countries which made foreign in-
vestors in NNG hesitant.

But, he said, there were indications
that international private business,
looking for new ventures, was becom-
ing more confident about NNG.

Government research might also
soon produce results. There was a
big rubber planting project, and com-
munity cocoa plans, which were very
favourable. Big scale geological ex-
plorations would start this year, and
other exports, such as nutmeg, copra
and even cocoa, were showing a
steady progress.

Mr. Womsiwor recommended the
government investigate international
development programmes, such as the
United Nations Special Fund and the
many opportunities for receiving extra
technical assistance.

An Experiment?

The elected member for Hollandia
city, Dr. O. J. de Rijke, a Hollandia
lawyer, said some people considered
the inauguration of the New Guinea
Council too hurried a step, estab-
lished because of external political
factors. They had some reserve over
its establishment.

"This would not seem to be com-
pletely unfounded," he said, "because



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a political development which is not deeply rooted in an economic and cultural soil might prove unable to stand the forces of the wind, and especially of a storm springing up from the west."

Dr. Rijke said that it was, however, only seldom allowed to man to create something great at a pace which would best suit the purpose. It was inevitable that perfection might be forced to give way to utility, and seen in this light there should be appreciation rather than scepticism over the establishment of the Council.

If the experiment should fail the responsibility of Council members would be very heavy, as the failure would encourage those who tried to make the world believe that by establishing the Council the Netherlands Government intended a mockery

Colonial Designs

It was, he said, a fact that "nothing can be undertaken in this territory without colonial designs being imputed to it".

It was true that the Netherlands was little appreciated for its work in NNG. This was due to the fact that Indonesia had advanced its claims to the territory in an increasingly louder voice, based on ever poorer arguments. But that portion of the NNG native population which was conscious of what was going on, was



Those who saw Hollandia during the war wouldn't recognise it now. This aerial picture gives an idea of growth. The block of buildings in the centre of the picture is the Governor's palace. —KVR photo

grateful to the Netherlands for its having been unwilling "to yield to pressure which has gradually become almost unbearable".

Dr. Rijke added:

"First, the solemnly established Netherlands-Indonesian Union was unilaterally denounced. Next all

Dutch interests were confiscated without any compensation. Thereupon a Dutch nationals were forced to leave Indonesia in a hurry, the native country of many of them. And finally all diplomatic relations were severed.

"These developments altogether have cost the Netherlands nation billions of guilders, but nevertheless the Government has quietly proceeded on its way."

There was more to all this than mere words. There is nationalism taken seed in NNG, and before long it will have grown so quickly that an attack on NNG from outside will immediately be looked upon by the Western world as an attack on a emerging nation.

The Netherlands State Secretary for Home Affairs, Dr. Th. H. Boer, in his address to the inaugural Council, said he was aware of the difficulties of mental development in NNG. It was a fact that the progress of political as well as economic and technical development proceeded at a more rapid pace than the process of human adjustment. However, a firm condition for all development was the will to help oneself.

Independence When?

He continued:

"In the light of this essential temporary nature of the Netherlands administration in New Guinea I now formally invite you—as the Netherlands Government already announced in the autumn of 1960, in the Netherlands States General—that you no later than one year from today make

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known to the Government, and discuss in a way to be determined later, our views as to the manner in which and the possible desirability of fixing a term within which your right of self-determination is to be realised.

"This should take place against the background of the ten-year plan drawn up by the Government, showing the consequences for the economic, social and cultural build-up of your country."

Dr. Bot said that Netherlands knew it would be difficult to receive a detailed reply on such a complex matter, but the Government expected to get at least a provisional answer—such as the question of what were the minimum conditions the Council wanted.

Dr. Bot said the ten-year plan was meant to be a target date for self-determination, but it was "essential" to the Netherlands Government that self-determination, in spirit and in the letter of the United Nations, be achieved at a set date.

Constitutional Revision

A further revision of the Constitution, the main outlines of which would shortly be presented for the Council's consideration, would reflect

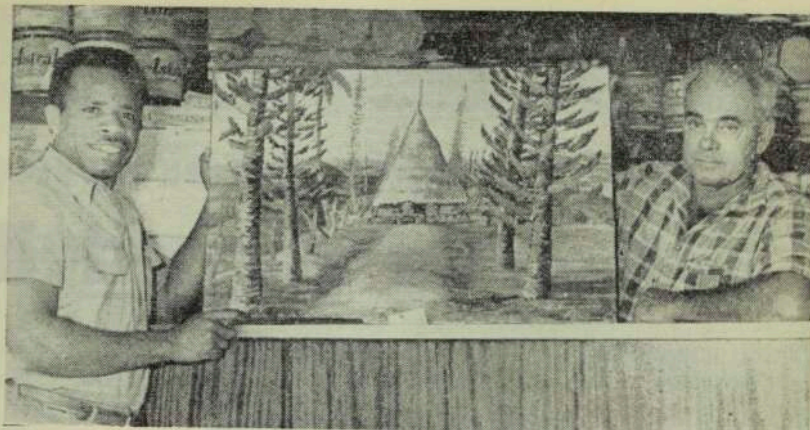
He said that "it might be conceived" that in the near future an executive council would be instituted, most of whose members would be natives.

Dr. Bot said that the Council could bear in mind that not only Nans themselves, plus the Netherlands Government, but also foreign operation was indispensable for G's future.

If no appropriate measures are taken in time for the anchoring, in the international field, of your future independence and co-operation in the place with your natural partners, your future will be uncertain," he

Dr. Bot added that the Netherlands believed it was entitled "to the continued respect and the active support of all nations who really are concerned with the right of self-determination and progress of all people, not only in speech but also in action."

On April 24 the full session of the Council came up with its interim report—that it wanted the Dutch to remain in NNG until self-determination; that meanwhile the Dutch Government was "no longer free" to modify NNG's status without prior consent of the Council. It was put in the form of a resolution and adopted unanimously.



He's Painting His Clouds With Silver

From Fred Dunn, in Noumea

New Caledonian native artist David Diake is now in the money.

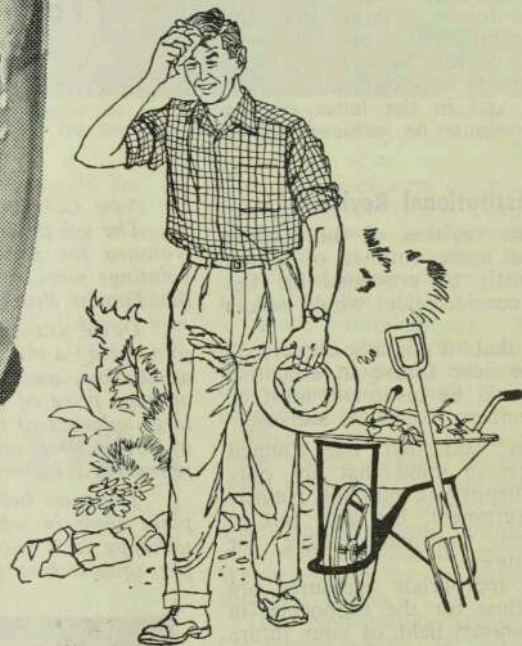
The oil painting he is displaying in the top picture was sold recently in Noumea for £A90—and a number of others went for lesser sums. The paintings were displayed in a Noumea paint shop, and the sales handled by the Tourist Bureau.

David comes from the east coast coffee centre of Canala, and was for some years a native pastor. He was educated at the Protestant mission school at Doneva, and when "PIM" first reported on him (May, 1958, p. 19) the average price of his paintings was about £A7. David who doesn't go in for large splashes of colour, began painting without having had any lessons. One of the earlier samples of his work, a New Caledonian village scene, is reproduced below.

The man behind the counter in the top photograph is the owner of the paint shop in which David displayed his recent work. If he looks a little unhappy it is because, as a painter and decorator, he gets considerably less per square foot for his paintwork than David does.



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*Pacific Islands
Monthly*

MAGAZINE SECTION

The Mysterious Spoof Of "Captain Lawson"

By a Staff Writer

Ever hear of the moolah—the Papuan tiger? Or Mt. Hercules, 32,000 ft. Papuan peak? They are the creations of Captain J. A. Lawson who wrote *Wanderings in the Interior of New Guinea*, published by Chapman and Hall, London in 1875, and thereby created a mystery that has remained unsolved for 86 years.

Today no one is able to positively identify the mysterious Captain; nor to decide whether the publication of this book was a deliberate spoof, perpetrated with the connivance of the publishers. Or whether the author was an opportunist trying to cash in on the great interest there was, at that period, in strange explorations.

THE publishers of the book, a reputable firm, gave it all the marks of authenticity with a coloured production of "Mt. Hercules", as a frontispiece, and with a folding map of the back marked with dates, latitudes, rivers, mountains and comments. The book is a collector's piece but copies turn up with reasonable frequency and it is not yet officially regarded as "scarce".

In 1880 Lawson published another book called *The Wandering Naturalist—A Story of Adventure*. This is "scarce", and probably non-existent. The Mitchell Library in Sydney has one, and it is believed that the only known copy was destroyed in London during the blitz.

The RM's Father

The story of Lawson with the perennial question that he and his mythical wanderings pose, has been refreshed at intervals since 1875. Within the last few months, Mr. Walter W. Stone, of the Book Collectors' Society of Australia, has written at some length on the subject in the newssheet of the Society, and in asking who Captain Lawson was, pieces together a summary of the source of most that has been published on the mystery of him and his books.

Mr. Stone writes:

"My interest in the book was first aroused some years ago when, in consultation with a retired New Guinea magistrate, Mr. Armit, the talk turned to books about that country. He mentioned "Captain Lawson" and his *Wanderings in New Guinea* and said it had been written by his father—a leg-pull—and with the connivance of the publishers. I did not

follow the matter up as I had not read the book at the time but shortly afterwards, on acquiring a copy, found that it belonged to the "Imaginary Travels" section.

"The narrative, which begins in Sydney, where the urge to explore New Guinea first overtook Lawson, was perfectly straightforward and unadorned with fanciful language. He



A Letter To The Editors

Gentlemen: Enclosed is my cheque for renewal of my subscription. I also enclose a print of a photo I made back in December, 1943. We were circling over Rabaul Harbour on one of our many raids up that way, and I shot the picture from the window of our B-24 bomber. Rabaul was pretty well beat up by the time this picture was taken. I imagine that it is an entirely different looking place these days; and I would certainly like to take a trip back through that part of the Pacific. Maybe, someday.

Yours sincerely,

Wm. T. Dunn.

Acme Photo Service Inc.,
Ocean Springs, Missouri.

did let himself go when he described the snow near the top of Mount Hercules as 'being arranged in all manner of fantastic patterns, like the frosting on top of a gigantic bride-cake'.

"His fight with a moolah, the Papuan tiger (unseen since 1872 when Lawson 'killed one with a lucky dagger thrust') is reminiscent of Jack Harkaway at his best and is told with that hero's usual restraint.

"Of his assistants and porters on his trip, all coloured men, only two survived. Aboo, the Papuan, was paid off on reaching his native village. Billy, an Australian aborigine, disgusted Lawson during the latter's protracted dysentery attack of two months duration, by avoiding his master who heard that 'he was almost constantly in a state of beastly intoxication'. Lawson so far forgave Billy as to pay his fare back to Sydney."

Mr. Stone goes on to refer to articles in the *Sydney Sunday Herald*, in 1953, in which the question of the authorship of the book was raised and for which Miss Mander Jones, then Mitchell Librarian, had compiled a list of references to the Captain and his book, dating from 1875.

What They Said

Here they are, in brief:

Geographical Magazine, Vol. 2, 1875: This journal took the book as gospel and stated: "We understand that the author brought back to England several trophies of the chase, and we trust that he will be persuaded to exhibit them and read a paper at an early meeting of the Royal Geographical Society".

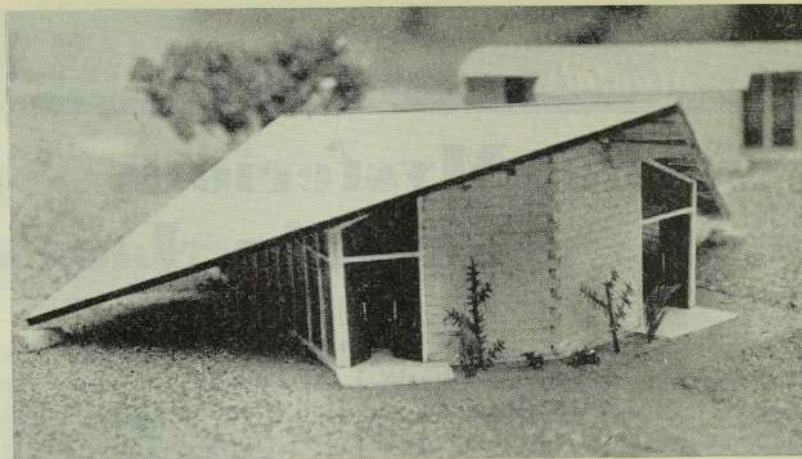
The Times, in reviewing the book at the same period, was of the opinion that "the work appears to be an imaginary account."

The Athenaeum, in its review, April 17, 1875, did not believe it either. Their reviewer asserted that, according to the Admiralty Charts, the spot assigned to Houtree, the Papuan village Lawson said he used as a base, would be situated in the sea.

To this Lawson came smartly back, in the issue of May 1, saying that the Admiralty had never made an accurate chart of Papua, anyhow (an assertion that is still true of many parts of P-NG and adjacent waters in 1961).

The Athenaeum was not to be put off. It challenged Lawson to produce the moolah skin. Lawson replied, still on the offensive, but ignored any reference to Papuan tigers and their skins.

Captain John Moresby, RN, who had been in New Guinea waters in



Court House With The Kite Shape

The strange looking building in the accompanying photograph is an architect's model of the new Court House to be erected at Popondetta, in Papua.

The design is based on the traditional "long house" of Papua—although most of the long-houses were found in the Western part of Papua and not so much in the Northern District of which Popondetta is headquarters.

The Popondetta Court House will be a prototype for a number of others to be erected all over the Territory.

A feature of this building is what they call a kite-shaped roof, which can be seen quite clearly in the photograph. The roof will be of galvanised iron, the two end walls of cement bricks and the long side walls will consist of alternate panels of plywood and coloured enamel louvres.

1873 (a year after Captain Lawson's alleged adventures), then weighed in with his two cent's worth—and Lawson rebuked him for his disbelief but paid tribute to Moresby's discoveries as "equal to his own".

The next reference to Captain Lawson does not appear for many years. Then, in the September, 1905, issue of an English journal called *Notes and Queries*, an Edward Smith went on record claiming that he had discovered the author of *Wanderings in New Guinea*—a Huntingdonshire cripple who, "unable to compete fairly in life with other young men, dabbled in books when not wandering about with his gun".

Mr. E. A. Petherick, a noted collector of Australianiana, saw this item and asked Smith through the columns of

Notes and Queries for the name of the cripple. The reply is not recorded although Petherick wrote at the time that he had laughed heartily with Fred Chapman, of the publishing firm, at those who had taken *Wanderings* seriously, and added: "I have note that someone said the author was a Lieutenant Robert Armit."

In November, 1951, in *Monthly Magazine*, published in Queensland the Rev. William H. Macfarlane, who had been a missionary in the Torres Strait Islands for many years, wrote that, at the end of 1933, when he was visiting Port Moresby, he had met a government official who hailed originally from Cooktown. He had happened to mention *Wanderings in New Guinea* and the government official had laughed. "My father was the author," he said. "He wrote it for a joke—someone bet him he couldn't produce a fictitious travel book that would take in English readers." (Miss Jones wrote to Mr. Macfarlane asking for the name of the Government official, but he replied that he could not remember it.)

After the *Sydney Sunday Herald* articles in 1953, Mr. Stanley Greenland, pre-war Inspector of the Papuan Native Affairs Department wrote to say that he understood that Lawson, whoever he was, wrote the book for a £100 wager made in the London club.

That is as far as Miss Jones' notions went—although it is perhaps worthwhile recording that in a small booklet called *Explorations in New Guinea*, issued by Oxford University Press and reviewed in *PIM* a couple of years ago, Lawson is lumped with "cunning people" who wrote fictitious explorations from Europe hoping to make money. They say his identity was never known.

(Continued on p. 97)

The worst hurricane in Tonga within living memory, in March devastated the Vavau and Haapai groups, killing two people and injuring a dozen others, wiping out large areas of food crops and coconuts and promising the islanders a lean time in the next 18 months. The worst hit was Vavau, where in the town of Neiafu more than half of nearly 500 houses were completely demolished. And it is from Vavau that comes this personal story of what the hurricane meant for one American woman, her Scots doctor husband, and children, and 143 Tongan villagers. Mrs. Matheson (seen at right with Dr. Matheson on a hill overlooking Vavau harbour) is well known as writer Patricia Ledyard, author of "Friendly Island".



The Night We Had 143 Visitors

By Patricia Matheson

For the past 12 years, my husband and I have lived in the little village of 'Utulei on Vavau harbour. Here, in our white house on the cape, our daughter Tami was born about eight and a half years ago. Up the hill in the village about the same time was born her little Tongan friend, Topou, who for over a year now has been the fourth member of our household.

those 12 years, both our home and 'Utulei has seen many changes. Working as our own carpenters, painters, plumbers, etc., we had, with occasional help from the villagers, managed to turn a ramshackle shell of a house into what, for purposes, was a perfect dwelling. In addition to the main house, there was a one-room school building where, each morning, I did lessons with the girls. Close beside it was my study where I kept my typewriter, reference books, and whatever writing I was doing at the time. The back of the house was a workshop which housed my husband's

and seedlings; for both the girls and myself were interested in gardening.

While our house was a-building, 'Utulei, too, was undergoing changes. The untidy looking bush had been cut back and, largely through the efforts of the local women's committee, improvements had been made in the individual apais until each one of the 200 people in our village had a clean and decent place to live.

A Garden Village

I found that plenty of my neighbours shared my enthusiasm for gardening, so most houses were, like ours, surrounded by flowering shrubs and trees. When at the end of last year, the annual village inspections, under the charge of AMO Ma'afu,

gave 'Utulei top place among the villages of Vavau, we shared the pride and happiness of all the 'Utulei people.

And so we came to the night of March 15.

On that night, it was dark and windy, so soon after dinner the four of us went into the library and settled down for an evening of reading.

A hurricane warning was already out, but we did not know of it. The villagers, coming home from Neiafu, seeing our library light, supposed we would get the news on our radio and did not bother to tell us.

For some reason, we had not turned the radio on—so we tucked the girls into bed and eventually went to sleep ourselves, still totally ignorant of what was coming our way.

Sometime in the early hours, we were awakened by the howling of the wind and the restless sound of the sea and being unable to sleep again, we got up and made a cup of tea and talked until dawn.

Then I went outside and discovered that an abnormally high tide had sent the sea over the sea wall at the side of our house. Water was swirling around the frangipani trees at the fence line and waves were breaking into the garden and reaching my treasured hibiscus.

By that time, I was finding it hard to stand up against the wind. I realised we could not have school down at our little school house so, getting

a big plastic bag, I tumbled all the school books and papers into it and ran into the main house.

His Roof Was Going

Shortly after breakfast, one of the village men came asking for nails with which to fasten down his roof. From him we learned for the first time that there was a hurricane warning out.

As the sea was too rough and the wind too high for my husband to make his usual daily trip across the harbour to Neiafu hospital, he began to nail up our windows and I took the girls into the dining room and began school.

Half-way through arithmetic, tree branches started banging against the house and the roof above our heads shook with what sounded like a thousand cannon balls, but was, in reality, all our avocado crop which the wind had stripped from the tree and flung against the house.

The girls were beginning to be frightened by the noise, our young house girl who had come in earlier, had commenced to cry, so I gave up school and took the three of them off to my bedroom where I found a jigsaw puzzle and set them to working it.

My husband was looking out the front window to the beach where our boat, and one belonging to the 'Utulei church, were pulled up right to the fence to be safely out of the reach

of any high tide. As we watched, the wind lifted the church boat—a heavy 16-foot dinghy, and carried it over our boat, as lightly as if it had been a piece of paper. It came to rest with one side leaning so heavily against our boat that we feared another gust of wind might make the two smash against each other.

The front door had been boarded up so we ran round through the back and down to the beach where, after a few moments tugging, we managed to separate the boats. We might have spared ourselves the trouble. When next we looked out, both boats had disappeared. (We found them after the storm, in several hundred pieces!)

The Family Comes

We had not been long back in the house when our neighbour who'd borrowed the nails, came to ask if he could come and bring his family. While he was on his roof, trying to nail it down, he'd seen that the walls were starting to collapse and had screamed to his family inside the house to jump out.

Just in time, his mother-in-law, his wife and their five children all leapt from a window and he jumped from the roof. They ran to the church, but had no more than reached it when it, too, began to collapse.

We brought them in and I found warm clothes for the children, who were soaking wet and shivering with cold and fright.

Shortly afterwards, our kitchen door opened again and another family whose house had collapsed came to ask for shelter. It was then about 11 o'clock and we heard from our radio that the centre of the storm was due to pass over Vavau about noon.

By the time it had passed, our door had opened many times and had let in 143 of the 200 people who live in our village. (Of the rest some crowded into a tiny Tongan house which stood throughout the storm and the others spent the time sheltering in water tanks).

The House Suffers

Some of the people carried sewing machines, primus stoves, Bibles and other precious possessions, but most of them came with nothing but the soaking windtorn clothes that covered them.

Accommodating so many unexpected guests was somewhat of a problem particularly as our own house had, by then, suffered considerably.

In the noise and confusion of the storm, we could not know exactly

(Continued on p. 93)

Yesterday

The Balkan situation was bad, British resistance in the Western Desert was slowing up the German advance through Libya, British and American newspapers were featuring stories of the resistance against overwhelming odds being put up by Australian and NZ troops in Greece—that was the war picture 20 years ago this month.

At the same time, these were the main events in the South Pacific, according to "PIM" of May, 1941:

In Wau, New Guinea, the strike of European miners employed by New Guinea Goldfields Ltd. against their working conditions was about to collapse. Earlier attempts to settle it by the Administrator, Sir Walter McNicoll, who had made a personal trip to Wau, had failed.

Governor-General Richard Brunot, special envoy of General de Gaulle to the French possessions in the Pacific, had arrived in Noumea after visiting NZ. A correspondent reported his visit had greatly improved the spirits of the French people, who had been fighting their own battle in the Pacific against the last remnants of the Vichy forces.

Five months after the South Pacific Copra Conference had sat in Sydney to consider the whole position of the Pacific copra industry and the effects on it of the war, there were still no details made available to the ordinary planters, who were now shouting for information. And worse, nobody had done anything about putting the provisions into operation.

"It is expected," said "PIM", "that work will commence soon on the electric lighting of Port Vila by the Unelco Company of Noumea. This work has been temporarily retarded because of the war".

West Samoa had a new graduated salary tax, and the Administration was busily stressing that the new taxes would be borne by those "most able to meet them". A correspondent said that considering the present economic condition of West Samoa, which was the result of restricted exports, it was doubtful whether the Government would get as much out of the new taxes as it expected.

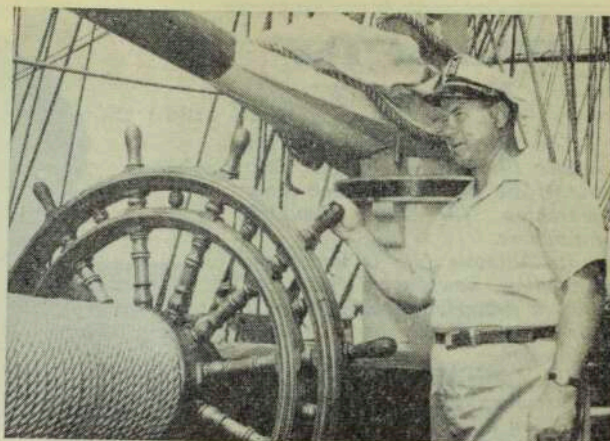
Eighteen people were reported missing from the nine ton Fijian launch Rogovoka wrecked between Vanua Levu and Viti Levu. One survivor, John Miller, swam and drifted 25 miles to Vanua Levu with the news of the tragedy.

Norfolk Was Once Busy

A hundred years ago Norfolk Island did a regular trade with Auckland where today there is hardly any sea connection.

This extract from the shipping columns of the NZ Herald of 1865 was typical: Arrived September 7, cutter *Lapwing*, 34 tons, Captain Edwards, with 52 casks black oil, 20 casks pork, 20 hides, 3 cases butter, 2 cases cheese, 8,000 pines, 500 plants, 2 cases tallow, 8 casks beef, 20 bunches bananas, 60 fowls, 1 case curiosities, 10 bags potatoes, 4 pieces coral, and the following passengers: A. Quintall, F. Hobbs, B. Christian, J. Evans, F. Bates, and J. Robinson.

The master reported that the Mission schooner *Southern Cross* (No. 2) with Bishop Patten aboard, had sailed from Norfolk for the Feejees while *Lapwing* was loading. The whaling barque *Adeline Gibbs* was operating off the island.



There's a new captain in the "Bounty"—and a new "Bounty", too. Captain Ellsworth Coggins (above) is successor to Bligh and Christian in MGM's specially built "Bounty", seen here under sail.
—Studio Mackenzie

THE BOUNTY SAILS AGAIN

By Frank Ryland

A new captain paces the deck of the *Bounty* as it sails around Matavai Bay, Papeete, where Captain Bligh spent five months 12 years ago, just before the mutiny.

It is Captain Ellsworth Coggins, from Halifax, Nova Scotia. It's where MGM studios last year had a replica of Bligh's famous *Bounty* built at a cost of more than half million dollars.

Captain Coggins and his crew clocked a year or two off Captain Bligh's time in getting the *Bounty* from the Atlantic to Tahiti. They went through the Panama Canal to Tahiti in their 480 ton ship in a matter of 33 days.

The voyage, with its crew of 21 Canadians and one American, was eventful save for a minor fire aboard, said Captain Coggins. Then, an apparent after thought, "and a couple of 70 miles-per-hour breezes". On a visit from Sydney in April, he was invited aboard the *Bounty* when it was tied up at the Papeete wharf for shooting scenes off Point Venus.

On deck I stepped back into the 19th century on a ship containing 400,000 board feet of timber. It is the real thing, with masts

that carry the beauty of 10,000 square feet of canvas.

10 Miles of Rope

There is 10 miles of various ropes aboard, nearly 200 double and single rigging blocks, and hundreds of belaying pins. In fancy, one might hear Bligh bark: "You'll hang for this Mr. Christian".

Captain Coggins invited me down below.

We descended a dozen steps down the companionway—and entered the 20th century!

Above decks had been the beauty of tall masts and rigging and the nostalgia of a bygone day, but below, all the efficiency and tinsel of Hollywood.

All the cabins are air-conditioned! There is radio and radar, and all the latest navigational aids.

Still further below are two 200 hp diesel engines that move the new *Bounty* along at about 10 knots, sail or no sail.

Of course there have been the

times—for the film's sake—when the vessel has had to be purposely becalmed.

Then cursing British salts have had to lower the boats, and bend their backs as they pretended to pull the *Bounty* out of the doldrums.

Down below in the skipper's comfortable cabin there is only one picture on the walls.

It is a framed picture of His Majesty's ship *Bounty* in full sail.

Captain Coggins, a former commander in the Canadian Royal Navy, is serving 12 months on the *Bounty*.

He is looking forward to returning home shortly to Dartmouth, Nova Scotia.

"Monotonous"

"It gets very monotonous here," he said.

"There's very little entertainment, and the crew are bored most of the time."

He recalled that the night before they had screened movies down below.

I asked him what the film was.

"*Mutiny on the Bounty*," he replied with a smile. "The original one—

Whither The Bounty ?

The "Bounty" will shortly get a face lift and be changed, into the frigate "Pandora", which came searching for the "Bounty" mutineers.

Its ultimate fate is uncertain. Canadian newspapers want to start a subscription list to buy it for Nova Scotia as a tourist attraction.

In April, the New Zealand Government was reported to have made an offer for the vessel.

The NSW State Government is also stated to be interested in its purchase.

Whatever happens to her eventually, there is a good chance that before she is finally disposed of by MGM she may be sailed around the world as a publicity stunt for the film.

with Charles Laughton as Bligh, and Clark Gable as Fletcher Christian."

Captain Coggins felt that Bligh had been painted as too much of a villain.

"He was really a fine captain, and the mutiny was inevitable—it would have happened under anybody else," he told me.

"I have read Bligh's logs, and read most that has been written about him.

"I have a great admiration for Bligh. I think he did the best he could, and that he even had consideration for his men in the circumstances."

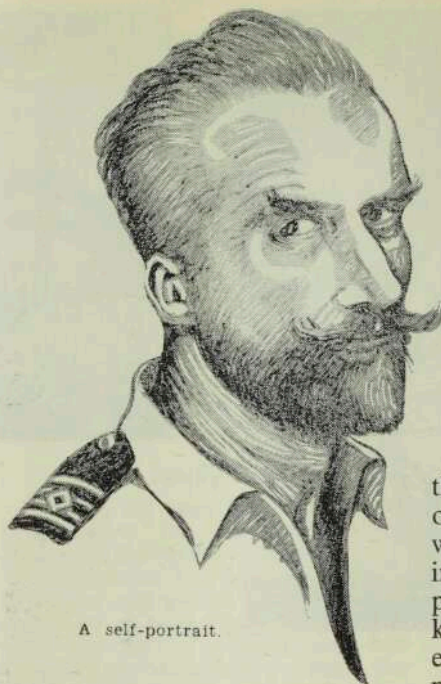
The *Bounty* is such a surprise as it ties up each evening at Papeete that there are always swarms of visitors ready and willing to clamber up the single board gangway and look her over. One gathers that they are something of a trial for those aboard, because of the questions they ask.

Most of Captain Coggins' crew come from Nova Scotia.

None of them has been allowed to have a haircut for five months, hence their long hair.

The *Bounty* is dwarfed when the New Zealand liner *Ruahine* is tied up alongside. Still more when the big French vessel *Tahiti* is berthed.

Perhaps a stranger contrast still is to be seen every Saturday morning, as TEAL's incoming *Electra* circles over the *Bounty*, before gliding in for a landing on the new 11,000 feet strip where 172 years ago, Captain Bligh anchored in Matavai Bay.



A self-portrait.

Profile Of A Profilist

By Marie Hill

"You'll like Captain Hilder," they told me at the shipping office. "He's an artist". But I wasn't much interested in hearing about artists. My Sydney practice as an anaesthetist had kept me occupied to the point of exhaustion, and what I wanted now was a holiday.

A friend fixed me up for a voyage as ship's surgeon in the *Malaita*, which does the New Guinea islands run from Sydney, and now, it seemed, I was to be faced with a long-haired, aesthetic, opinionated, artist-cum-Captain!

I WAS wrong. Captain Hilder wasn't like that. Once we were at sea, the grey anonymous passengers around the captain's table emerged as colourful individuals of agreeable diversity, and in several cases, of distinguished attainment. There was a geologist, a scientist, an engineer, a planter and a couple of cheerful missionaries. It was a kind of South Pacific brains trust, and at the head of the table co-ordinating this highly intelligent group, and unhesitatingly recognised as an equal in their several fields, was Captain Brett Hilder.

There were stimulating discussions on subjects I had often dismissed as boring, wrongly it turned out—subjects ranging through all the sciences, language, history and religion to current affairs.

Father an Artist

Brett Hilder was born in Sydney in 1911, the younger son of J. J. Hilder, a well-known Australian water colour artist, who died at the age of 34 when his son was only five. His widow had a struggle to bring up her two boys, and Brett had an indifferent education to Intermediate Certificate standard at Cleveland Boys' High School, Sydney, and went to sea at the age of 16.

Navigation was his primary

objective because he had become interested in astronomy at school and probably devoted more time to it than he should have.

His marine examinations appeared to have given him no problems, for he gained his tickets in less than average time and even the Extra Master's Certificate was achieved without any formal lectures or coaching. This was regarded as unique.

He married at 21; at the age of 27 he was in command of his own ship and his habit of study continued to develop during his next years of command. Until this day he spends very little time on reading fiction—it is always something heavier. He gradually became an expert on the Pacific, as he made his own plans for anchorages and charted sections of coastline himself to fill in the gaps in the maps.

He has amassed a considerable contribution to the hydrography of the South Pacific, with his charts incorporated into the maps issued by the Admiralty. In 1957, a small group of islands was named the Hilder Group after him.

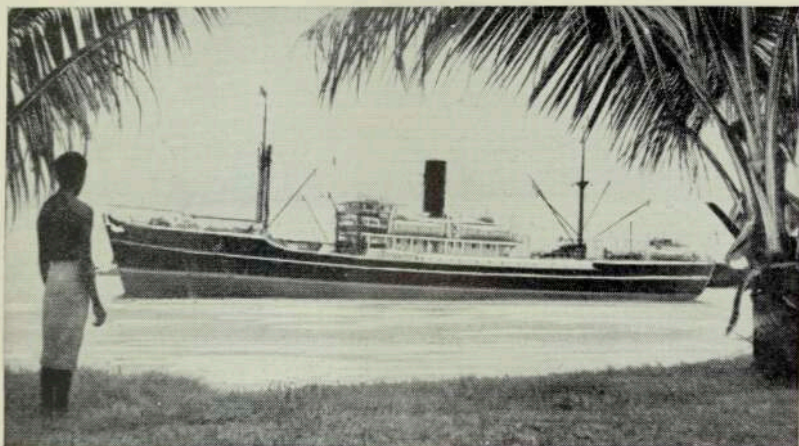
When World War II began he became instructor in navigation in the Royal Australian Air Force. In characteristic fashion he began to in-

(Continued on p. 95)

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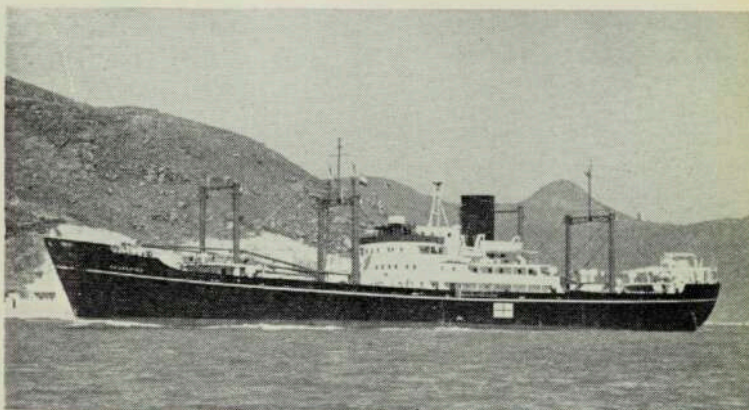
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THE MONTH'S NEW READING

WITH JUDY TUDOR

How Ohio Saved Malta

There must be no part of the Second World War that has escaped the attention of book writers—and still the stories come. Yet, and in spite of the assorted skills of the authors, few are ever boring or lack interest. "Malta Convoy", by Peter Shankland and Anthony Hunter, does nothing to break that record.

HANKLAND was a Lieutenant RNVR in HMS *Speedy*, which played a conspicuous part in the latter stages of Operation Pedestal; and Hunter was a Spitfire pilot. With this background, they have produced a story about the last and the most vital of the Malta convoys that is as compelling as a thriller.

By August, 1942, the besieged island of Malta was reckoned to have three weeks of life left. It was a simple calculation based on three commodities—flour, oil and ammunition. Without oil for aircraft and ships, Malta could no longer be a thorn in the side of Axis forces in their North African campaigns; without food, the island could not stay in the fight at all.

The convoy of June, 1942, had been a disastrous failure, and there was grave doubt in the minds of those directing the Allied war effort whether there was any point in attempting to supply Malta further.

Finally it was decided to try a throw of the dice during the loneliest period of the month of August. This was Operation Pedestal.

On August 10, a convoy of 14 merchantmen, protected by two battleships, four aircraft carriers, 12 cruisers, 40 destroyers and eight submarines passed through the Straits of Gibraltar, heading for Malta.

And, in the midst of the armada, was the crux of the whole mission—the oil tanker *Ohio*, borrowed from the Americans because it was then the only tanker in the world capable of sailing at speed in that company. Her crew was British.

Ohio and the oil that she carried could not get through, Malta must surrender, and *Ohio* therefore becomes the sometimes flighty heroine of the story.

The Axis High Command was as aware as the Allies of *Ohio's* role, the vital part she and the convoy

played in their war. Every effort was therefore made to destroy her and for three days and nights every trick they had was directed at her, and every new fangled bomb, torpedo and shell was thrown her way.

Seventy miles from port in Valetta, *Ohio* was engineless, rudderless, holed and waterlogged aft, cut almost in half and held together only by her bottom plates. Paint was scorched and blackened where fire had taken hold, and a broken German bomber lay on her forepeak, one of its wings wrapped around the side of the bridge. Freeboard had shrunk to a couple of feet, and her crew was dazed and red eyed from lack of sleep.

At that stage three of the food ships had got through, and the Navy's attentions were directed to getting *Ohio* home. They tried towing her, but to no avail, and *Ohio* was abandoned by her crew twice—and twice reboarded.

The Navy then tried various combinations of towing and pushing, with

a destroyer lashed to one side of her; and finally settled down to some success with destroyers *Penn* and *Bramham*, supporting her on each side, acting as a splint to her cracks. In a combined effort, they nudged her along at four knots.

Like all heroines in the best regulated stories, *Ohio* made it at last—only to expire and sink as the last of her oil was pumped ashore alongside Valetta docks.

(MALTA CONVOY. Published by Wm. Collins Ltd. 22/6.)

The Case Of Mason Versus Burr

Television has some shocking impacts on modern life. Before TV came to this country and I read about Perry Mason only, in Erle Stanley Gardner's books, I always saw him as a tall, suave George Sanders type, plus a toothbrush moustache; his confidential secretary, Della Street, as a clued-up, sophisticated blonde; and Paul Drake, of the Drake Detective Agency, as the typical American private-eye.

I THOUGHT Paul probably put his feet on his desk, chewed cigars and wore a hat on the back of his head, indoors and out.

Now I know better. I see them all in the flesh, each Tuesday night, 8.30 to 9.30, all mixed up with invisible hair lacquer (it "nourishes the hair with lanolin esters"); and pressure-pak insecticide ("if you know a good thing, stick to it").

After the nightly TV report from the Sydney Weather Bureau, it is my favourite programme and through it I know that Perry is wide rather

LIFE IN A TEA GARDEN

There is a certain elusive charm about Rumer Godden's "Thus Far and No Further"—although people who like their i's dotted and their t's crossed will probably be irritated by the fact that it is about as endless, beginningless and formless as one of the clouds on one of her Himalayan peaks.

UNDER the title of *Rungli-Rungliot*, the book (a "distillation" from her private diary) was first published in 1946. Both titles mean the same thing.

The whole action of the book—if you could call it action—takes place on a tea estate on a spur of the Himalayas near Darjeeling, but why Rumer is there, the reader has to work out

for himself. She may have been running away from her husband (she had her two infant daughters with her); or from the war (one feels instinctively that she is agin' war in any shape or form). Or maybe she was just a poor mixed up kid at the time.

Whether the few months in the North Bengal mountains straightened her out, it would be hard to tell—this is an exercise in delicate prose and it would be foolhardy to take it in any other way.

Nonetheless, it still manages to give an excellent account of pre-Independence life on an isolated tea estate that peeped into both Nepal and Sikkim.

(THUS FAR AND NO FURTHER. Published by Macmillan. 25/-.)

than tall—about three feet across the shoulders; has a Mona Lisa smile, never defends anyone who could possibly be guilty; and looks exactly like one-time, bit-part movie actor Raymond Burr.

Della, far from being a glamorous blonde, is brunette; and is kind-hearted rather than sophisticated. While Paul is a great hunk of blond man, who keeps his feet on the ground and never wears a hat.

All of it makes for good mid-week entertainment; the conflict begins when annual or bi-annual efforts of Mr. Gardner himself come along to confuse the issue—as now, in *The Case of the Glamorous Ghost*.

Perry Mason of the book still seems sharper, tougher, more inhuman than Mr. Burr; a fellow who runs ice-water in his veins and has kept the beautiful Della dangling through no less than 20 books and about as many years.

In the current *Case*, Perry Mason fights his way through lies, amnesia, smuggling, murder and general hocus-pocus—and again makes the District Attorney look like a first-year apprentice.

(THE CASE OF THE GLAMOROUS GHOST. Published by Heinemann. 15/6.)

Through The Wrong End Of The Stethoscope

The perennial interest of a majority of people in their own and others' innards is the foundation on which numerous novelists have built modest fortunes.

Using the technical language of the profession, stuffing them as full of clinical details as the layman can absorb, presenting the characters as so human, yet paradoxically god-like, these novels do a good public relations job in their build-up of the medical profession. To such an extent that it comes as a jolt when you look up from the pages to reflect that most of the GP's you have met on a journey through life, are about as god-like as plumbers. No more and no less.

The Americans go in for the fanciest medical novels and *The Interns*, by Richard Frede, follows a well-worn tradition.

An intern, according to the American dictionary, is an apprentice doctor, who, having graduated from medical school, is confined to a hospital, on call day or night, for a couple of years. After this he gets a licence to practise medicine.

Those we are concerned with here were "interned" in the New North Hospital and divide their time between acting like child delinquents

and acting like junior geniuses.

According to this book it is a mixed-up period of too little cash, too much work; fear that (a) you can't make the grade or (b) that you are cleverer than the real doctors. A period of being tortured by the uncertainty of the future, and frustrated by a sex-life that is a matter of fleeting moments in deserted operating theatres or cloak-room cupboards.

In short, and in one way and another, it is clear that internship is sheer hell and the wonder of it is that America manages to produce so many normal and efficient doctors—and that the survival rate in US hospitals is second to none.

In the clinical department this novel can give you cancers, abortions, child birth, normal and abnormal, and other assorted accidents and diseases. On the fictional medical front, it is a post-graduate course and has all the hall marks of being as popular as Morton Thompson's best selling *Not As A Stranger*.

(THE INTERNS. Published by Wm. Heinemann Ltd. 22/6.)

CASE HISTORY OF A "LADY DOCTOR"

Those who prefer fact to flamboyant fiction would probably do well to take as their medical treat this month *Memories of a Doctor in War and Peace*, rather than *The Interns* (which is also reviewed, below).

ISABEL HUTTON, CBE, MD, a pioneer woman doctor, wrote the *Memories* shortly before she died last year. Although she was probably a better doctor than she is a writer—a professional would undoubtedly have made something more of her colourful life than she has herself—nonetheless, the calmness of understatement also has its place in this over-written world.

After the First World War she married Major Thomas Hutton who later was Knighted, but in 1905, as 16-years-old Isabel Emslie, daughter of the deputy Keeper of the Privy Seal of Scotland, she began her medical career at Edinburgh University.

It was a period when aspiring "lady doctors" were regarded as un-

feminine freaks, carefully segregated from the rest of the medical students and allowed within the sacred precincts of New University buildings only for the professional examinations.

The fact that women were permitted to train as doctors at all was regarded as a giant step forward, although when she started her studies in 1905 there were few avenues open after graduation.

The description of life—and particularly the life of these advanced young women—at Edinburgh University in the early years of the century is perhaps the most interesting part of the book.

This University, unlike its more famous sister institutions in England had a tradition of Scottish "Pride and Poverty", and little else. Few of the students came from affluent homes and Meal Monday was still a holiday given in the middle of each session so that students might walk to their homes in the country over the long week-end and "trudge back with the poke of meal to make porridge and a pease-brose on which they had largely subsisted at a still earlier period."

For the Scots of the time, education was a religion only slightly, if any, less important than their native Presbyterianism. The University provided the means of acquiring knowledge; it was unconcerned how where the students lived or what sort of a social life they led.

As a result, most became self-reliant, responsible citizens when little more than adolescents.

After graduation, young Dr. Emslie was lured into psychiatry, a branch of medicine then only in infancy. The career was interrupted by the war when she joined the Scottish Women's Hospitals in France and Salonika and accompanied the Serbian Army on its 1918 advance. After the war was officially over, she attached herself to the White Army in the Crimea.

Following her marriage, she settled down as a psychiatrist in London until 1938 when she accompanied her husband to India. During World War II he was Chief of the General Staff there and she became Director of the Indian Red Cross Welfare Service.

Apart from her medical career Lady Hutton took a keen interest

wide variety of unrelated subjects—travel, ballet, painting and music—being only a few of them.

The greatest merit of this book is probably not what it tells or how it is told, but the fact that it is written by a so obviously well-adjusted and completely integrated person. And, judging by some of the "books" that we are called on to read these days, that is sufficiently unusual in itself!

(MEMORIES OF A DOCTOR IN WAR AND PEACE. Published by Heinemann Ltd. 31/-.)

One With An Irish Accent

GENDER and charming have been words used to describe Kathleen Doyle's novels, and the latest of them, *Green Grow the Rushes*, keeps up the tradition. It is Georgette Heyer type, with an Irish brogue.

The time is that of George III; the place Ulster. The heroine has the usual name of Oenone, but from here on, the mixture is well tested and tried. Oenone has an impoverished Earl for a grandfather, a distasteful Viscount for a father and is run away from her first love, Terence, owner of a stud farm, and her own exceptional interest in horses, make her debut in Dublin.

The objective of this manoeuvre is to attract the attention of a choosy bachelor Marquess. This she does but the Marquess's fans will be pleased and not very surprised to know that the story has a happy-ever-after ending, with the Marquess turning out to be a real friend and Terence winning the girl.

(GREEN GROW THE RUSHES. Published by Peter Davies. 18/9.)

For Railway Reading!

THIS specially written for reading on the British nationalised railway system—it says so on the cover. And slapstick seems to be called for in this connection, that's what *A Tidy Bit of Brass* turns out to be. It's written by P. M. Learoyd, who dedicates it to his wife, so it's probably his first book.

The English come in two moods: that of understatement and that of comedy, and when it's comedy, it's old-fashioned, slap-stick kind complete with policemen, widows, brothers-in-law. The works.

Mr. Learoyd's epic concerns a pomp, middle-aged widow who'd

made a bit of brass running a beauty salon, and her two suitors, the local police sergeant and the local grocer.

The plot is complicated by the facts that the sergeant has a daughter who was last year's Miss Rockpool; the widow has a son who is a grown-up child delinquent; and the grocer has a daughter who is a man-eater.

Complicated, too, by the facts that the grocer has had "1,000 nicker" planted on him by a couple of small-

time bank robbers, has had it lifted from him by the widow's son who gives it to the sergeant's daughter who uses it to buy the widow's beauty salon.

For those who weren't born in Yorkshire, the fact that the characters were is an additional complication. Real Peter Sellars stuff. Without Peter.

(A TIDY BIT OF BRASS. Published by Peter Davies. 18/9.)

Outspanning With Cloete

There is probably some sort of moral to be drawn from the fact that Stuart Cloete, one of the few survivors of a once flourishing race of novelists who specialised in Africa, now lives in New Orleans. Even more, perhaps, in that, for his latest novel (*The Fiercest Heart*) he has to go back again to the 1830's.

AFRICA has always had problems but those of the early 19th century were basically simpler for novelists, and others, to solve.

Cloete was born in France, educated in the United States, served in an English regiment during World War I, and then spent 15 years on the land in the Transvaal.

But in spite of this international background, he has chosen to write of Africa—occasionally of contemporary Africa, but more notably about the 19th century Boers and their long treks, vainly, as it turned out, to get away from the English.

The Fiercest Heart follows the tradition of the three early novels with which he established himself as a writer of this type of fiction (*The Turning Wheels*, *Watch for the Dawn* and *Hill of Doves*). It is a story of one group of families who took part in the great 1,000 miles Boer trek from the settled Cape Province, north into the wilderness of veldt and mountain, to seek a new Promised Land.

Their leader was Willem Prinsloo and with him went his gigantic sister-in-law, Tante Maria, who had the gift of second sight; and his teenage grand-daughter Francina, whose boyish behaviour and clothes were camouflage for total female within.

He led them for 12 months, and with them they took their flocks and their herds, their servants, their goods and their chattels. Ponderously, the trek moved on, five, sometimes 10 miles, a day; sometimes none at all as the waggons outspanned to rest people and beasts.

Their way was marked by the graves of some; and children were conceived, born or died on the journey. Sickness, heat, fear, fierce natives and predatory animals, all had to be contended with. They

made history. But why did they go?

For some—"trek Boers"—this semi-nomadic life appeared to be an end in itself. But the great treks were not of these; they were, as Oom Willem said, solid men, with many beasts and rich farms.

But they chased that will-o'-the-wisp freedom. "We want no more taxes", said the Beyers brothers, "no laws but our own which are the laws of God. We wish to build a republic in the wilderness, where we can live in our fashion as farmers and hunters. Just look at what the English have done. They have freed our slaves. They have allowed servants to testify against their masters. They have taken away our language, and tax us for the land which we have tamed. And this is only the beginning. First one law, then another..."

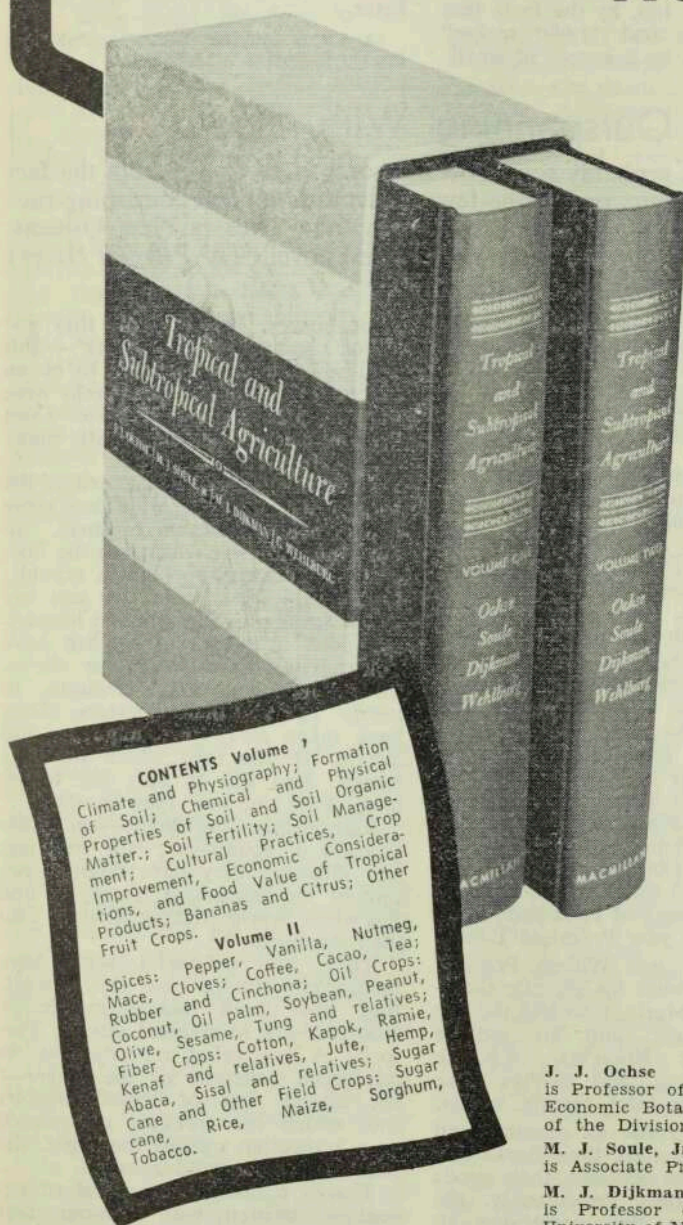
Figuratively, the Boers—the Afrikaners of today—are still trekking; and although they have finally been quit of the English, it is only to find the whole world sticking its nose into their business.

They are people with long memories, and in case they forget, they have built that extraordinary Voortrekkers Monument outside Pretoria: A bas relief reproduction, in reinforced concrete, of the laager—the closed ring of tented-waggons into which the trekkers outspanned as a protection against the night, the natives and the wild beasts.

This is a fast-moving novel of adventure, written with humour and insight and a sense of proportion. It is a story that can be read for itself; or for the answers to some of the whys that are asked about today's South Africa—a land and a people who deserve more than they are probably now going to get.

(THE FIERCEST HEART. Published by Wm. Collins. 22/6.)

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Across The Gibber Plains

A few women combine a life of adventure with great service to humanity. A tiny minority of these manage to record something of that life and amongst them is Elizabeth Burchill.

MISS BURCHILL has written two books—*Labrador Memories* and recently, *Innamincka*. In chronological order, that was putting the before the horse as her Innamincka experiences came years before she worked in Labrador, but two modest books do show the extremes to which a nursing sister took this remarkable woman.

Any resemblance between Innamincka, 300 miles from the nearest road in Central Australia, where summer temperature soars to 120 in the shade, and the frozen wastes of Labrador, is certainly not graphical.

Historically, Innamincka is where Bourke and Wills trans-Australia expedition ended tragically with the death of Bourke in December, 1860).

Between and after her Innamincka Labrador adventures, Miss Burchill has nursed in England, been member of a medical unit caring refugee children in Spain during Civil War, served in the Australian Army Nursing Service with 2nd AIF in Palestine and Egypt, a radio announcer in Victoria, a Plunkett nurse in New Zealand. Present she is in charge of the Welfare Clinic at Thursday Island.

Innamincka sits where the borders of three Australian States meet, hundreds of miles from anywhere on bare gibber-strewn plains of sand and salt bush. In 1930-32, when Elizabeth Burchill and her companion, Currey, newly double-certificated nursing Sister from Melbourne's best hospitals, were the sole medical staff of the Elizabeth Symon Nursing Home, it merited the name of "town". In addition to the Australian Inland nursing home, there was a telestation, a store and an hotel, the famous bottle heap of "empties" covered an acre or more and was a boon to the thirsts of passing riders.

But the real reason for Innamincka's existence was the station of the same name, separated from the coast by four miles of stock route to Cooper's Creek. It had an area of 10 sq. miles, had been bought in 1900 by Sir Sidney Kidman for £1000, and was only one of a string of stations that this extraordinary character owned. Through them he bred his vast herds of cattle in a game of chess against the land's biggest enemy—drought.

Today all that remains of Innamincka is the station. The hospital, store, pub and police-station have all gone.

Miss Burchill's story is not only of two youngsters on their first nursing assignment but of the Australian Inland Mission itself. From the conception of a Presbyterian parson, the Rev. John Flynn, that the Inlanders should have health services, communi-

cation with the outside world, education and spiritual comfort when they wanted it, grew the AIM hospitals, the first pedal wireless communication between isolated stations and their bush centres, the Flying Doctor services and the School of the Air.

(INNAMINCKA. Published by Hodder and Stoughton Ltd. 18/9.)

Three Books For The Young

THREE excellent "young" novels have been issued by Macmillans this month. All are suitable for youngsters in the 12-years-old and

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upwards group, by which time most children have developed some literary discrimination and can appreciate good writing and a story well told.

STORM ON KILDONEY is by Meta Mayne Reid whose family has lived in Northern Ireland for 250 years. She therefore is well equipped to write about the Atlantic tides on the island of Kildoney and the adventures that befell Meg, Henrietta and Toby during the summer (17/-)

THE WELL-WISHERS, by Edward Eager. The same characters that appeared in a previous book, *Magic or Not?*, return in this one, but whether they are old friends or not, readers will be intrigued with the youngsters who had a wishing-well somewhere at the bottom of the garden. Mystery and hilarity are equally compounded and the amusing drawings of N. M. Bodecker are an added attraction. (15/6.)

GUARDIAN OF HONOUR is by John Bancroft, who specialises in books for the slightly older teen-ager. Journalist James Steele is sent to France by his paper to investigate the case of Raoul de la Faine who has been charged with plotting against the French Government. With him goes his young cousin, James, who tells the story of how the newspaperman, after he and James have had many adventures, proves the Frenchman's innocence. (20/6.)

What's New in Paper Back

THE WOMAN IN THE BACK SEAT, by Marguerite Steen. A slightly turgid triangular romance between Ellen, her second husband, Paul, and her teenage daughter, Lavinia. Paul was French—and you know what Frenchmen are. As Paul said, if it hadn't been Lavinia, I would probably have been Mary or Tania. (Fontana).

REFLECTIONS ON THE PSALMS. Four other of Professor C. S. Lewis' books have been published in this Fontana series on religion. In this particular book, he attacks the subject, so he says, as a Church of England layman and relates the Psalms against their triple background—the ancient Judaic religion that produced them; the Christian era which gave them new meaning; and the modern world. The Psalms, he says, were written by poets at many different dates, and as poems and lyrics, with all the licence and hyperbole that that literary form allows, they should be read. (Fontana).

THE LION OF SPARTA, by John Burke. This is the story of the film that shows why Spartans gave

name to a certain kind of
born courage.

gives a first-hand account of
battle at Thermopylae, the
ow pass where Leonidas, King
parta and 300 men, defied the
at of the Persian army long
gh to put their names among
immortals. (Great Pan).

EXPENSE ACCOUNT, by Joe
gan. A warning to all post-war
s who make life worth living
ashing those old swindle-sheets.
r Cody lived split-level fashion
e level where everything went
the expense account; the other
e suburbs amongst the peeling
t, an harassed wife and grow-
ids. It was when it tried to get
levels onto the same plane
he bought into big trouble.
(at Pan).

THE LAND GOD GAVE TO
N, by Hammond Innes. This
an intriguing story with
ething of the style of the late
l Shute about it, set in the
h land of Labrador. (Fontana).

THREAD OF SCARLET, by
e Marshall. Donald Dunwhinnie
pbell's name stood out con-
sciously amongst the Byrnes and
Ryans at his ordination, but
theless he became, in time, a
final Archbishop. In between
s, this amusing and satirical
l tells something of Father
pbell's life in a Scottish parish
as he rose through the ranks,
his excursions abroad as well.
(Fontana).

MYROLL, by Derek Bickerton.
d on the popular post-war
sh crime of hi-jacking payrolls,
s out to show that accomplish-
is easy but that the after-
s, when the participants have to
ow and trust one another, is
erous. This story has recently
filmed. (Great Pan).

THE STONE OF CHASTITY and
LILLYWHITE, both by
ery Sharp, practiced writer of
fiction. The first is a pre-war
el, concerning the discoveries
rofessor Isaac Pounce, folk-lore
alist, and how he subsequently
an old Norse legend to a test—
surprising results. The second
out Lise, 17 years old, brought
France but taken to England
Cante Amelie for one reason
—to catch the eye of the most
ole bachelor. (Fontana).

THE RESURRECTION OF
IST, by A. M. Ramsey, Arch-
op of York. This is an attempt
ive lay readers a simple and
scholarly account of the place
he Resurrection in Christian-
y. Archbishop Ramsay has had
tinguished career as a church-
and a scholar. Since this
on was published he has,
ourse, been named as successor
e present Archbishop of Canter-
when the latter shortly re-
(Fontana).

SEPTEMBER MOON, by John
Moore. A romantic novel of the
harvest season in the Herefordshire
hop-fields—with some unromantic
types introduced from Wales and the
Midlands and some country style
language to give it zest. (Fontana).

LOST GIRL, by John Boswell, a
story of impersonation on a big
scale and a newspaper photographer
who took on crazy assignments. This
habit finally took him to Port
Moresby. And that's crazy enough
for anyone. (Fontana).

THE MARK, by Charles E. Israel.
A modern American novel, complete
with psychiatrist who sounds just

like one of the boys, and a hero
who, although he has paid his debt
to society (five years), has a guilt
complex. Recently filmed. (Great
Pan.)

PAYING GUEST IN SIBERIA,
an autobiography by Maria Hadow,
who insisted on going into exile in
Siberia with her mother. It proves
that even this gruelling sort of life
is endurable and that, if one can
judge by the picture on the cover, a
beautiful woman remains so even
after years on a collective farm on
the Steppes of Kazakhstan. But
then, her story had a fairy-tale,
ending. (Fontana). (Over)



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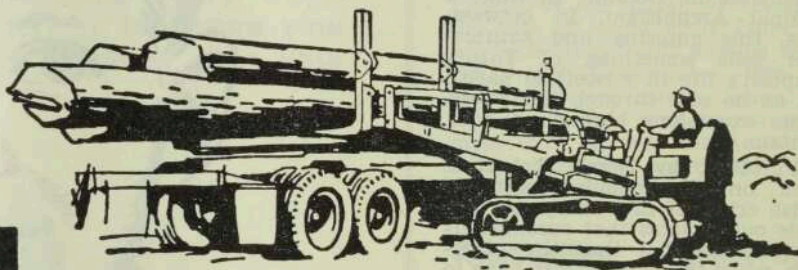
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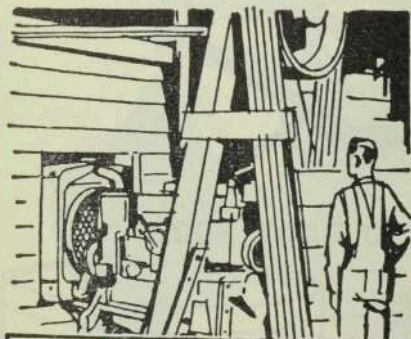
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THE LISTERDALE MYSTERY (11 other stories) by Agatha Christie. First published in 1934 and, if nothing else, that the d has got 37 years older and sophisticated since then. And, the same author, **PERIL AT END SE**, published first in 1932 and republished for the umpteenth. This is a Poirot story—in the days when he employed Hastings as his Dr. Watson. (Fontana).

THE DEVIL AT FOUR O'CLOCK. Everything is possible in a modern era, and especially one written by Max Catto. We reviewed this a couple of years ago when it first published. Readers may remember that it concerned a fist-fighting missionary, a Euronesian and lecherous Europeans, all moved on a volcanic eruption on island in French Polynesia. It seemed unbelievable in the first place; it seems no less so in the re-back. (Great Pan).

THE PISTOL, by James Jones. Reviewed here a couple of years ago. A short, short novel and one of the classical conception by the author of "From Here To Eternity" with an output of about two per dozen years, is obviously going to make writing best-sellers too much of a habit. (Fontana).

DAWN OF D-DAY, by David Morrell. The landing of the forces on the Normandy beaches on June 6, 1944, has been written about *ad nauseam*—but by Generals, War Correspondents and Statesmen. Howarth told the story through the men who were actually there—the soldiers, sailors and airmen, British, German and French, to say it wasn't a matter of grand strategy or tactics, but one of bullets, blood and death. The author describes about 30 individual men's D-Day experiences, and overall gives an excellent account of this most important of military operations. (Fontana).

GREENGAGE SUMMER, by E. Nesbit. An amusing, atmospheric story of English adolescents and their first brush with adult life in the Champagne country of France—with surprising and Gallic results. This novel has recently been made into a film, with Kenneth Cuthbert as Danielle Darrieux and John York in the lead parts. (Great Pan).

COUNTERFEIT TRAITOR, by Alexander Klein. This is the dramatic story of one of the most famous spies of World War II, William Dickson. Born in Brooklyn, he was living in Stockholm, a naturalized Swedish citizen, when war came. He enlisted as a spy in 1939, and throughout the war was aided by his friends who be-

lieved him a Nazi convert. For four years he gathered information in the heart of Hitler's Reich that helped the Allied airforces to cripple German oil refineries. (Great Pan).

ALWAYS ANOTHER DOOR. Douglas Keay tells the story of Pamela Russel and her husband Douglas Cross—one who had been crippled in a riding accident and the other in a plane crash—and their struggle to build new careers, Pamela on TV and Michael as a test pilot. (Great Pan).

MANDINGO, by Kyle Onstott. The best selling novel about the high peak of slavery in the American South, when the Maxwells of Falconhurst bred the finest slave strain money could buy—Mandingo blood. (Pan Giant).

DRIVIN' WOMAN, by Elizabeth Chevalier. Also of the Old South, but 40 years later, after the Civil War to free the slaves and when Mandingo blood was no longer important. (Fontana Monarch).

AVALANCHE, by Joseph Wechsberg, is a minute by minute account of an alpine disaster that proves that fact can sometimes be more exciting than fiction. (Great Pan).

SIR FRANCIS DRAKE (by J. A. Williamson); **SIR ISAAC NEWTON** (by E. N. da C. Andrade); and **QUEEN ELIZABETH I** (by Milton Waldman), are three interesting additions to Fontana's "Short Biographies" series. All are aimed at the general reader and while being easy to assimilate do not "talk down." (Fontana).

THE V.I.P., by Elleston Trevor. An ex-King steps down from a plane at London airport and disappears on his way into the city. Iron

curtain thuggery takes over and turns life into a nightmare of terror for a girl who had been only an innocent bystander. (Great Pan).

GOOD SPEAKING, by Mrs. A. M. Henderson, who tells you how to cope when you are called upon to "say a few words" or indulge in more extended forms of oratory. This, however, is the end result. The real purpose of this book is to instruct in good speaking, good speechmaking comes later. (Great Pan).

(Our copies from W. M. Collins (Overseas) Ltd., Great Pan and Fontana at A3/9; Fontana Monarch, A7/6. All prices in the book section are Australian unless otherwise specified.)

Hurricane!

(Continued from p. 78)

when it was that the roof was ripped off our bedroom and its walls collapsed, but that room was gone completely long before dark.

The library roof followed soon and we had some busy moments during which the children who were in the house shifted all the books to what—at the time, seemed a safe spot. (They were to be moved four times before the storm was over).

In the meantime, my husband saw that the front wall of the living room was beginning to fall in. As the living room is a large central room, he knew that, if it went the whole house would have gone.

He and the men brought in heavy timbers (the ground was conveniently littered with them) and braced the wall. All during the night, shifts of

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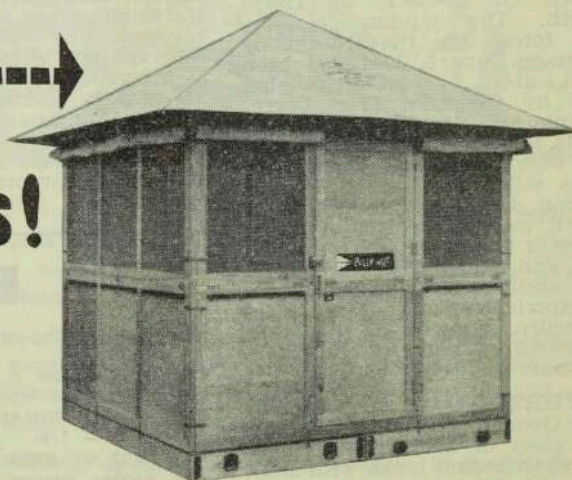
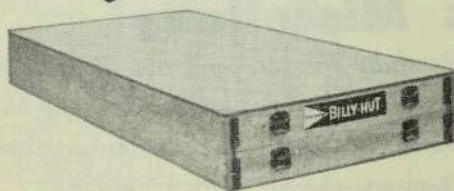
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leaned against those timbers to
at the room.

r chimney fell down early so we
not able to light our big stove,
fortunately there was no other
ge to the kitchen and we had our
is and plenty of kerosene.

ding 143 unexpected guests is
what of a problem. Luckily, we
ust bought a case of milk and
able to make hot drinks for
one.

had, too, a good supply of rice
we cooked a great pot of it,
a bit of fish and filled a heap-
late for each family.

er everyone had been fed, we
y down—our 143 visitors filled
ining room, the hallways, the
room and the living room!

four of us were in the guest
which had several inches of
on the floor and more dripping
ough the ceiling every minute.
ut the twin beds together and
own with our clothes on.

ad Tami's blonde head snuggled
t one of my shoulders and
t's black one against the other.
held on to us as tightly as they
and soon, in spite of the storm,
ttle eight-year-olds were asleep.
e two of us, sleep was impos-
From far down the harbour, we
hear each fresh blast of the
roaring up like some gigantic
er.

n there'd be a moment of calm
e whole house would shake and
From outside came the thud
ling trees, the howl of wind,
inkle of broken glass. . .

36 Terrible Hours

us the storm lasted about 36
(after the centre had passed
ind seemed as strong as ever
much of the damage that was
was done then).

as not until Saturday morning
was able to get across the
r to Neiafu to buy supplies
y household, and it was not
Monday that our 143 guests
off to search for the pieces of
and iron that had been their
and to put together for them-
some temporary shelters.

beauty of Vavau has gone.
arden I treasured is a tangled
of wreckage.

t is more serious, all the food
ave been destroyed. The bread-
ees lie uprooted on the ground
erywhere coconuts have fallen.
is no shade because the leaves
one from every tree and bush.

help comes, the people of
will, when the three weeks'
of food that is at hand, has
be faced with starvation.

beauty of Vavau has gone, but

its spirit has not. Already shelters
are up. Already spaces have been
cleared and whatever can be planted,
has been planted.

And everywhere, friend greets
friend, Tongan and papalangi alike,
with a heartfelt, "Malo mo'ui"—
thanks for being alive!

Hilder Profile

(Continued from p. 80)

vent and modify his course of in-
struction as he went along.

He was also called on to investi-
gate a series of air crashes, and made
such a good job of it (after indulging

in some hair-raising practical experi-
ments to test his theories) that the
RAAF ear-marked him as permanent
president of Courts of Inquiry into
aircraft crashes.

But his determination got him out
of that, and war's end found him with
the rank of Wing Commander with
extensive experience with a Catalina
squadron laying mines in the waters
of North Australia.

Back at sea after the war he
acquired a new reputation as an
authority on hurricanes, which was
merely one of his many interests.

He has been interested in the
method of working the ancient navi-
gation stones set up in ages past by



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natives of Arorae (and has come with the only explanation so far ed); he has made an extensive collection of shells and talks of even specimens by their complicated names (and has constructed beautiful works of art from including a pearly galleon ntically detailed); he makes a lot nderwater swimming expeditions, g which he collects tropical fish returns them to a Sydney ium in special tanks (he knows about fish because he comed a trawler once, and has been haling expeditions off Norfolk); ves volcanoes and is always inating them; and a current topic absorbs him is that of marine horescence and its possible resh-p to radar (he has contributed ific papers on the subject).

The Viking Hilders

Other subject of major interest ptain Brett Hilder is genealogy e has compiled a record of the family of the dimensions of an e. He can trace his own lines ly back to the 1600's, and has a pile of information of Viking s and Anglo-Saxon Hilders.

has a Dutch wife, a grown-up nd three blonde daughters. He Dutch, as well as some French, Chinese and Pidgin, with a ring of various Polynesian and esian languages, all of which him in his anthropological . He is always publishing s in various types of journals on at variety of subjects.

is conversations he is full of otes and he is having a racy of autobiography published in n.

t Hilder does not remember been taught to draw. He es the profiles of Pacific peoples e regularly seen in *PIM* with hing block lightly held in his nd, and with complete concen-

don't care how many people me, so long as they don't joggle ow," he says.

draws them in pencil, then pro-shabby school-room paint box eginns to spread big sloppy ills of paint over the sketch in arently haphazard manner.

rcolour is his favourite a, but he also does pen and ink ions, sculpts in stone and nd makes designs for postage He has had several water-exhibitions in Sydney, Mel-and New York (where Rocke-bought a lovely painting of a girl's head for his own private on).

he Captain's table, on the

Malaita nobody is intimidated by this formidable list of Brett Hilder's achievements. Certainly he talks a lot —on history, the arts, sciences—describes at length exploits or episodes extraordinary, heroic or funny, analyses, theorises and speculates, yet he never sounds like the club bore.

This is partly due to his casual, direct manner of speech, rich in Australian slang, and delivered in an accent peculiarly endearing to fellow Australians. It is also partly due to the fact that being essentially gregarious he enjoys the discharge of his social obligations as captain.

As the shipping agent said, you like the captain.

Lawson Mystery

(Continued from p. 76)

But that, in two of the three books that H. H. Romilly wrote, brief reference is made to "Lawson" and his book. In 1883 Romilly notes that "Mr. A", one of two "Commissioners" of Australian newspapers, had arrived in NG, and that "A" deserves to be eaten" for having earlier written a book under the name of Lawson. In 1889 he makes some joking remarks about *Wanderings* but does not mention the author.

Mr. Stone ends his article saying: "The important thing to be noted about the quest for 'Lawson' is how unreliable verbal evidence is after a lapse of but a few years. Petherick's note should have some substance as he was a great collector of material relating to Australia, and his library was one of the important acquisitions made by the National Library—before it went to Canberra. Petherick jokes with the publisher about the book, writes as though he knew him well enough to ask how the author was, and yet can only come up with "somebody" in support of a notation he has made.

"I, myself, relied on Mr. Armit's word, always hoping that I'd have a chance to meet him again. He died somewhere about 1950."

It seems likely that the Armit referred to as a "Resident Magistrate" and a "Government official" was Mr. L. P. Armit, whose last job before retiring from the Administration of Papua was as chief clerk in the Department of Government. At an earlier period he may have been a RM or ARM.

I met him during the war at meetings in Sydney of the Pacific Territories' Assn., where I went on business and he probably for something to do. He was an elderly, mouse-like

(Over)

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who looked and acted as though the whole world had collapsed behind him—as it probably had.

Because he was attracted to literary life—through his father who, he had been a correspondent for the *London Times*—he occasionally came to my office.

During these sessions, he might have told me of the alleged friendship of *Wanderings in New Guinea* (which I had then not heard of) but all I recall now is that his father had first gone to Papua for an exploration financed by the *Argus* newspaper of Melbourne.

As a mutual friend, I later learned that the whole Armit family, originally of Cooktown, Qld., was in Port Moresby before World War I, and that they had been very well as well they might have been if they were supported by nothing more than Armit Snr.'s earnings as a freelance journalist. Lionel, the son, married late in World War I and returned to Port Moresby, where he had a house, about 1946.

Lawson into Armit

How does the picture of the rebellious Captain Lawson and his *Wanderings* fit into this background?

I could judge that Lionel Armit was born about 1887—about 12 years after Captain Lawson's book was published in London. It is obvious that "Capt. Lawson", or at least a man, was in London in 1875 to be the reviewer in *Athenaeum*—months in those days to get an answer by mail from Australia. Was Armit Snr. in London at that time?

If they were English-born, it is possible that he was, and that he wrote imaginary adventures years before coming to Australia and founding the *Argus*. But if he was, as I have surmised, from a family in Port Moresby, it seems unlikely that he was in London or the author of the book.

The *Argus* expedition took place in 1888, the year of the abortive annexation of Papua, by the Queensland Government, and a year before the annexation by Britain that stuck. Little is known about it except in a few lines that were printed at the time in the now defunct *Argus*.

It appears that Armit was the explorer, or the only European in it, but he was chosen because, although he had not been to Papua, he had been a policeman in Queensland and used to tough assignments. It is said that he explored the Astrolabe Range that parallels the coast of Port Moresby; and, if you

look at the map of Papua, you will see also that due north of Ihu on the Gulf, there is the Armit Range. Whether Armit explored here also, or whether it was subsequently named after him by other explorers, I don't know.

But could Armit have written a fictitious account of adventures in Papua and then, years later, followed it up with the real thing?

After 86 years, it may be impossible to find out who Captain Lawson really was. But it shouldn't be too difficult to find out whether Armit Snr. could have been the culprit. There are many people still alive who remember the Armit family of Port

Moresby; and a search of the births, deaths and marriages registers of Cooktown, Qld., in the third quarter of the 19th century, should provide some leads.

It is hard to believe that the newspaper reporters of 1875—mild though they might have been in comparison with today's—would have left the Lawson controversy alone. Perhaps the mystery was solved—as Romilly's brief treatment of it seems to suggest—and the solution subsequently forgotten.

In which event it may not be Captain Lawson who remains the mystery, but the reason for the split-personality of "Mr. A."

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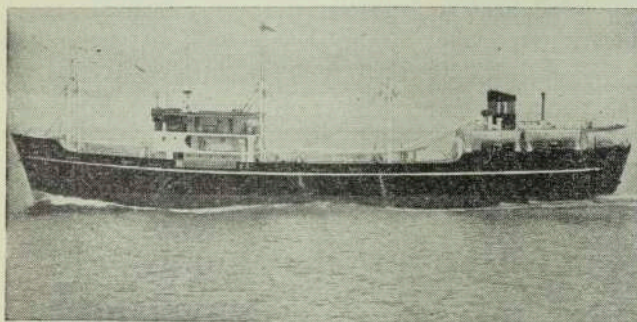
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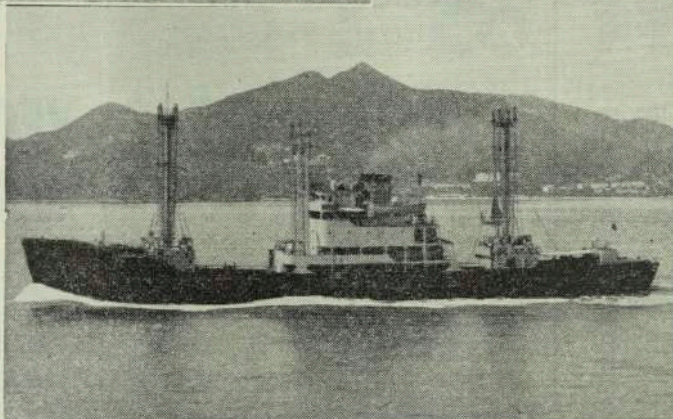
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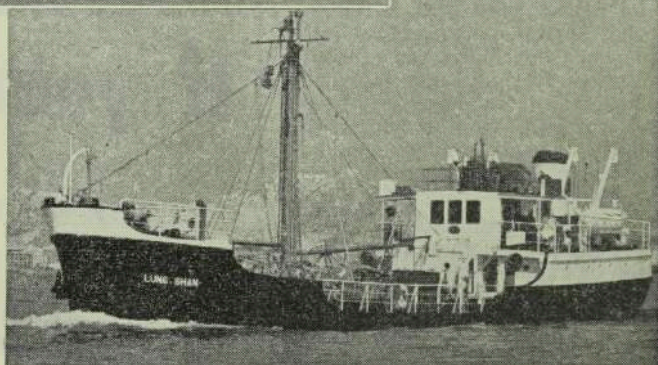
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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



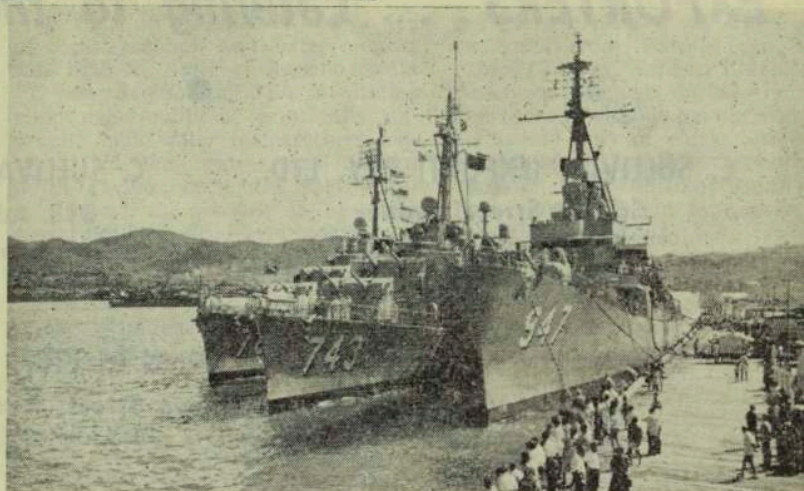
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PACIFIC SHIPPING AND CRUISING YACHTS

There was great interest in Suva during the visit of this squadron of four destroyers in late April. They called there on their way to Sydney to help Australia celebrate another anniversary of the Battle of the Coral Sea. The destroyers are part of the US Pacific fleet. Three have just berthed and the fourth is seen making its turn in the distance. Photo: Rob Wright



Does the Shaw Savill company still retain ownership of its abandoned freighter "Runic", aground on Middleton Reef since February 19, 120 miles north of Lord Howe Island? The company claims armed men aboard the "Runic" representing the Botany Bay Shipping Co. are "trespassing". According to the Botany Bay Co., Shaw Savill abandoned the "Runic" on a reef where no sovereignty exists, and they have a right to be there.

Sydney manager of Shaw Savill, Mr. J. D. Stilwell said he heard about a half dozen different legal opinions, but was satisfied Shaw Savill were still the owners of the "Runic". He could not say if any action would be taken against men on board who were there without the company's permission. A spokesman for the Botany Bay Shipping Co. had previously told the Press that men on board were representatives of overseas companies still interested in the "Runic". His company was agent for several Far East

present the "Runic's" holds and rooms are flooded.

In the last few weeks has legal opinions supporting Shaw Savill stand, and others supporting "trespassers", and it will be interesting to find out who is right, especially as two other recent reports had it that men representing a Hebrides salvage company had the "Runic"; and that a "Hongkong salvage ships" racing towards Middleton

Botany Bay Co. believes the ship is worth between £250,000 and £300,000 as scrap in Japan.

To replace her, Shaw Savill will have to spend about £2,000,000.

● **SOVIET SHIP BACK:** The Russian research ship *Shokalsky* (1,440 tons net) returned to Suva for the second time on April 21 to take on food supplies and give the crew a break.

Personnel on board number 97, including women. The commander, Victor Rogonovich, said the ship was employed on meteorological research work in the Central Pacific.

Professor Alexy Murozev, who left the ship after its last voyage, is now in Moscow writing a book about it.

Shokalsky made news in December when she was reported missing and then to have joined an unidentified submarine testing an undersea missile near Fiji.

The ship was due to leave on April 25 for Central Pacific, expected back in home port Vladivostok by the end of May.

● **NAVAL INVASION:** Four US destroyers, *Somers*, *Southerland*, *Gurke* and *Rowan*, were visiting Australia in early May for the Battle of Coral Sea celebrations, an annual hands-across-the-sea function, after calling in on Suva on April 21 and

22 to refuel. Commander of the destroyer division is Captain T. S. King, Jnr., in the *Somers*.

The four destroyers will go north to Manus Island, NG, on May 21 and May 22.

● **NEW SHIPS:** Australian Navy launched two new ships in April, in Sydney and Melbourne, which are the final two of four fast anti-submarine frigates ordered for the RAN. The two ships, *Derwent* and *Stuart*, complement *Yarra* and *Parramatta*, at present receiving final fittings before joining the fleet in July.

Derwent, the first of her line in the RAN, carries on the tradition of the first British *Derwent*, built in 1807, which took part in the Napoleonic Wars. She is the 54th ship built by

In The News This Month

Argo	Peterel
Apanui	Poseidon
Awahnee	Runic
Canberra	Rowan
Calliope	Rocinante
Citos	Rebel
Constellation	Rendezvous
Derwent	Shokalsky
Dobiri	Somers
Diana	Southerland
Euphrosyne	Stuart
Fangailifuka	Southern Cross
Gurke	Strathaird
Hekaha	Strathnaver
Hifofua	Solquest
Kouangsi	Sorana del Mar
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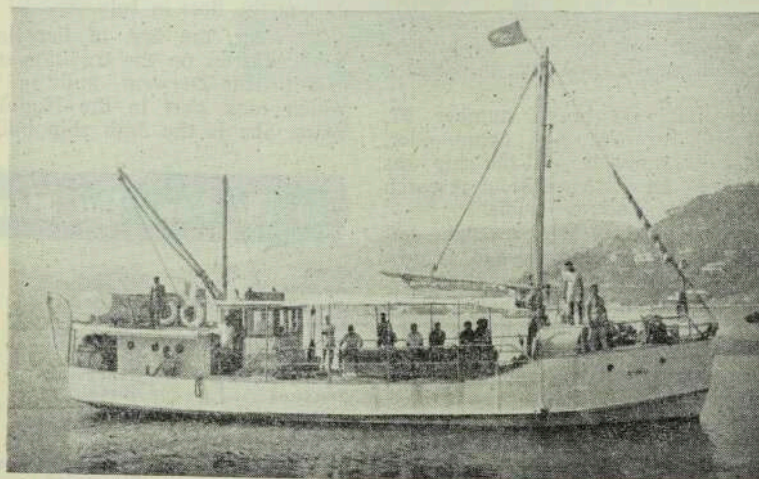


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Was Grand-dad In The Navy?

Anyone knowing the whereabouts of a 95-year-old, ex-able seaman, preferably with black patch and wooden leg, who saw service with the Royal Australian Navy on July 10, 1911, please communicate with the Secretary of the Navy in Canberra.

The RAN, which is celebrating its jubilee this year, is anxious to discover surviving members of its "pioneer" fleet. Naval records of 1911 show that there were 370 officers and men in the permanent naval forces on July 11, but no existing records show their whereabouts now.

Optimistically, a naval PRO suggested that surviving sailors could be aged between 68 and 75 years old!

Souvenir booklets and a possible invitation to the celebrations are open to these old sea dogs.

Naval Dockyard at Williamstown, Victoria.

She perpetuates the name of a famous World War II destroyer, sister of the "Scrap Iron Flotilla" in the Mediterranean. She was built at Kato Dock, Sydney.

NEAR DISASTER: A fishing boat for five Europeans and a native man nearly turned into disaster when their 26 ft launch was wrecked on a reef at Idia Island, 20 miles from Moresby during April.

Living on a slice of cheese and a bit of lemon, exhausted by exposure, thirst and hunger, they almost gave up hope of rescue after five days.

Fortunately, police went into action when the boat was reported overdue and despatched the Marine Department vessel *Hekaha* to the rescue.

On the party were Mr. and Mrs. G. de Koff, five-year-old daughter, Elcia; Mrs. de Koff's sister, Elia Kooyman; Mr. Alan Cherry, 10; and a native housegirl, name unknown.

MARINE CERTIFICATES: The Legislative Council has approved a measure by Fiji Marine Board in January which makes compulsory surrender of Marine Board Certificates after they have expired. Some

owners of vessels had continued to use their craft after their certificates had expired.

● **SEA BOFFINS:** A conference of oceanographers and meteorologists was held in April at Rancho Santa Fe, near San Diego, USA, to discuss abnormal conditions, principally unusually high water temperatures, observed in the central and eastern north Pacific ocean this year.

Although the warmth of the water would not be noticed by a swimmer, it is of intense interest to students of the climate of both air above and the waters of the Pacific.

The abundance of marine organ-

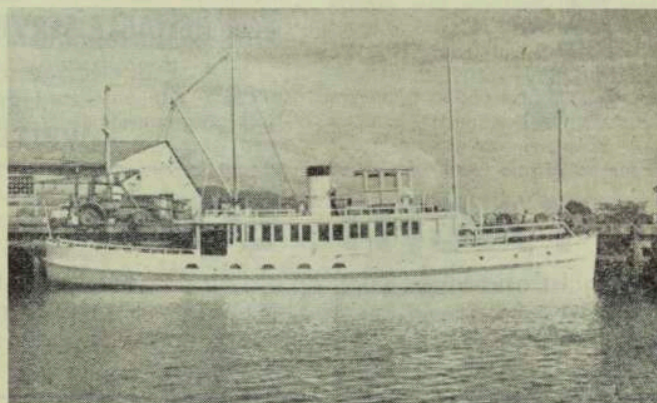
isms can be possibly affected by variations in oceanic temperature.

● **ELUSIVE CHINESE:** A 100 ton Chinese vessel *Yung Chine No. 3* en route from Formosa to Tonga made calls at Tanna, Futuna, and Aneityum islands during February and March, without having visited an authorised port of entry. She is suspected of fishing for trochus shell (prohibited by the Joint Rules in the New Hebrides) and reports in New Hebrides indicated that extensive diving was carried out with the help of aqualungs. French Navy Lancaster from Tontouta flew over the ship in March and told her to put into Aneit-

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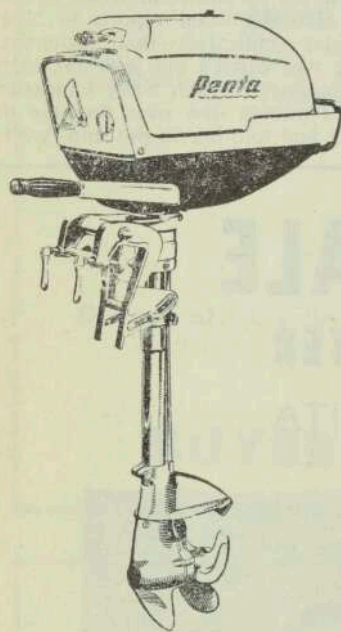
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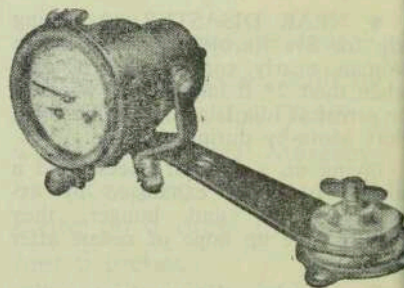
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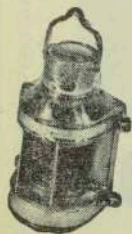
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How the bows of the "Kouangsi" looked when she had struck the modern concrete at Santo while berthing. See below. Photo: Reece Discombe

Officials travelled to the island *cinante* but found the ship had reports have been sent to other territories about the elusive e.

COPRA FOR VENEZUELA: Danish cargo vessel *Lotte Skoe* has loaded 1,000 tons of copra for the American Republic of Venezuela at Santo wharf recently.

BUMPED WHARF: Around the same time at Santo the series Maritime cargo vessel *gsi* struck Santo wharf while alongside. The bow was badly damaged. She was able to load and frozen fish at Palekula and went to Noumea for temporary

ELEVEN MONTHS' DRIFT: has reached *PIM* that a bottle overboard from Shaw Savill's *en Cross* between Suva and on January 29, 1960, was up on Maina Island, Cooks, cember 28 last. Finder was Joseph, clerk in the Adminis- office, Atitutaki. Bottle- was J. Gibson, 38 Rostalring Edinburgh, Scotland. We as- the bottle was completely as no dour Scot would throw one overboard.

STRATHAIRD WITH- N: The 30 years' old P&O *strathaird* (22,500 tons) will be

withdrawn from service when she arrives in London on June 18. Its withdrawal will more or less coincide with the introduction to the Australian run of the 45,000-ton *Canberra* which will make her maiden voyage on June 2, and be seen on her first Pacific voyage leaving Sydney for the US on July 1.

When she first commenced service in 1932 *Strathaird* was with her sister ship *Strathnaver*, one of the "white sisters" with their white hulls and three yellow funnels, which marked the departure from the traditional black hulls and stone coloured upper works of the P&O passenger fleet.

● **HURRICANE RECALLED:** The hurricane which struck Apia and wrecked several German and American warships in 1889 was recalled when Dr. C. S. P. Hamilton, of Glenageary, Eire, presented a pewter medal to the Maritime Institute Museum, Dun Laoghaire. The medal was one of a number presented to the crew of the British sloop *Calliope* by the citizens of Apia.

The *Calliope* was the only ship to sail for the open sea when the hurricane struck. The others threw out extra anchors and attempted to ride out the storm. Some foundered and others were driven ashore.

After the hurricane the *Calliope* returned. Her Irish commander, Captain Kane, and his crew set to work to bring order out of the destruction

in the harbour. The leading residents of Apia gave the captain a silver medal, and each member of the crew a pewter medal.

One of these pewter medals, which was given to an Irish sailor, eventually came into the possession of Dr. Hamilton.

● **CANBERRA IS COMING!** That's what the adverts are shouting (including the exclamation mark) in the Australian newspapers, to prepare the way for her maiden Pacific voyage. Here's a sample:

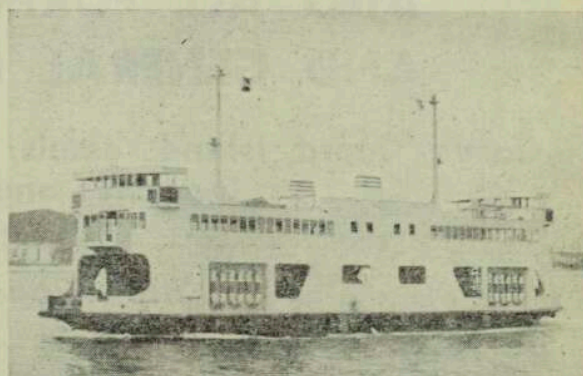
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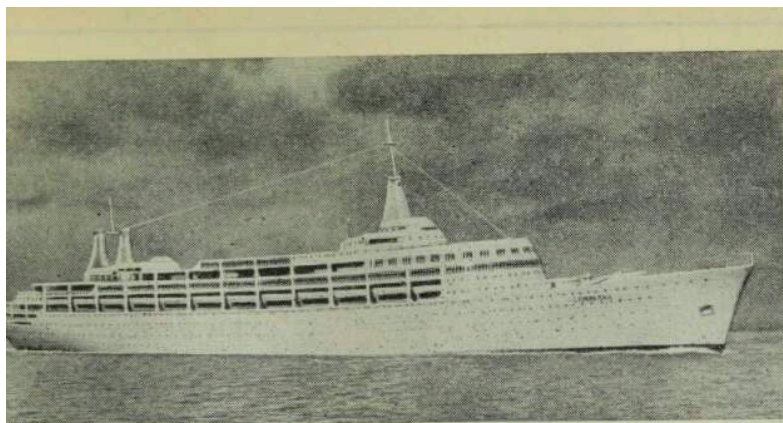
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The "Canberra", 45,000-tons, which will begin her maiden Pacific voyage from Sydney on July 1. But Suva won't see her. See below.

the "Pop Inn" for teenagers, in 1st class, with its juke box and drink dispensers." It's all very nice, of course, but this is the first time that Suva people won't see any of the unexpected delights as they board her at Auckland and fly back from the States. She won't be calling at Suva.

SOME ODD FISH: If you have been fishing lately and haven't managed to land a *Bathypterois* or a *Parachanna griseus* don't throw away your rod and reel, because sly old *Bathypterois* has been caught only infrequently in the past 100 years. The University of California's Scripps Institution of Oceanography's research vessel *Argo* recently pulled it out of the water after a deep dive, south of NZ.

It is a deep dwelling creature, about two feet long, remarkable for its long fins almost as long as its body. It trails these fins along mud as it moves by. It may even use them to prevent it from sinking into the ooze in which it lives.

The *Bathypterois* caught off New Zealand and will be preserved and added to the Scripps' extensive fish collection, which hitherto did not have a specimen.

The *Argo* left San Diego on a Monsoon Expedition in August, 1960. It was due back in March after conducting geological and geophysical studies of the Western Pacific and Indian Ocean.

IM's other fish story concerning *Parachanna griseus* comes from Rarotonga where this giant bulldog shark was recently caught off Avatiu at the exceptional depth of 380 fathoms (80 ft).

This fellow can grow up to 25 ft in length, and is usually caught at depths of 200 fathoms. The specimen caught off Rarotonga weighed 450 lb.

● **CITOS BURNT:** It took three fire brigades to put out a fire in the Swedish motor ship *Citos* (operated by Australia-West Pacific) when she caught fire in the NSW State Dockyard, Newcastle, in April.

The fire broke out in the refrigerator room and firemen had to use oxy-acetylene torches to cut through steel sheets.

Slight damage was reported to the 3,877 ton vessel which arrived for a general inspection.

● **SUVA'S SLIPWAY:** Chamber of Commerce has asked Fiji Government to advertise "round the Pacific" the cost of slipway charges and the date of the opening of the new slipway at Suva, also to make materials used in repair of ships from overseas duty free.

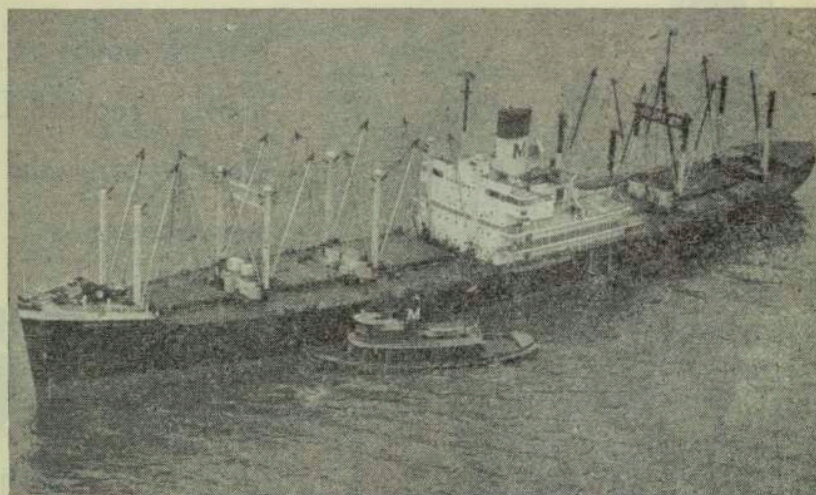
● WOOLLAMBI'S TROUBLES.

The lamb ship *Woollambi*, ex-*Delfino*, ex-*Westralia*, wasn't exactly doing as well as most people thought on its lamb runs to America from Sydney. There were rumours that her owners, International Shipping and Import Agency Pty. Limited, were in some financial difficulties, but an idea of the extent of it didn't come out until an Equity Court case was heard in Sydney in April when the Standard Insurance Company, of NZ, sought the winding up of International Shipping and two other companies, H & S Credits Ltd., and H & S Credits (Sydney) Pty. Ltd. According to evidence, International Shipping owed Standard Insurance £926,359. A little while after this Court case, it was obvious that Standard itself had crashed, and the wreckage is still being sifted through.

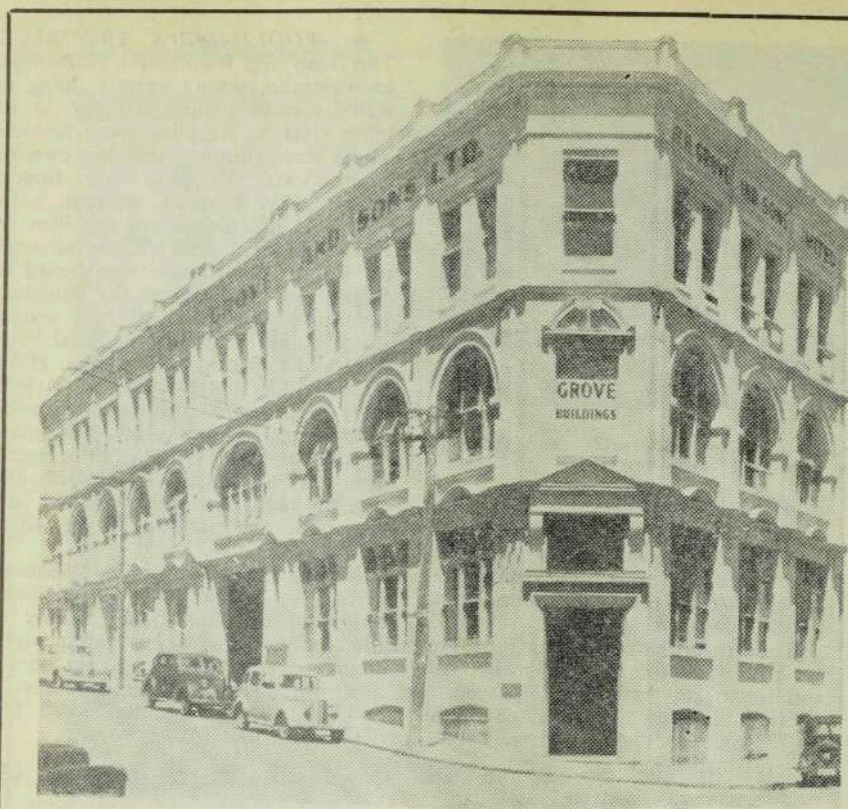
In the Equity Court, Mr. Samuel Harp, a director of International Shipping, said the main activity of the company was the operation under charter of *Delfino*, and losses on the first three voyages had exceeded £600,000. A "substantial loss" had occurred on the fourth voyage.

● NEW HEBRIDES MOVEMENTS.

There have been some interesting moves in the New Hebrides lately. Athol Rusden's Tonga-registered 120-ton ketch *Trade Winds*, which has been in the New Hebrides-New Caledonia area, has been sold to the French Government, and a Vila report says it is to be re-named



"Sierra", formerly the "Hawaiian Banker", which began work in the South Pacific in April for Matson. "Sierra", and two others, "Sonoma" and "Ventura" (formerly the "Hawaiian Wholesaler" and the "Hawaiian Pilot") take over from the four smaller freighters which have been operating for Matson between Australia and the west coast of America. The larger ships, which were all formerly in the Hawaiian trade, will each carry between 700 and 1,000-tons of refrigerated cargo, a service which the replaced freighters could not provide. There is increasing demand in America for Australian foodstuffs. "Sonoma" and "Ventura" will also each take 12 passengers. The previous vessels carried the same names, and the additional freighter was the "Alameda". (See April, p. 99).



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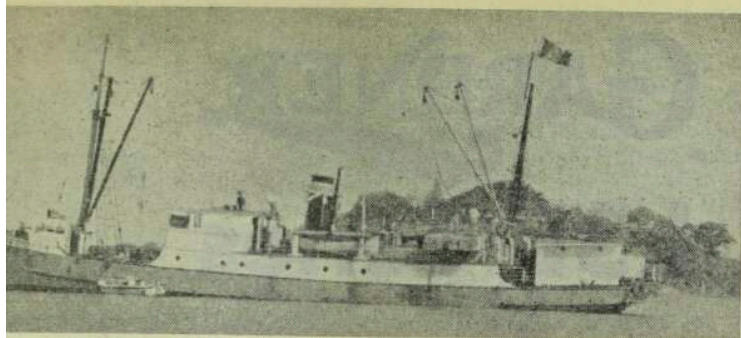


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Philp's "Nikau", 248-tons, 51-year-old former NZ coaster, which BP's acquired in 1951 and transferred to the New Hebrides after an initial period in Fiji waters, has been replaced by the "Yanawai", 434-tons. See below.

...ndy (or perhaps *Normandie*). While Rusden is reported in the sea buying Captain Savoie's *del Mar*, which he will re-name *Trade Winds*. The 239-ton and-built *Sorana del Mar* was *osalie* before she was sold to Caledonia some years ago and recently was owned by Mr. Mouldous. She recently had a refit below the waterline in 1951, plus a further fitting in 1952.

434-ton *Yanawai* arrived in late April from Suva to replace the 248-ton *Nikau*, for Islands. The colourful old *Nikau* is too small for New Hebrides. She was built in 1909; *Yanawai* in 1937. What is to replace *Nikau* now, we haven't

FOR DUTCH NG: Danish cargo ship of 100 tons is expected to arrive for Geelvink Bay, NNG. It will serve as a base for a Danish expedition from Copenhagen City.

Scientists taking part in the expedition will carry out botanical and zoological research on islands in the area. The visit to Biak is included in the programme, but we haven't been told the name of the ship.

ALT WATER DRINKERS: Rafts in the RAN are to be equipped with solar stills for the condensation of salt water into drinking water. Each 20 man raft will be supplied with six stills.

Portable stills weigh only two hundred lbs each and are intended to supplement emergency water supplies. Ice packs will continue to be used for canned drinking water but in hot weather the use of stills will ease the drain on supplies. On a sunny day each still could produce 2½ pints of water, sufficient for two men. Nearly 500 stills will be

provided on the 81 life rafts carried on flagship *HMAS Melbourne*.

● **INTERESTED:** *Kaponga*, Union Steam Ship freighter of 2,772 tons which has been lying in stream at Auckland so long as to be thought a permanent fixture, has caught the eye of Mr. James Lee, managing director, Australia Pacific Shipping Co. Ltd. He inspected her before leaving for Hongkong.

Kaponga ex *Woodland* was built in 1949 and laid up only because of lack of trade. Many parties have expressed interest in her but no deals have been made yet. (Over)

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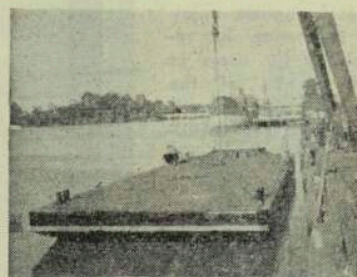
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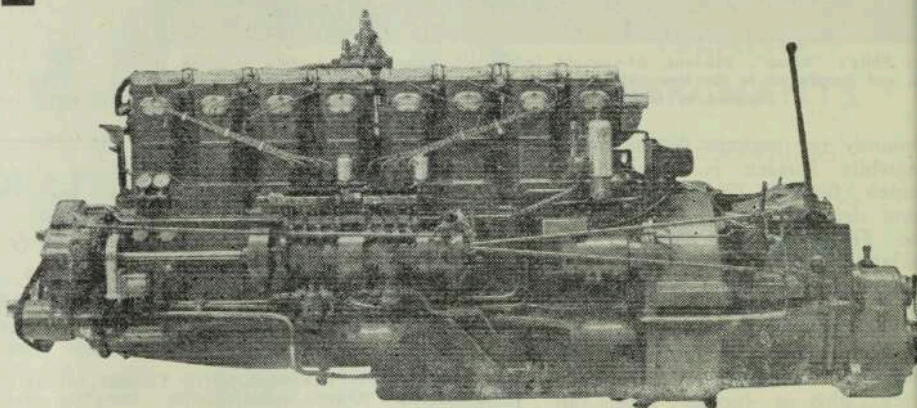
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NOBODY SEEN ATEA?

The father of a Rarotongan, Atea Rongo, who boarded the US yacht "Constellation" in it is anxious to hear from

When last heard of the yacht off Minorca, an island on the coast of Spain.

Any information about this deriding boy should be sent to B. Thorogood, LMS Mission, Rarotonga.

Atea should have some good lies to tell when he comes

"skipper", Mr. Alfred Dun-4, watchman for the last two had one of the loneliest jobs on waterfront. Anchored 500 yards ore the ship was his home for ays a week. He left to get d!

SURVIVORS HONoured: 4 survivors of the gunboat HMS have been honoured by one Japanese who sank their ship nghai, 1941. A former Japanese officer has sent his medals to n in time for their first reunion. mander of the *Peterel* was Lt. n Polkinghorn, an Englishman, Master of the BP's Suva based ai, which was recently trans- to the New Hebrides.

story of the gallant action of *Peterel* was told in a book pub- two years ago. As virtually dis- wireless station for the British ate in Shanghai, *Peterel* fire on the Japanese cruiser o less than 1,000 yards away, only armament being two e guns. After ten minutes she ith five of her 21 crew dead. ore died as POW's but one d and acted as a spy in Shang-

AN ON TRANSISTORS: The transistor radios in RAAF air- ing flight has been banned e it is feared they could cause ence with aircraft electronics. int of this information to PIM is that shipping correspondent ortall (now en route to Hong- pointed out some time ago the e dangers of using transistor ships.

ONGAN TROUBLES: The e which did so much damage ga in March (PIM, April, p.

23) gave small ships a lot of trouble. *Hifofua*, which had been en route to Vavau from Nukualofa, steamed west towards Fiji when news came through, but she managed to work her way around the trouble and arrive at Neiafu, Vavau, without damage. But *Fangailifuka*, the ocean-going launch of the Governor of Haapai, was not so lucky.

The launch was at Haafeva, in what was considered a sheltered anchorage, but the crew laid two anchors when the wind force increased and finally ran the engines to keep the head into the wind. But the anchor chains parted, the launch was swept ashore as the "abandon ship"

order came. The crew were washed up, shaken but without injury, on the eastern beach of the island, the vessel having originally been anchored on the other side!

There were plenty of stories of near-misses among smallcraft in Haapai, as the seas went as high as 100 yds beyond normal highwater mark, but very few were lost.

● **A WHOPPER:** The largest squid caught in the Cook Islands, as far as anybody can tell, is more than two feet long, and was recently taken from the stomach of an *ono*, at Mauke. Most squid in the Cooks are only a quarter the size of this one,

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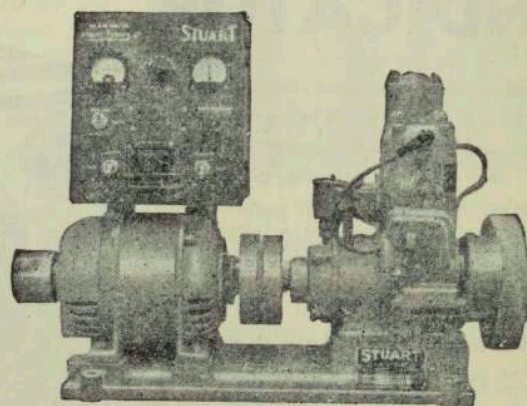
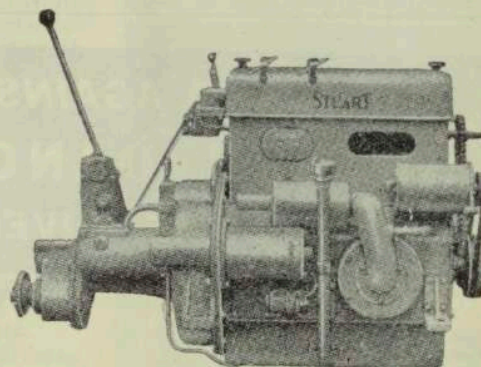
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so the new specimen, which has been preserved in formalin, will go into the Cooks Museum, when it is eventually built at Rarotonga (there is a drive going on for funds now).

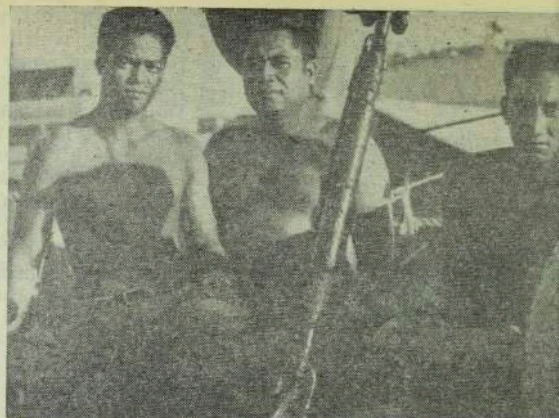
Squids are found in all seas. They propel themselves by jet propulsion and predate jet engines by at least four million years.

Cooks' Fisheries Officer R. Powell recently reported that when he and a companion were fishing outside the reef at Manihiki at night last year, a squid flew high over the boat, and they picked it up in a net. Tentacles of some squids have been known to reach 60 ft in length.

● **SLOW BOAT TO CHINA:** The former Islands trader *Maui Pomare* (1,200 tons) got away from Auckland for Hongkong all right on April 5 (as reported briefly in *PIM* for April, p. 7) with the 37-year-old *Herekino* in tow, but three days out from Auckland she was reported to be making pretty heavy weather before

In Auckland before departure in April, some of the crew of Captain Hugh Williams' new 'Apanui'. From left, Tangi Araitu, of Takuvaune, Tere Tete and Rangi Torarama, both of Tupapa, Rarotonga.

Photo: D. C. Berry



an easterly gale. She was expected to take about 40 days on the direct run to Hongkong, during which nobody will be aboard the old *Herekino*, which is sealed up. An automatic light was rigged on her, to come on during dark.

Maui Pomare has been renamed

Mayflower by her new owners, Australia Pacific Shipping Company, which bought her for £11,000. She will be used on runs from Hongkong to the Philippines, New Borneo and Formosa. However, the company had to pay out another £1,000 to replace 450 ft of anchor

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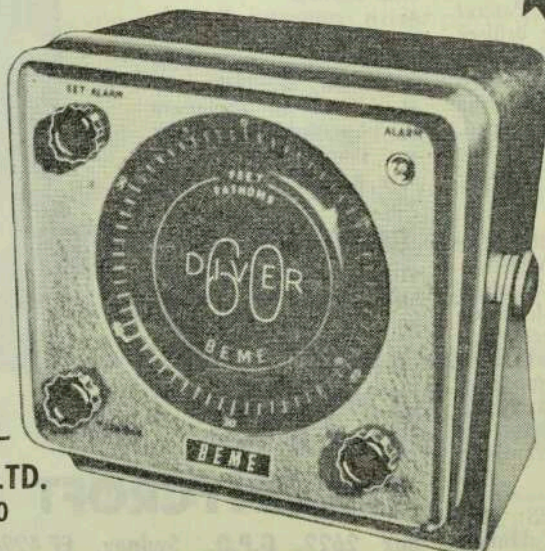
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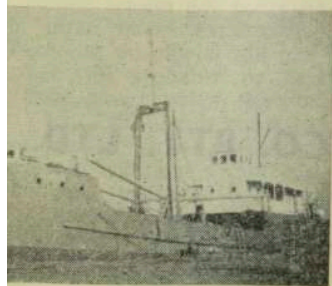
which the old ship lost at Rarotonga last year on her last voyage. The type of chain was unprocureable in Auckland so had to be brought from Brisbane.

The master of the *Maui Pomare* for the Hongkong trip is, of course, Captain Leslie Boulton, who has been captain for 25 years in the service, and radio officer is Jim Shortall, *PIM*'s Auckland shipping correspondent and one-time staff member based on Suva. Jim hasn't any definite plans as to what he will do when he gets to Hongkong—he might come back to Auckland "soon", or it might be 12 months hence.

NOTABLE: *Maui Pomare*'s successor, *Moana Roa*, has had some success since she took over last year. The fact that the London publication *Shipping World*, has described her as "one of the notable ships of the world" is of special interest. *Moana Roa* is the smallest of 18 so named as "Moana" by the paper. "Ship of the year" was *Oriana*.

EUPHROSYNÉ LAUNCHED: The 8-ft New Hebrides British tourist vessel *Euphrosyne* was launched by the Auckland Boatyard, Brisbane, by Mrs. Macaskie, wife of Mr. C. F. C. Macaskie, who served on several occasions as British Judge of the Joint Commission. Among those at the launching ceremony were: Captain H. Kirkwood, Mrs. C. H. Allan; Mr. Arthur Macaskie, the naval architect who designed the vessel; Mr. Oscar Macaskie, of Tisman, Malekula; and Mr. Neil Rennie. A reception for 30 guests was held afterwards at the Hotel Cecil. The *Euphrosyne* is expected to arrive in Vila about the middle of May.

Attending the launching ceremony, Captain Kirkwood went to Fiji where he recruited locally certificated mechanics and engineers for *Euphrosyne*'s second touring vessel now berthed in Sydney. He spent a week at the beginning of April, during which he interviewed appli-



del Mar", formerly the "Rosalie", to be renamed "Trade Winds". See p. 107.

Captain Hugh Williams (right) was aboard the "Mayflower" (formerly the "Maui Pomare") just before its departure from Auckland in April, to say farewell to Jim Shortall, below, who is radio officer on the voyage to Hongkong. And Jim, who does not know his movements after he arrives at Hongkong, wished Captain Williams bon voyage in his new "Apanui", berthed nearby getting ready for the trip to the Cooks. The "PIM" staff man who took these photographs wished bon voyage to both of them!

cants for the ships' crews, and left on the 6th to attend *Euphrosyne*'s trials in Brisbane.

Captain Kirkwood, OBE, DSC, RN (Retd.) will take charge of the British Service Marine Section, New Hebrides. Captain Kirkwood retired with the rank of Captain, after distinguished service in the Royal Navy, to which he transferred from the Royal Navy Reserve in 1938 after beginning his career in the Merchant Navy. In 1953 he joined the *Discovery* expedition for scientific research and hydrography in Antarctica. He commanded various ships during World War II, including the frigate *Calpe*. In 1947-48 he was in command of the submarine depot ship *Wolfe*. In 1956-58 Captain Kirkwood was lent to the Royal New Zealand Navy and acted as Marine Adviser to the New Zealand Government on various aspects of the Trans-Antarctic Expedition. He commanded *HMNZS Endeavour*, which supported the expedition. Subsequently he was in command of the Naval Shore base at Singapore.

Appointments to the *Euphrosyne* from Fiji were Joape Kuinikoro, chief engineer, and Saimoni Nabukavou, bosun. They were farewelled by the Fiji Naval Association on April 17.

● **HEADING FOR COOKS:** Captain Hugh Williams' newly bought steel motor ship *Apanui* (296 tons), was due to arrive in Rarotonga from Auckland before the end of April. *Apanui*, has two forward holds capable of carrying 200 tons of cargo each and with deep freeze facilities she certainly promises to be a good acquisition for the Cooks. Passenger cabin space exists for 16 passengers. Speed is 8 knots and with a draught of about six feet *Apanui* can get right up to the Avarua wharf at Rarotonga.

● **PEDAL POWER:** Tax officers, usually alert to any angle to lighten the public's purse (there was once a window tax in colonial Sydney) are keeping high the standards of the service in the Islands.

The Cook Islands crew of the



Dobiri, riding their registered bicycles around the Auckland waterfront, attracted the attention of the New Zealanders.

The Cook Islanders displayed the plates on their machines which are compulsory and cost money.

The New Zealand riders shuddered at the thought.

● **WANDERER III**, skippered by sailor-author Eric Hiscock left Russell, New Zealand, on April 5, with Mrs. Hiscock aboard for the journey home to Yarmouth, Isle of Wight.

Wanderer III will go via New

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Gordon and Roberta Lopez, is still y. But there has been an addition to the crew. See below.

ia, Papua-New Guinea and Is. before crossing the Indian for the Red Sea. The His-ope to winter in Egypt.

EBEL, 30-ft sloop, formerly by Mr. and Mrs. John Smith, and, has been sold in Honolulu. Smiths will return to NZ aboard kee Doodle as crew sometime . Rebel had left Papeete for lu last November and planned e in Canadian and US waters awaii.

A NEW BAR: The Port sailing season got going on 6, three weeks earlier than there was no official sail past, that will probably be held three months when the Port Yacht Club's club house has al opening for its extensions. tions, costing £7,500, in-concrete suspended floor and ar, among other things. The a-to of the club house has lled down.

HENCE, owned by Gordon erta Lopez, is still moored Cruising Yacht Club, Sydney.

There has been an addition to the crew, Liz Anne Lopez now has a baby brother.

● **AWAHNEE**, 53 ft American owned Bermuda cutter was one of the first away in the Brisbane to Gladstone yacht race but finished well back in the field. Dr. Robert Griffiths and crew are on their way back to the States via the Great Barrier Reef, after not long in Australia. They finished seventh in the trans-Tasman race.

● **RENDEZVOUS**, 31 ft ketch left Sydney on April 11 for a world cruise skippered by Alan Lucas, aged 24, and a crew of "sea going tramps": John Williams, ex merchant navy, engin-

eer; Brick Pudham; bos'n Arthur Cole; and cook, Peter Andrews. Lucas, who designed and built the ketch at a cost of £2,000, does not know whether he will ever return to Australia. *Rendezvous* is to sail north to Queensland and then somehow to Madagascar.

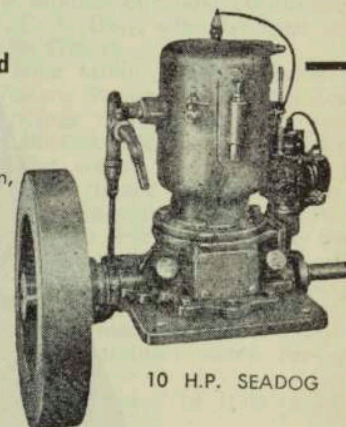
● **POSEIDON** is leaving Honolulu. Mrs. Leah Wheeler, who has been *PIM's* cruising yacht correspondent in Hawaii for the last year, handed the job over to a successor at the end of April, and the Wheelers —Mr., Mrs. and the kids—are sailing *Poseidon* back to the States for a holiday. When they return to Hawaii in July they won't be living in Honolulu.

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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.

Gov.-General The Cooks

Lord Cobham, NZ Governor-General, will make an official visit to Cook Islands in August, travelling on NZN vessel.

Itinerary includes Rarotonga, Manua, Mauke, Mitiaro and Atiu.

At Mitiaro the vice-regal party will go ashore, but islanders will be invited aboard to meet Lord Cobham.

Long Years Home

Three Cook Islanders who between them have spent a total of 34 years in the Fiji leper colony, arrived back unexpectedly in April.

Two had been at the Makogai station—Hagai Kitai for 13 years, and Tuao Tu for 14 years, and Tuiti for seven years. They all returned from Aitutaki. Seven Cook Islanders still remain at Makogai, one of whom is due to return home soon.

The three who returned in April after such a long time away, all regret that life at Makogai was very different, but it was nice to be home. Life at the colony Hagai Kitai is responsible for the distribution of foodstuffs and clothing to the other Islands' patients—all from their former home. The Cooks have a Sports Fund for Makogai, the only territory which does organise a scheme for its own patients.

Start With Something Everybody

The celebrated Australian prima ballerina, now living in Papua, will be top billing with a rock 'n' roll concert for charity in May. The ballerina is Miss Elaine Fifield, former leading dancer with the Wells in London.

The singer is Col Joye, of Sydney, an established Australian television and stage star.

Miss Fifield has been allotted 20 minutes of the two and a half hour concert, to be held at a local football ground on May 17.

She will dance the dying swan scene from *Swan Lake* and two scenes from the *Sleeping Princess* to recorded music on a wood and canvas stage.

The organisers of the concert, in aid of the Red Cross, do not yet know what songs Mr. Joye will sing.

Three years ago Miss Fifield was considered one of the brightest stars in ballet.

She surprised her friends when she turned her back on the dancing world to marry a New Guinea copra planter, Mr. Les Farley, 35. The couple now live at Cape Rodney, 80 miles south-east of Port Moresby.

Miss Fifield was reported to have

refused an offer of £12,500 last year to return to London.

The chairman of the Port Moresby Red Cross Appeal Fund, Mr. George Jones, said: "We were delighted when Mrs. Farley said she would take part in the concert. She didn't mind a bit appearing on the same show as a rock 'n' roll singer."

Second 'Crash' Scheme For Samoan Officials

"There is a vast amount of goodwill towards Western Samoa in the New Zealand Public Service," the Secretary of NZ Island Territories, Mr. J. M. McEwen, said in April when he opened the introductory seminar for Western Samoan public servants with administrative responsibilities.

Mr. McEwen was deputising for the Minister of Island Territories, Mr. F. L. A. Gotz, who had been visiting New Guinea.

Nine senior public servants from Western Samoa are in New Zealand for four months' advanced training in administration and supervision. A similar course was held last year.

Each trainee is attached to the department corresponding to the one he works for in Western Samoa. Under the guidance of senior officers of his "host" department, he takes part in a training programme designed to meet the needs. From time to time trainees meet for group courses.

The provision of training of this



Following the success of West Samoa's "Crash Training Scheme" last year, a second team of senior West Samoa public servants is now undergoing a concentrated course of training in New Zealand. They are front (l. to r.) A. Stanley (Customs), E. Williams (Post Office), Auelua E. (Justice), S. Atoa (Public Service Commission), back: A. Repine (Prime Ministers Department), J. Va'ili (Public Works), T. Faleafaga (Immigration), J. Wendt (Treasury) and Lavea L. (Broadcasting). Most of the trainees will spend four months in New Zealand. Salaries are being paid by the Samoan Government but all other expenses are being met from the New Zealand Government educational grant.

Photo: Samoana



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sort is one of New Zealand's obligations under the Western Samoa Trusteeship Agreement.

A Financial Future For "Cook Islands' News"

The Cook Islands' News announced on April 1 that it was getting its on to a sounder financial basis—it would still keep faith with its 5 readers.

The News, issued daily by the Social Development Department, Rarotonga, is the Cooks' daily newspaper, despite the fact that it is Government-owned.

The informative and bright little newspaper is roneod, and contains weather information, mail notices, shipping news, both local and overseas news, and classified advertisements.

In 1957 it was a one-page sheet, but it has long since grown, and these days is rarely less than five pages, roneod on both sides. But subscribers ever since inception, have been getting their whole week's issues for

As from April 1, the weekly newspaper bill will go up by 3d, charged to subscribers through the Treasury Department every six months by default.

The 3d extra a week will mean that subscribers will have delivery guaranteed, and it will allow for improvements including photographs.

For 1/- a week, Cook Islanders were still getting newspaper value.

The Senator Under Fire from New Guinea

Two Papuans in April voiced opposition to a statement by the Australian Minister for the Navy, Senator Gorton, on Australia's policy in Papua-New Guinea.

Senator Gorton, speaking in the Senate, claimed that there was social discrimination in the Territory.

Senator Gorton said: "All people living in Papua-New Guinea, whether Chinese, Papuans or others, belong to the same clubs. No discrimination of any kind is shown against them."

Senator Cooke had asked Senator Gorton to comment on a statement by the South African Prime Minister, Dr. Verwoerd, that Australia practised a policy in Papua-New Guinea similar to the Union's apartheid.

In Port Moresby, Reul Taureka, MLC, an assistant medical officer, said Senator Gorton's remarks were "uninformed".

"There is social discrimination



and people from the French Polynesian islands, or those interested in the islands—have recently formed the Tahiti-Nui Club in Auckland. Here, at a recent social function, club members and visitors appreciate the dancing of this team, Pauline Martin, Joy Bone, Monica Legge and (in front) Janice Goodey.

coloured people in P-NG," he could name quite a few exceptions to Senator Gorton." "Tereka is a nominated member of the Legislative Council and president of the P-NG Workers' Association," he was supported by M. Maori, president of the Kerema Welfare Association. "I, who a week earlier had a colour bar kept natives out of the grandstand at Port Moresby's Football Ground, said: 'discrimination does exist here to quite a large extent. Senator Gorton should visit the football ground and see where the natives sit in relation to the white spectators.'"

He said it was "silly" to say discrimination existed in the Territory. "It is just as silly to say there is no social discrimination," he added. "The white and black will have to learn to live together here or there will be trouble in the future."

Another Look at Lopevi Volcano

A recent inspection of the New Hebrides' Lopevi volcano, which erupted fiercely in July last year during the evacuation of the native inhabitants of the island, has shown it to be now dormant.

The inspection was made by the senior geologist in the NH, Mr. E. Williams, and the Condominium Mines Officer, Monsieur

Robert Priam. They found that all of the 12 craters which had been active during the eruption had now fallen in, including the large crater from which the *nuee ardente* had issued in the initial stages. *Nuee ardente* is the heavy cloud of fumes and ashes and lava which kills everything in its path.

However, a three foot wide gas vent was producing a large volume of gas during the inspection and when a stone was dropped down the vent, the scientists could not hear it hit the bottom.

Lopevi is not likely to see the return of its inhabitants, who have now been re-settled at Drummond Bay, Epi, and on Paama.

NG Revenue and PS on Up and Up

Australia's slight recession has had happy results up north—or that seemed to be the burden of the song of P-NG Treasurer, Mr. H. H. Reeve, in April when he announced triumphantly that "recruitment interest in the P-NG Public Service had recently been keen."

As a result of this keenness, 600 new public servants have been netted in the last nine months—bringing the grand total up to 4,600.

This is a lot of public servants for a country that has £7½ millions of internal revenue, and gives a lot of point to what has been said by Mr. J. L. Chipper, MLC, about the Territory floating along on Australia's wool and wheat economy. (see p. 121.)

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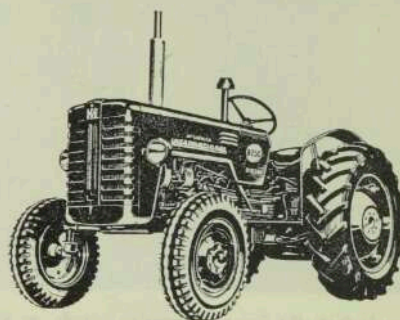
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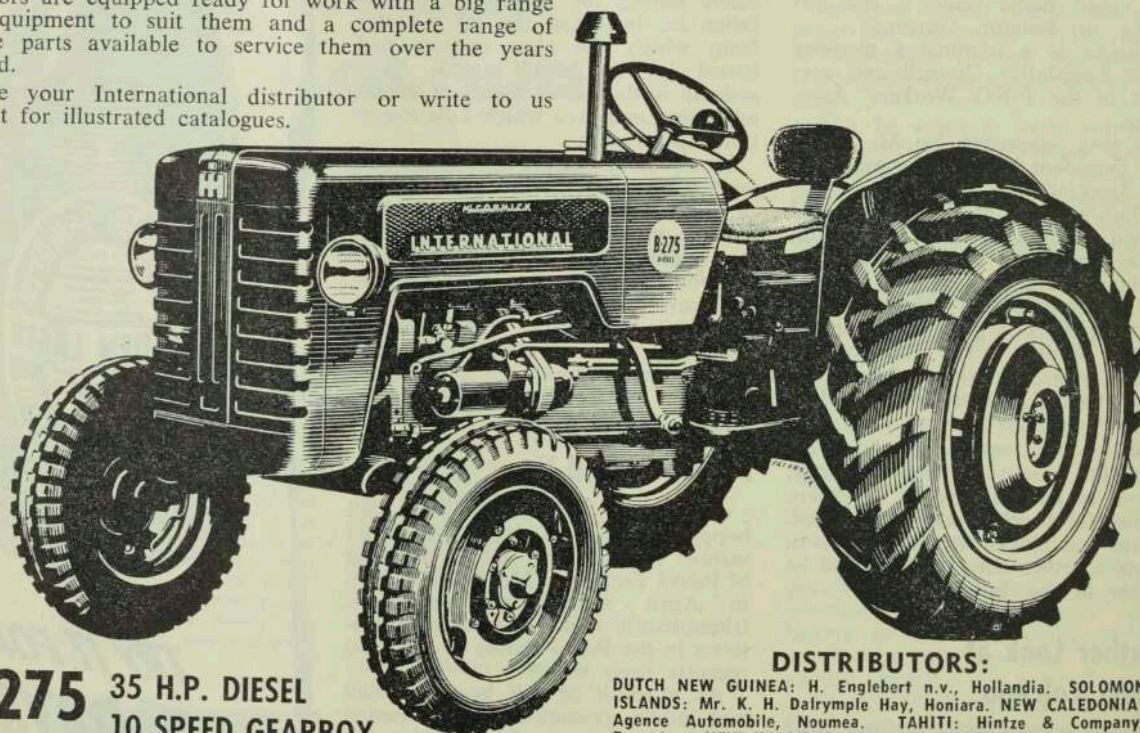
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a result of the increase in staff, payments to native wages during period, and increased cost of (canned meat up from £3 to per case and the Administration 100,000 cases annually), 1,000 more than estimated will exceed this financial year for PS es.

s will eat up a large slice of the onal revenue that will run into dministration coffers.

icipated revenue for the current ial year was £14,500,000 from alian grants; £6,958,000 from internal revenue; and £550,000 the second Territory loan.

e Australian grant remains the but internal revenue will bly total £7,479,800, although an has not yet made its target. reased internal revenue came buoyant import duty collections will probably produce about 00,000 by end of June—a record; rom income tax.

. Reeve said that taxpayers, they were required to estimate income for 1959-60 (to provide basis for provisional-tax) were ervative". They will have to up the balance this year and it probably amount to about ,000.

e amount of Territory loan up to early April (£387,000 out e anticipated £550,000) was pointing and it was a challenge rritorians to show faith in their ory. So said Mr. Reeve.

s the opinion of some observers, ver, that in the climate created e flat-footed; unco-operative at- of the Adminstration during self-determination panic from une onwards, the Treasury was lucky to get Territorians suf- ly interested in that loan to bute even £387,000.

per Petrol Santo, Too

rk has started at Luganville, New Hebrides, on bulk fuel e installations for the Shell any which will cost more than 0,000. Four tanks are being d with a total capacity of 5,000 Work is expected to be com- this year, following which there ly to be "a substantial reduc- in the local prices of petroleum cts.

companies have been making r installations right throughout outh Pacific in the last year or and petrol prices have dropped cases.

P-NG and That Australian Bull

The promise made in Canberra in April that native members of the P-NG Legislative Council should be taken on frequent visits to Federal Parliament didn't get much support in the Territory.

Most Territorians believe the native MLCs haven't got much to learn from party politics in full blast; and that Parliamentary manners in the Port Moresby Legco are impeccable in comparison with the Canberra brand.

Mr. J. L. Chipper, European member for New Britain, took the argu-

ment a step further. He said that the native members who had visited Hollandia for the opening of the NNG Council in April had had their eyes opened to the problem there should the Dutch pull out, and they must now realise the problem they themselves would have if Australia left them with an economy they couldn't support.

He said that it would be better to take them to India to see how the other half lives, rather than to Australia. Any visit to the outside world would give them an appreciation of what Australia has done for them.

In Mr. Chipper's opinion, the Ter-

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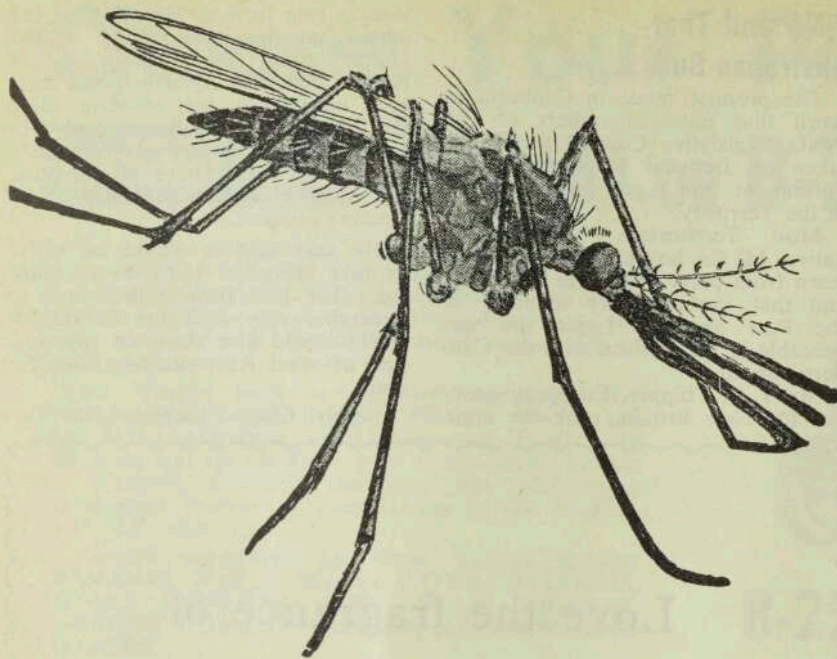
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ritory does not exist on a copra or cocoa economy at all—but on the Australian wheat and wool economy. "We give no thought," he said, "the effect in this Territory if wheat and wool collapsed and the Australian Treasurer said that, instead of the £15,000,000 grant that was given to us last year, we had to make do with £3,000,000."

At this stage Mr. Chipper began to describe a cartoon he would draw if he were a cartoonist. It would have an Australian cow in the middle of it, with Papuan cowboys milking it.

There would be this up in the left hand corner; and that down in the right—and when the thing had begun to assume the proportions of a full-scale mural, he paused dramatically and said: "And underneath, I'd have this caption —"

Before he could finish, across from the Official benches on the other side of the house came loudly the word "Bull!"

On this note the President called for afternoon tea recess.

Although most Territorians would agree that Mr. Chipper is a lousy cartoonist, most conceded that in the matter of P-NG's razor-edge economy he spoke nothing but the truth.

Share-and-Share Alike At Rakahanga

Mataitiko they call it, and it hasn't been done in the Northern Cook Island of Rakahanga since 1942. But after a heavy storm struck Rakahanga recently the Island Council decided it was time again for Mataitiko, and instructed the men of the island to go and husk all the storm-scattered coconuts found along the beach on the Rahui motu.

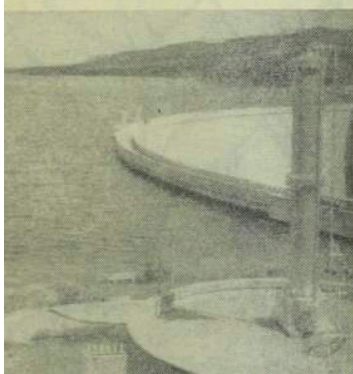
The men were organised into two groups of 50, and in three days, they found and husked 69,000 coconuts.

Ten open boats were used to take the coconuts from the motu to Rakahanga and each boat crew was given 200 husked nuts as payment. The others were shared among everybody on the island, including the babies.

The result of the share-and-share-alike scheme was that each person received 143 husked nuts, the head teacher and his family got 2,000, and the Island Council received 2,000 to help them with funds.

New Caledonian Farmers Protest at Imports

New Caledonia farmers have protested at the recent arrival of big quantities of fruit and vegetables from Australia and France.



big Yate Dam in New Caledonia last
was filled for the first time, because
hurricane weather. Bottom picture shows
water right to the top. The picture on
shows what happened to an office building
garage when the water crept up towards
oad. The dam builders never calculated
these buildings would be isolated.

Photos: Fred Dunn

t a meeting called to discuss the
er they also criticised broadcasts
Radio Noumea on the qualities
French fruit and vegetables. They
this is an encouragement for im-
mers to seek the goods in France.

roneod news-sheet has also come
on the side of the farmers, by
esting that if imports are to
inue on such a scale it would be
ood idea to do away with the local
cultural service.

Government official has replied
the news the farmers wanted to
—that as soon as New Caledonia
vers can fill the local demand,
seas imports of fruit and vege-
es will stop.

correspondent reports that this
uld be easy to do with the Aus-
an supplies, for it would be
ssary only to stop foreign ex-
age, but it would be a more dif-
t job to stop imports from
ce.

here have recently been some
tages of fruit and vegetables in

New Caledonia. Shortages are usual
for the time of the year, but this year
it is much more severe because of
rain damage to gardens, and also be-
cause of the absence of many
Vietnamese who have always looked
after the market gardens.

The newspapers have declared that
the country can do without the Viets'
gardening efforts, but the housewives
are not so sure now that they are
paying prices such as 4/- a lb for
grapes, 2/6 a lb for apples, and 3/-
a lb for cauliflower.

Port Moresby Girl Wins Breach of Promise Action

In an unusual case in the P-NG
Supreme Court, Port Moresby, in

April, Mr. Justice Gore awarded an
attractive young mixed-race woman
£500 damages for breach of promise.

The woman, Miss Elizabeth English,
25, had sought £5,000 from John
Read, 28, an Australian plant operator
with the Commonwealth Department
of Works.

Miss English, who lives with her
parents in the native village of Han-
uabada, claimed that Read was the
father of her five-months-old son.

She said in evidence that she had
kept company with Read for about
two months from December 1, 1959,
to February, 1960. During this time
he had several times promised to
marry her and buy her a home in
Port Moresby.

Miss English said that because of

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It Was The Good Oil!

Two Suva Customs officers earned themselves rewards in April after a successful raid on the Hongkong registered ship, 'Daisei'. They seized a quantity of watches, transistor radios, camera, a pair of binoculars, cigarette lighters, etc., plus an scene film, valued in all between £1,000 and £2,000.

The officers, M. N. Buksh and W. Pickering, supposed to searching for opium (after a tip-off), came across a 44-gallon drum. Mr. Buksh casually placed a dip stick in the drum, and his surprise, found it went only halfway down.

Closer investigation revealed a false bottom with a slide through which goods could be passed. And there was the intraband! The investigations led to the appearance of a Chinese cook in the Suva Magistrate's Court, and a fine of £125.

Under the Customs Ordinance, the officers are entitled to half the fine and half the net proceeds of the goods forfeited, with a maximum of £100 for each.

In the photograph, Mr. Buksh points to the false bottom of drum.

Photo: S. A. Whippy



omises she had let Read seduce she had later found she was ant, but Read then refused to her.

said she had given birth to a in November, 1960.

d in evidence denied he had promised Miss English that he marry her.

here had been a promise, he been released from it by Miss herself.

had taken place in February, when Miss English had accused going out with other women,

is judgment, Mr. Justice Gore found that there had been a e to marry.

"I cannot regard that incident as any more than a lovers' quarrel and not as a mutual discharge of the promise to marry."

Mr. Justice Gore said that in considering damages he had given consideration to plaintiff's lessened prospects of marriage.

"She was a girl of good character living with her parents in an environment of decency," he said.

"She was of mixed-blood and educated to a standard equivalent to her station in life.

"She was a business girl working for a well-known business house in Port Moresby.

"Her prospects of marrying someone above or equal to her station in life have, in my view, been lessened by the birth of the child."

Mr. Justice Gore added: "One may consider the circumstances which aggravate the damages, such as the social position of defendant and his pecuniary condition.

"Defendant is a European and it can be said that plaintiff, as a mixed blood, might have entered a society higher than her own by marrying defendant.

"Defendant promised her, she said, a house in town, no doubt in an environment on a higher plane than that which she had been used to in Hanuabada."

He also awarded costs against Read.

You Can't Do That Here!

One of Noumea's biggest bakers recently had the idea of importing about 50 bags of flour from Australia to make some experiments in an

effort to further improve the quality of his bread.

He normally imports big quantities of flour from France every year, and he decided to import the Australian flour at his own expense, with his own foreign exchange.

But the baker ran up against a brick wall of regulations, and the iron hand of officialdom. He was forced to re-export the flour to Australia.

A local paper has pointed out that where the baker made his mistake was in importing flour from Australia. If he had imported whisky or girls (such as from the Sydney Tivoli) all would have been well. But flour!

Good Results From Yaws Programme

A re-survey of yaws cases among the inhabitants of three islands in the New Hebrides has revealed only one case. The survey was made by AMO Joseph Marseu and Dresser Thompson following the initial yaws campaign in the New Hebrides.

They returned to Vila in April after visiting the islands of Epi, Paama, and Emae, travelling by ship, launch, canoe, truck, and on foot during a two months' period. In that time they saw and inspected 3,635 people.

Some Questions About Salvation Army's Hostel

The Salvation Army is to get another grant from the Papua-New Guinea Administration to build at Lae, New Guinea, a hostel for native

Minister With The Bongo Beat

good time was had by all the Red Cross Ball held in King, New Guinea, on April mark the opening of the big £662,000 general hospital. the most newsworthy event the night was the fact that the Minister for Territories, Mr. Paul Mack, laid aside Ministerial and took over the playing of drums in the band.

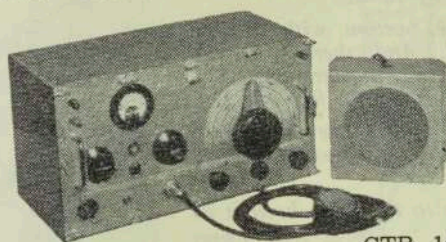
An Australian newspaper later put it: "... He found from the heavy responsibilities he faces in bringing the Territory through to self-nomination".

A couple of days later, in Port Moresby, Mr. Hasluck said: "I really enjoyed myself".

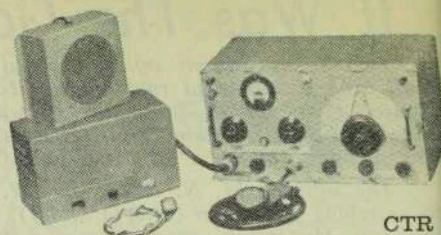
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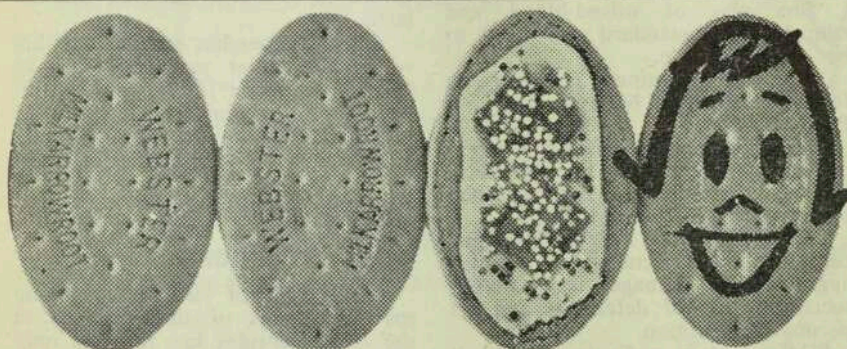
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ellers and temporary guests. The cost will be for £25,000 and the Lae hotel it will build will be after the style of the Army's hostel at Koki, Moresby, which opened for business in 1958.

The Administration made money available for the Koki hostel also, and at that time, Father J. Dwyer, a Catholic Mission member of the Legislative Council, had something to say about it.

In the April, 1961, meeting of the New Guinea Legislative Council, the Bishop of New Guinea, the Rt. Rev. P. N. W. Grogan, sought information.

While giving full credit to the Salvation Army for the work they were doing at Koki, he suggested that some of the other missions would, with Administration help, also like to establish Native hostels. He said he understood that the Lutheran Mission planned to build a hostel at Lae.

In a statement, later, the Assistant Administrator, Dr. John Gunther, said the Administration had undertaken, in 1958, to make a grant to the Salvation Army for a Lae hostel when funds became available. They became available in the 1960-61 financial year, and the Administration now honours its promise.

He said that other missions have received similar assistance in regard to hostels and these were being considered.

Lottery Idea Emmened

A suggestion made to the Fiji Government by the Nadi Chamber of Commerce that a "State Lottery" be promoted, brought unfavorable reactions from the Methodist Church. The plan was considered in round terms, in both radio debates and sermons.

There has been no answer from the Government.

There is evidence that large sums of money are raised in Fiji each week for overseas races and race meetings. A figure of £300 per week has been mentioned as applying to one small town.

Government lotteries, under English law, are frowned upon. Fiji is presently subject to an English Act of 1934, so that lotteries having for their object a benefit to charity are allowed under police supervision.

British countries receive money through State lotteries—for example, Irish Hospitals and Malta Government lotteries. And, of course, there are various "consultations" in India.

Coffee Standards Attacked

Australian users of coffee have "abandoned their earlier attempt to improve the standard of coffee offered to the Australian public", the official journal of the New Guinea Highlands Farmers and Settlers' Association, *Highlands Quarterly Bulletin*, claims in its April issue.

The journal, which is the voice of New Guinea coffee growers, discusses the coffee conference held in Sydney in March between growers and users (the users being such people as manufacturers and distributors).

It says the rise in Australian im-

ports of roasted and ground coffee, and instants which had failed to sell well in their places of origin, "and which are of a much lower standard than those being produced in Australia", was the natural consequence of the lifting of Australian import controls.

Now the users were "raising the mumbo jumbo of blending needs", although the record showed that blending presented no problem to the users if the coffee was cheap.

The journal says that when the users at the March conference left some 800 tons of New Guinea coffee unsold out of a total of 2,800 tons they "closed an era of voluntary

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agreement and made a challenge which growers had to accept".

Adding that it exempts the two major processors in Australia from any charge of not doing their part the *Bulletin* concludes:

"It has been customary at these meetings with the Australian users—to which we now say a fond farewell—for the growers to sit and listen to criticism of our coffee, our processing, our marketing methods and almost of our mere existence. This is the traditional role of a seller at a voluntary meeting.

"We, in the past, have not taken up the time of such conferences with an criticism of the Australian users. We have concentrated upon positive persuasion and the refutation of anything untrue. In the future, if we meet again, it will be in a different kind of arena." (See p. 51, this issue.)

The Japs Start Work at Wewak

In April, work began by a Japanese salvage company in removing war time wrecks from Boram Bay at Wewak Harbour, in NG's Sepik.

A Wewak correspondent reports that the work would probably take up to six months, and obtain about 5,000 tons of scrap metal.

The Matsekura company's vessel *Shin Maru* arrived in Wewak on April 23 from Kavieng, towing a 5 ton salvage barge, a tug boat and three diver boats. The tow was completed in three days without any difficulty, thanks to calm weather the whole time.

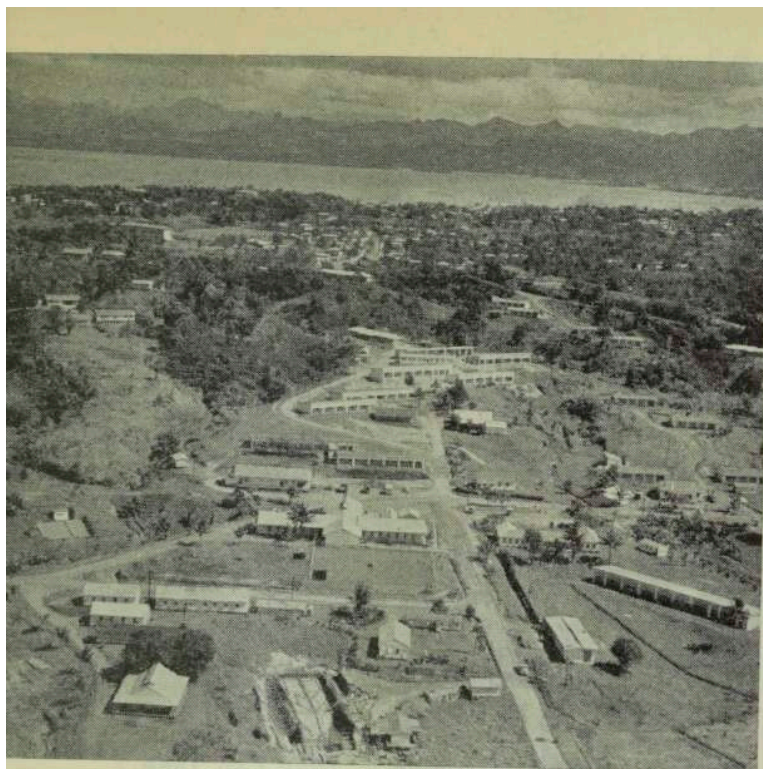
The master in charge of the operation was Captain Iwa Moto.

Thirty-six Japanese, including five divers, were in Wewak in early May and a further 24 Japanese were expected to arrive there after loading 1,200 tons of scrap at Kavieng, and cleaning up the New Ireland camp site.

Fiji Fears Loss of Rich NZ Funds

Most serious for Fiji generally, and for Suva in particular, is the possibility of the closing down of Lautoka Bay flying-boat base by the RNZAF. This is quite on the cards and would mean a loss to Fiji of about £1,000,000 per annum, from NZ.

Without committing himself, Mr Dean Eyre (NZ's Minister of Defence) did hint at the possibility of RNZAF basing land planes at Nadi. "New Zealand's sphere of responsibility", will continue to include Fiji.



client of the RNZAF base at Laucala Bay, Suva, is seen in this photograph. The RNZAF hangars are in the foreground, and in the background is Suva and Suva Harbour. See below.
Photo: Rob Wright

ould New Zealand take her away from Fiji, the Colony be rather exposed, under war ons. It has neither naval nor ces.

withdrawal of the Sunderland boats from service in this area voidable in the future. Mr. Eyre, questioned about the rescue ation, and the "mercy flights" quently carried out by the F with Sunderlands, replied e Fiji Airways' Beaver am- could take over this work. what about the more remote not within range of the ? Are these to be abandoned? e Search and Air-Sea rescue ation based on Nadi—is this given up when no Sunderlands ilable? These questions are be- ed in Fiji.

her loss to Fiji of overseas ill come when the Fiji Gov- t presently assumes respon- for the operation of Nadi ional airport.

ed against the present unstable y, such losses are serious, even the same amount of money spent by Fiji Government on ort.

ge Problem

ea police in April arrested a youths, aged from 15 to 20

and accused them of smashing street lamps, breaking and entering, stealing money and the spare wheels from cars, and generally making a nuisance of themselves. The gang has also been accused of having wantonly slaughtered a celebrated pet deer owned by a Noumea householder who used to parade it in the main street for the benefit of tourist ships.

More and Better Radio In The Solomons

The Solomon Islands Broadcasting Service, from May 1, has extended its programme schedule to give more news and better reception to the neighbouring territories of Papua-New Guinea, New Hebrides, Gilbert and Ellice Islands and New Caledonia. More time has been given for spot announcements and sponsored features.

But listeners in the Solomons wanting to keep up-to-date on their local news will need to curtail their social activities, according to a correspondent, who says 8.30 p.m. and 10.10 p.m.—the new times given for the news broadcast—are "most inconvenient."

"With cocktail parties before 7 p.m., and dinner parties and movies at 8 p.m. only the stay-at-homes, who are few and far between, will benefit,"

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the correspondent says. Previously news broadcasts were at 6.55 p.m. and 9.30 p.m., but it seems that owing to technical difficulties and staff problems nothing can be done about the time change.

The Solomon Islands Broadcasting station was built at a cost of £41,000 and is fully air-conditioned with one very large studio, one small studio and a combined control room and studio.

Local people want a further extension of broadcast times, as even at present the broadcast hours are only 3½ hours a day.

A mid-day session, incorporating more local news, has been suggested by some.

Nadi is Criticised— And Forgiven

The move of Nadi Chamber of Commerce, in asking the Fiji Government to consider a limitation on imports of luxury goods, so as to conserve overseas funds, and which was associated with an allegation that certain firms in Fiji were enjoying unduly wide margins of profit, aroused severe criticism from the Suva Chamber. The latter's delegates moved a censure against Nadi at the Federated Chamber meeting in April.

After lengthy discussion, the censure motion was dropped. Nadi Chamber explained its viewpoint and

suggested a procedure for future cases. This was later proposed as a motion by Suva and adopted unanimously by the Federated Chambers.

The Dutch Buy Scottish

The local air transport company, Netherlands New Guinea, Kroondou NV, has ordered a third Twa Pioneer aircraft from its maker, Scottish Aviation, of Prestwick, Scotland.

The aircraft will be delivered about the middle of this year.

The new plane will have more powerful engines than the first two and will require a very small landing ground. It is expected that the two older planes will later be re-equipped with the new type engines.

These two-engined planes carry passengers and are expected to hasten the opening up of the interior. At first they will be employed on services to the Wissel Lakes and the Balik Valley; services will later be extended to the Vogelkop Peninsula.

They Can Take Their Pick

The Netherlands New Guinea Council (inaugurated on April 5) will not have the same language problem that exist in the P-NG Legislative Council, where a team of interpreters are on duty the whole time the Council is in session.

Dutch and Malay are the two official languages to be used in the NNG Council and as all members are bi-lingual, each may choose which of the two he will use in his speech.

Death Oaths and Black Magic

How far under the surface, in even the most advanced Pacific Islands, lurks superstition and a belief in magic?

If recent court cases in Western Samoa and Fiji are any criterion, isn't very far.

Of the four petitions heard in the High Court in March, allegations of irregularities in certain elections during the February elections, the oddest angle came out in the appeal of a former Minister of Agriculture.

The ex-Minister, Tualaulelei Matia, appealed against the outcome of an election in Palauli East, where he was defeated by prominent Apia businessman, Mr. Harry Moors, who was standing as a Samoan under the title Afoafouvale Misimoa.

Tualaulelei alleged that undue influence had been brought upon the



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by Seumanufeagai, a leading of Vaitoomuli village, of using death oath" against voters of that if Afoafouvale was not elected. The death oath was the severest censure that could be placed on a man," Tualaulelei told the Court. It is only used as a last resort to admission from a wrongdoer of the fear of death.

describing the procedure of the death oath, Tualaulelei said that the offender is forced to dress in white and lie down on sleeping mats with a torch at his head and a bouquet of flowers on his breast. He is then made to swear the truth upon a Bible and the consequence of death should the oath be persisted in.

It was claimed by Tualaulelei that at a meeting at Vaitoomuli a few days before the election, it was suggested by Seumanufeagai that if Afoafouvale were defeated, the death oath should be used to find out who was against him, and the offenders should be banished from the village.

Judge C. C. Marsack dismissed the appeal on the grounds that sufficient evidence had been presented to prove that the remark had influenced the outcome of the election.

At Suva, in mid-April, an 18-year-old Indian, Dwarka Prasad, appeared before a Magistrate's Court on a charge of having murdered an eight-year-old boy for his head, which was allegedly to be used for witchcraft.

This was the second witchcraft case alleged within a month in Suva, the first being in the Sigatoka area where another Indian was charged of beheading his elder brother for the same purpose.

The allegations against an adult people make the efforts of the Government to obtain natives, who merely wait for the range submarines and helicopters seem like kid stuff.

Power Supply for Suva Town

One of Fiji's largest towns, Labasa (on Vanua Levu) is to get a public electricity supply provided by Labasa Electricity Company Limited, founded by H. B. Gibson and Mr. Vijay. The company will supply electricity to Labasa township and Labasa.

The new system, which cost \$10,000, was to be switched on on 1st May.

Up to now, there has been no public electricity supply in Labasa. The CSR generated its own supply, and also provided free electricity for the Hospital.

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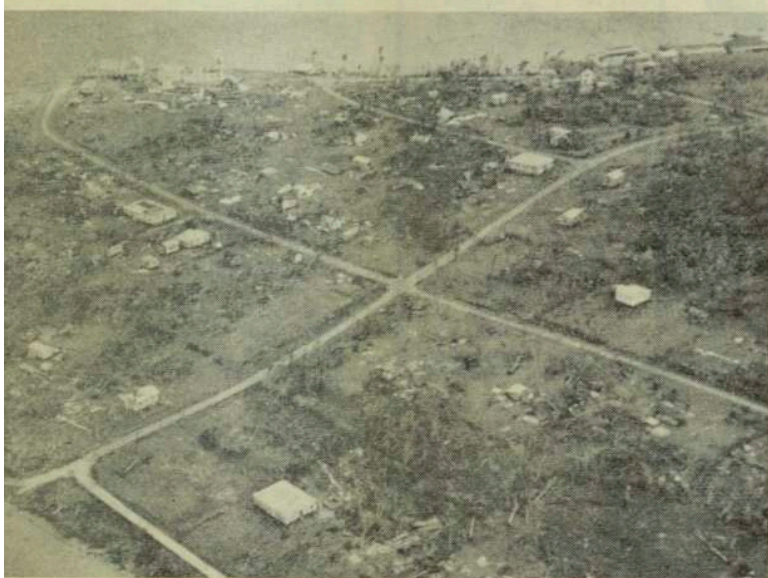
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These aerial photographs of Vavau show some of the damage of the Tongan hurricane. At top, is the big concrete hospital at Neiafu, partly unroofed, and below, the scene of desolation nearby. Photos: S. A. Whippy



Tonga Gets Help for Hurricane

Tonga's hurricane of March—the first within living memory—has upended the copra production at least 1963.

Vavau, worst hit of the two islands which took the full brunt of the blow (the other was Haapai), will see production for 1961 will be about half of the annual average of 100 tons.

The hurricane lasted from about March 16 till March 18 for the people of Vavau, who were exposed to wind and rain for more than 36 hours, making it impossible for them to do anything more than seek refuge, as their homes all around them were swept away.

In many villages lost up to 70 per cent of their houses. In the village of Tungake, Vavau, 68 out of 71 houses were destroyed, and 43 out of 50 houses were destroyed in the village of Leimatu.

Neiafu, principal town of Vavau,

239 houses out of 454 were demolished and 31 rendered uninhabitable.

After the hurricane Vavau presented a "matchstick horizon" with leaves and foliage stripped from trees.

The two deaths caused during the hurricane were both at Vavau. Another dozen people were admitted to hospital with injuries.

The damage to buildings in the Haapai area was only little less severe than Vavau and most mission buildings and schools were demolished or badly damaged.

The breadfruit trees at Haapai, an important item of food crops in the group, have nearly all been uprooted at a time when they were just maturing.

Help for stricken Tonga has come from many parts of the Pacific, including Australia and New Zealand. Governments have made big donations, and in Australia the Methodist Church launched a nation-wide appeal for food and money. Australian newspapers devoted much space to

news and photographs of the catastrophe, and in Federal Parliament a member pointed out the many close connections between Australia and Tonga, including the fact that the Prime Minister, Prince Tungi, was educated in Sydney.

Many big manufacturing firms with sales in the South Pacific made donations of food stuffs—including, R. & W. Hellaby, Ltd., of Auckland, who immediately consigned 50 cases of corned beef, and the Sydney firms of Gillespie Brothers and Southern Cross Mills, who each donated one ton of flour. Other gifts included tobacco, rice, nails, reduced shipping freight rates (from the Union Line), milk powder—all designed to help the people of Haapai and Vavau over the lean time that now threatens them. (See *PIM*, April, p. 23.)

New Japanese Pearling Agreement

The Federal Government has negotiated a three-year agreement with Japan, permitting the Japanese pearling fleet to operate in North Australian waters.

As in previous years, the Japanese will operate only in the eastern grounds of the Northern Territory division and west of Torres Strait in the Queensland division.

The Japanese fleet will be limited to 12 luggers and 415 tons of shell.

(Advertisement)

A 10 Seconds Beauty Bath

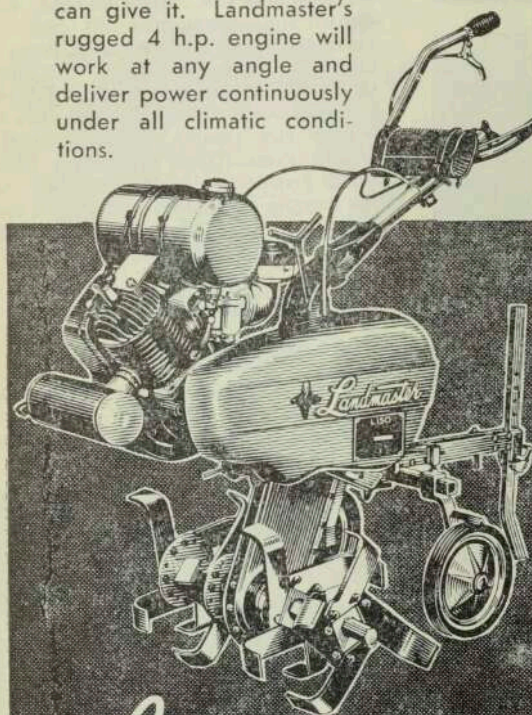
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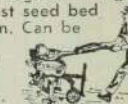
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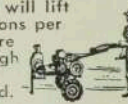
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Under a similar arrangement last year, the Japanese fleet took 385 tons of shell, while Australian fleets took 1,430 tons.

The three-year arrangement will obviate the need for annual negotiations.

Primary Industry Minister Charles Adermann pointed out recently that the improved quality of plastic shell buttons had cut deeply into what had been the most important market for pearl shell and for trochus.

This had meant a fall in average prices and a fall-off in dollar sales.

The United States took 72 per cent of Australian shell in 1957-58, but only 20 per cent in 1959-60.

Adermann said that the 363-ton increase in Australian shell production in 1959-60 was due mainly to Thursday Island pearl shell development and new deep-water techniques for the Darnley Island area.

They Paid Honour To Golpak

At Pomio patrol-post, on Jacquin Bay, New Britain, on May 6, representatives of the armed services, overseas organisations and some of the old comrades took part in the unveiling of a memorial to Paramoro Luluai Golpak, MBE. Golpak, of the Mengen people, died early in 1959.

The memorial, to the cost of which peoples all over P-NG subscribed, is a simple bronze plaque which reads: An Outstanding Leader and a Firm Friend.

He placed His Loyalty above his own life.

Golpak was a gnome-like, insignificant looking little man whose name, between 1941 and 1944, became known to thousands of Australian and American troops operating in the New Guinea area. With his followers he ranged up and down New Britain and together they assisted in the evacuation of civilians, sheltered crashed airmen, recruited carriers for guerilla forces and operated a successful espionage system.

Golpak worked with the Covert watchers, and especially with Mr. R. Skinner, now a P-NG Native Affairs Department executive officer, and then the commander of an All Intelligence Bureau unit on New Britain.

Mr. Skinner was at the unveiling ceremony, which was performed by Mr. J. K. McCarthy, now Director of Native Affairs, who also had a distinguished war career in New Britain and elsewhere.

Present at Pomio on May 6 were Group-Captain W. E. Townsend, the RAAF, Williamstown, NSW, and

That Ghost Again

The ghost of Kira Kira, San Cristoval, BSIP, which has not manifested itself for some time, active again.

That's what the official BSIP overnment news sheet reported April.

According to locals, a woman who once hanged herself on a mynan tree near the District Commissioner's house, haunted the tree until it was cut down, whereupon the spirit moved to a tree farther along the beach.

The news sheet takes up the story: "A Fijian couple who stayed in the old District Commissioner's house on their arrival April 5, were awakened at night by the sound of footsteps in the verandah. Doors were opened, tables and chairs dragged across the room, and the ghost appeared as a woman dressed in white. On Monday 17th, they moved to another house.

"However, at 9.30 the same evening, the spectre was seen walking in the direction of the now empty house by a second couple, who also reported hearing the noise of furniture being moved."

That's what the official BSIP news sheet says.

One of the men rescued by Golpak's scouts when as CO, 22 Squadron, his plane was shot down at Jacquinot Bay by a Jap Zero, and his companion managed to struggle ashore where they hid in the bush. After some hide-and-seek with the Japs, Golpak had them guided to the other side of the island where the then Major Skinner was waiting. Skinner arranged the air-sea evacuation by submarine. Gp. Capt. Townsend is now president of the Australian branch of the Royal Forces Escapers' Society.

Golpak received his MBE in 1945 for his outstanding service; and in 1958, the Escapers' Society awarded him its Certificate of Merit.

Underwater Eruptions in Fiji Bay

Underwater eruptions sent columns of steam and water shooting up in Savu Bay, off Fiji's second largest island, Vanua Levu, recently. Dis-

trict Officer Dennis Williams, described the phenomena:

"The disturbances covered an area about a mile square. The columns of water and steam had every appearance of a slow-motion bomb blast. The concentrated column would rise slowly to a height of about 50 feet over a period of about 30 seconds, and then vaporise as steam, to a height of about 100 feet. Each individual column lasted 10 to 15 minutes before subsiding. Then other columns would rise in the adjacent area. At any one time there were always four or five columns observable.

"The Savusavu Indian School is built almost on top of the Nakama

hotsprings, and the children at the school were sent home in case the activity spread to the hotsprings, but they were not affected.

"Fiji Airways planes reported that large flocks of birds circled the area—presumably to harvest the many dead fish thrown up by the disturbances.

"The disturbances ended quite abruptly after 24 hours of continuous activity."

Official Geologist R. E. Houtz reported: "The eruptions need not be viewed with alarm. I infer that the eruptions are not deeply seated but merely represent an additional outbreak of the Savusavu hotsprings system."

(Over)

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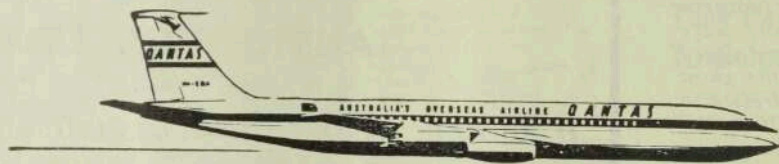
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One of the three U2 high altitude aircraft which called at Nadi in May, en route to Australia. Behind it is a Globemaster transport.
Photo: Rob Wright

Luck Continues Log PAT

six weeks of bad luck that has beset the Papuan Air Transport since April 8, when their Piaggio aircraft crashed on a routine flight over the Stanley Ranges, culminated on April 18 when the Department of Civil Aviation suspended all PAT operations.

The ban was imposed at 6 p.m., after 17 hours, the reason for which was imposed at all remains unknown. PAT is not a fly-by-night company but has been firmly established and based in Port Moresby for years. Energetic management enterprise put it in the position of being next in importance after the big internal air operators in

then, in March this year, bad luck started to come in large-sized

On the 8th of that month a Piaggio—a two-engined aircraft imported from Italy in 1959—and its pilot Geoffrey Wallace, vanished over the Stanley Ranges and no trace has been found since.

Early April, a DC3 aircraft belonging to the company and piloted by Captain Miles Lewis, made a landing at Bereina, Central Province, while on a charter flight to Milne Bay, Eastern Highlands, carrying medical stores. It broke in half and rolled out.

Captain Lewis said that while they were at 13,000 ft something in the engine stores began to smoke or give off fumes and fill cabin and cockpit. Enquiry into the whole incident was held, but the conclusions are not to be known for some time.

Days later, on April 18, a leased Piper Aztec aircraft that had been rented from a Sydney firm, crashed into the ground on take-off from the sloping Tapini airstrip in the mountains. One passenger

was injured, and another and the pilot escaped unhurt. The aircraft was badly damaged.

In late April the company was continuing to operate with a DC3 chartered from Trans-Australia Airlines, while the managing-director of PAT was in Australia negotiating for the purchase of a new aircraft.

Queer Flying in the US U2 Planes

Main interest of the spectators who were watching the departure from Nadi of the USAF U2 planes, of Project Crowflite, in May, was in the preparation of the pilots for high-altitude flying.

Project Crowflite is the code name for the team of high altitude research fliers who are carrying out work in Australia for the Australian Government.

The pilots, picked personnel, first don a suit of long-sleeved and long-legged underwear, then a three-layered suit of extra fine material, laced, zipped and rubber-tubed to a skin-tight fit.

The rubber tubes, down legs, arms and body, are connected in the plane to seat tanks of air under compression; so that if the pressurised cockpit fails, the suit is automatically pressurised. Otherwise, the pilot would be dead in a few seconds, literally exploding.

All the dressing is done in an air-conditioned room, and the pilot is connected (through a glass-fronted helmet, hermetically sealed to the suit) with a small tube of oxygen, which he carries out with him to the plane.

All exertion at this stage is forbidden, to avoid perspiration. The pilot is carried out the few yards to his aircraft on a truck, fitted with a seat-parachute, and is hoisted into the plane immediately.

As is shown by photo, the U2 looks rather like a large glider, fitted with

a jet engine. This gives enormous power at take-off; and at extreme heights (reputed to be at times above 80,000 feet) gives a range of some 4,000 miles.

The U2's are escorted and tended by a large number of other types, noteworthy being several C124 Globemasters, a squadron of B57 Canberras, with a total personnel of over 160 engaged.

Among the gear unloaded from the Globemasters at Nadi was a 30 cwt. truck, huge spare wheels and jacks, and several air-conditioning units and battery trucks. It is interesting to speculate upon the cost of so much equipment and personnel, to keep three planes in the air.

Further Moves On Hamac

A further bid to stay the liquidation of the Hamac group of companies in Papua-New Guinea has been made through the High Court in Sydney. (*PIM*, April, p. 23).

An appeal was lodged on May 8 against the refusal of the Chief Justice of the Supreme Court in Port Moresby to sanction a scheme for removing Hamac companies from liquidation. At the time that the Chief Justice gave his decision, he made a stay of liquidation for three weeks in order to allow time for an appeal.

The Hamac Group was ordered into liquidation by the P-NG Supreme Court on April 1, 1961. The Papua-

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. . . Margaret Merrill.

New Guinea Development Company was formed later that year with the object of taking over the Hamac group of companies. The recent case before the Supreme Court in Port Moresby was brought by PNGDC in order to take the Hamac companies out of liquidation and make them again going concerns. This was opposed by some of the unsecured creditors of Hamac, who felt they would have a better chance of collecting their money if the Group went into liquidation.

Documents for the appeal were prepared by Bartier, Perry and Purcell, solicitors of Sydney, and grounds for asking leave to appeal

are believed to be the contention that the Chief Justice wrongly used his discretion in refusing to sanction the attempt to take the companies out of liquidation.

It is hoped that the appeal will be dealt with within a month.

Teacher Training Plan In the New Hebrides

A vital new step which will speed up British efforts in the New Hebrides on education has just been announced—formal approval has been received for a British Central Teacher Training College to be built in Vila.

Britain is making available £A133,590 from CD&W Funds for the college, which will be built on land bought from the late Mr. Dupertuis, at Malapoia. The building will be started soon, and the first intake of 36 students is expected early in 1962.

There will be four lecture rooms plus administrative, assembly, library and common rooms and full residential facilities for up to 64 men and women students, and a staff of five.

Students educated in schools of the Presbyterian Church of the New Hebrides, and of the Melanesian Churches of Christ, and Apostolic Church Missions will undergo a two year training course, and then take up teaching posts in village schools.

Schools near Vila will be used to give practice training during the course.

Three Years For £12,000

In the Supreme Court in Lae, New Guinea, on May 5, Mr. Justice Goss sentenced Basil Seeto Cheong, 32, to three years with hard labour for stealing £Sstg.12,000 (£A15,000).

Seeto pleaded not guilty at first but on the second day of the hearing changed his plea to guilty.

He had been employed as a cashier by Burns Philp (NG) Ltd. and between 1958 and 1961 had manipulated the firm's books for his own gain. At the stage where he had diverted about £Stg.5,500 into his own pockets, a Bank inspection failed to uncover the fraud, and he was thus encouraged to greater effort, driven on, so the Judge said, by pressing gambling urge.

Fascinating Case of The Irish Magistrate

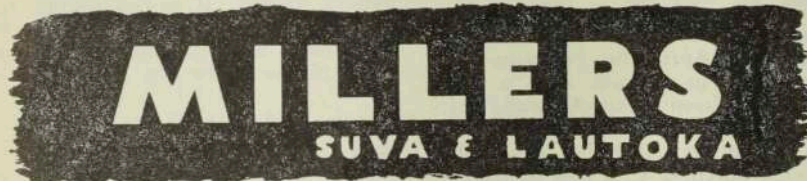
The people of Suva were mightily intrigued on the morning of April 1 when John Francis Willie Judge, barrister-at-law of King's Inn, Dublin appeared as plaintiff in a Magistrate's Court to support charges against Romuald Michael Ambrose (likewise a barrister-at-law of King's Inn, Dublin) to the effect that—

- Ambrose had threatened both Judge and Mrs. Judge with intent to cause them alarm;

- Had threatened to kill Judge, cause him alarm;

- Had made a similar threat to Mrs. Judge about her husband's life to cause her alarm;

- Had assaulted Judge, occasioning him actual bodily harm.



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SYDNEY. At a recent meeting of the Fijian Association (top): Pauline Karika, of Apia, and Lionel Krone, of Apia and Blanch Krone, of NZ. Below, is Miss Maria Krone, a member of a well known Suva family, with Mr. & Mrs. George Griffen, also of Suva. Photos: E. A. Ray

● Had entered Judge's property with intent to intimidate Judge. Mr. Judge is well known as a former Magistrate, and is now a Crown Prosecutor; and Mr. Ambrose had been in charge of the Suva Magistrate's Court for two years. They are well-liked—both are Irish-born Colonial Office officials. Mr. Ambrose, especially, has social qualities which have endowed him with popularity and some fame.

"What is all this about?" asked Suva gossip-mongers, with noses twitching. But they never got the details.

Counsel for the two parties faced court at 9 a.m.; and the wise court, after hearing a little skirmish, adjourned the case for a week. Something happened swiftly, behind the scenes. All 11 a.m., the case was re-called, the police said there was a "reconciliation", and the charges were withdrawn.

The embarrassed Government then announced that Mr. Ambrose had resigned his post on March 29; that the departure of Mr. Ambrose and his family had been booked immediately thereafter; and the Ambrose family left Suva for Nadi and over-land on April 5.

Mr. Ambrose, through the *Fiji*

Times, said cheerfully that he carried away happy memories, no malice, and a hope that one day he would return.

Mr. Ambrose's career in Fiji as a magistrate will not soon be forgotten.

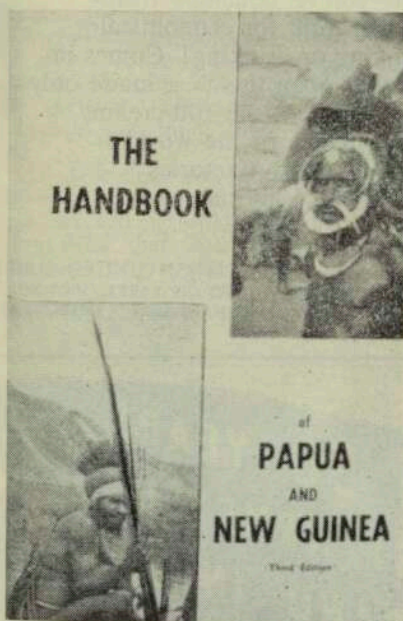
One day, after he had dealt with about 25 "drunks", he called them all back into court (some had already gone to gaol) and lectured them severely on the evils of drink. On another occasion, he ordered the birch for Fijians convicted of frequent drunkenness—but a higher authority cancelled that. He called the publicans together, when their licences were due for renewal, and gave them

some advice on how to conduct their establishments.

One evening, for some reason never explained, while enjoying a social occasion, Magistrate Ambrose led a startling procession of eight or nine joyful Fijians through the main street, from the Garrick to the Club Hotel. This was a fortnight before he resigned.

They said he was "a really nice Irish lad, but a wee bit impetuous".

He might have been happy in a European community; but he was difficult to explain to people of other races—especially those whom he had to meet in Court. (Over)



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i Firm on Unusual Business Charge

In a case which created wide interest in Fiji, a Lautoka magistrate, M. Saunders, fined a Lautoka firm of agents, J. Prasad Bros., a total of £F600, in default 18 months' imprisonment, for alleged offences connected with the price of imported goods. Evidence was that the firm took orders from customers for washing machines from the UK at 122/6 per cwt B London, when the price was allegedly 111/- FOB London. The firm was charged on three counts of having prepared false documents; was convicted on two of them and acquitted on the third. It has given notice of appeal.

President Meets Evans

There has been a happy ending to a long story of how, in 1943, Coastwatcher A. R. Evans, now of New York, rescued Lieutenant John Kennedy, now of the White House, Washington, DC. Evans, ex-Coastwatcher and ex-Navy Lieutenant met at the White House in April while Mr. Evans was on a short visit to the United States. Earlier, in Sydney, he had received a letter from President Kennedy; and while in the States he got the full treatment from Press, radio and television. His visit to the States was sponsored by Press interests there and in Sydney and he left Australia, and arrived in the US, in a burst of "exclusive" stories about how the rescue was made. But they added little that was new to the story Mr. Evans told



Coastwatcher Evans, with the diary he kept in those more adventurous days.

PIM last December—and which was published in full in January.

(Anyone interested in following the full account of how Mr. Evans finally was "discovered", should read the issues of PIM from September, 1960 to April, 1961).

At the same time that Mr. Evans was in America, Captain Goro Nakajima, who was the navigator of the Japanese destroyer which ran down Lieut. Kennedy's PT boat in Blackett Strait, BSIP in 1943, was in Fremantle, WA. Captain Nakajima is now master of the freighter *Ikushima Maru*.

Late in the night of August 2, 1943, he was on duty in the chart room of the destroyer when the watch sighted the American PT boat. The destroyer's Commander ordered him to plot a collision course, which he successfully did. They did not stop for survivors, because (so he says), they did not think there would be any.

As everyone now knows, Lieut. Kennedy and some of his men escaped and reached a small islet. It was from there that Coastwatcher Evans had some of his native scouts rescue Kennedy in a canoe. Another PT boat, guided by Kennedy, later rescued the other survivors.

BP's Back In The Coastal Trade

Off and on for years, businessmen in the North Queensland towns of Townsville and Cairns have been regretting that they have no shipping link with Papua-New Guinea as used to be the case up until the late 1930's. But when Burns Philp and Co. Ltd. renewed the link recently, with their MV *Montoro*, and a couple of other ships, there were yells from another direction.

The complaints came from another shipping company, John Burke Ltd., who have lodged a protest with the Federal Government against what they regard as BP's entry to the Queensland coastal trade.

John Burke Ltd. at present runs four ships, all of them under 2,000 tons, on the Australian coast; two operate out of Sydney, one out of Melbourne and one out of Brisbane, all terminating at North Queensland ports.

The once flourishing Australian coastal trade has now dwindled away. The latest withdrawal was AUSN and Burkes say that, at the time that BP started calls at Cairns and Townsville, they were preparing to "meet the demand for more shipping space".

It is a pretty reliable waterfront story that BP's won't go looking for



ISLANDS' INTEREST. After their marriage in the United Church, Port Moresby, in April—Mr. & Mrs. Donald Gallaher (top). Mr. Gallaher is with the P-NG Health Department, and the bride was formerly Miss Mary Noonan. (Papuan Prints). Lower picture shows Miss Sandra Barnfather, before her marriage in Auckland in April to Mr. Robert Haycock. The bride was born in Suva, and later with her parents went to Honiara, where she was one of the first pupils of the Honiara Government School.

coastal freight, but that they will take it, if it is offering.

It is difficult to see what would attract any shipowner to the almost defunct coastal trade. But Burns Philp are probably in a better position than most to enter it.

Some of their ships' crews are on foreign articles—a sore point with Australian maritime unions who have all but wrecked other shipping enterprises on the coast. But more important still is the diversification of BP activity and the fact that their ships have always been used to service their own far-flung empire as much as to act as general carriers.

BP would probably do better routing their smaller vessels through Nth. Queensland ports than they do now with operations like that of the *Bulolo* which, with Australian pay scales and overtime rates, never makes a profit. *Bulolo* carries over 200 passengers on the Sydney-P-NG service; she is of over 6,000 tons gross and was regarded as a pocket-

sized luxury liner when she left her builders in 1938.

The rumour that she is for sale has persisted too long to be ignored. When and if she finds a new owner it is unlikely that BP will invest in a replacement passenger carrier of similar dimensions.

Viet Repatriation Scheme Stops—Suddenly

The repatriation scheme for the Vietnamese has broken down.

The *Eastern Queen*, chartered from Hongkong to repatriate New Caledonian and New Hebrides Viets to North Vietnam, sailed for Hongkong empty on April 28, and it has been officially announced that the scheme has been "postponed indefinitely".

The *Eastern Queen* had already made three voyages to Haiphong from Noumea, carrying more than 1,500 Viets, and was back in Noumea in April en route to Vila to embark the first contingent of about 400 Viets from the New Hebrides. A second contingent was to embark from Santo in a later voyage and then the repatriation plan was to be reviewed. However, the ship remained in Noumea in April and all sorts of rumours were rife.

An announcement in early April said the first New Hebrides shipment had been postponed, but stressed it had not been cancelled.

When the ship didn't turn up in the New Hebrides, waiting Viets in Vila, who had already given up their jobs and homes waiting to embark, became extremely restless.

The Viets at one time actually had their luggage on a lighter, waiting for the ship which was to show up next day—and never did.

As time went on some of them were re-employed, and distribution of food was made.

Following the official announcement in late April of the indefinite postponement, the Viets started to buy back their possessions, which they had sold at give-away prices, but many of them had to pay top prices. Land-Rovers which had been sold at £A350 were being bought back for as much as £600.

The upset has had such a bad effect on the Viets that undoubtedly many of them would not go back to Vietnam if they were given a new opportunity to do so tomorrow.

There has been no official announcement to explain all the trouble, but it seems clear that there has been pressure from South Vietnam, which has objected to people with very little contact with their old country being sent to the Communists.

'Pandora' Story

(from p. 19)

too, believed the wreck might be that of the *Pandora*.

It also published a detailed and colourful version of the finding of the wreck by Donald Smith.

The *Sun's* story was republished by several other Australian papers and was also given prominence in the British national Press. Then the fun really started.

English angles on the story were cabled back to Australia; Australian Cabinet Ministers and high Government officials discussed whether the wreck-finders would be legally entitled to salvage the wreck if it really was the *Pandora*; and a Sydney maritime authority, Capt. Finlay Murchison, said that if it was the *Pandora* it "ought to be preserved for historical interest".

Not Pleased

All this did not seem to please Messrs. Darcy and Smith. During the next two weeks, Darcy, in Darwin, and Smith, in Sydney, denied emphatically that the wreck was that of the *Pandora* and insisted that it was probably that of a galleon or privateer laden with gold or silver.

They even "quoted" Admiralty experts to support them, although most of the experts' alleged statements were demonstrably absurd.

Then the two men apparently went quiet. Nothing further seemed to be heard from them until March 26 when Smith bobbed up in Brisbane and told the *Sunday Mail* that he was on his way to Cairns to head a six-man diving team to investigate the wreck.

Despite the fact that Darcy had stated on January 8 that the Admiralty "thought it certain that the wreck was not the *Pandora*", Smith said that "London enquiries" indicated that the wreck would prove to be "either the *Pandora* or a privateer . . . possibly loaded with silver or gold".

Two days later, Darcy said in Darwin that the Admiralty had now told him that the description of the bell that he took from the wreck fitted that of a bell "known to be aboard a ship which was last heard of in Timor in 1711".

This, for me, was the last straw, for if the bell had been presented in England on November 30, 1711, the ship obviously could not have reached Timor until at least 1712.

I sat down immediately and wrote an article for a Sydney paper, listing

some of the demonstrably false and absurd statements that Darcy and Smith had made and hinting that there was something odd about their continual talk about sunken treasure.

This article apparently set the sleuths of Brisbane's *Sunday Truth* on the warpath.

Next week-end, that paper's crime reporter John Burton claimed in an article that he had been supplied with "a top-level report to police" which branded the discovery of a wreck by Darcy and Smith as a "pack of lies".

Truth also quoted a radio message from the Lockhart River Mission which stated that the much publicised bell had not been found by Darcy and Smith, but had merely been shown to them when they called at the mission for repairs to the *Alvis*.

Truth claimed that the wreck story was a stunt.

Assuming the accuracy of *Truth's* story, it has yet to be explained how the Lockhart River Mission acquired the bell, who found it, where it was found, and, above all, what ship it last belonged to.

Everything still seems to suggest that the bell belonged to the *Pandora* particularly as the Lockhart River Mission is only 50 or 60 miles south of where the *Pandora* went down and the *Pandora* is the only ship likely to have a bell with an 18th century inscription that is known to have sunk off the Queensland coast.

Phosphate Strike

(from p. 18)

police and Mr. Pickwood (Mr. Morgan remained behind as Chief Police Officer pending the return of the regular man, who was absent from the Colony).

The BPC representatives went on to Nauru where the G & E labourers were still on strike. Negotiations for settlement there concluded successfully on April 27.

The position on Nauru, 200 miles west of Ocean, an Australian administered British Trust Territory where the G & E labourers came on in sympathy with Ocean Island on April 8, was never as serious as on Ocean. The G & E labourers on Nauru are only part of the work force, the rest being about 60 Chinese from the Colony of Hong Kong who are there on short-term contracts.

Labourers in the employ of the BPC receive an agreed scale of rations, medical services, quarters etc., plus wages.

the precise demands of the strikers both Ocean Is. and Nauru have been officially stated.

at back in Auckland on May 9, NZ Commissioner, Mr. Tennent the workers had been given pay, and also that the BPC would £A1,875,000, on new labour for them.

he said workers received from £20- a month plus bonuses. They d get a 23 per cent. wage in- se, and weekly child allowances. r. Tennent said the settlement been "mutually satisfactory" and zone was "very happy". He was id there would be no more ole in the islands for "a very time, if ever", he added.

originally, the workers had de- d that if the BPC did not grant demands then they wished to be riated, with the wages that would accrued to them had they ed their contracts.

he Islanders are recruited ally for the phosphate workings as this gives the able-bodied of these small islands a chance do not normally have of earning cash, a period on Ocean Island auru is highly regarded.

hen the strikers split into oppos- factions in mid-April, it was ly due to the fact that the anti- faction was being urged on by rams from the folks back home were all for their getting back e job.

"They're Trying to Beat a Fool's ise", p. 49.

BANDITS!

(from p. 23)

beans, instead of two different as there are at present. The new would for the first time allow non Islanders to play some ling games in the same way as beans without breaking the law being taken to Court.

he new law would not allow all s of chance to be played. There l still be many kinds of gambling would be against the law be- of the evil results which come them. For these kinds of gamb- a person could still be brought e a court and be fined or sent son.

he important things in the new ould be that—

o young person less than 18 ears old will be allowed to amble in any way unless his ather is present or agrees; o one will be allowed to gamble a public or open place, which

means that usually a man can play a gambling game only in his own or a friend's house;

- (3) no one will be allowed to play a gambling game which is not straight because everyone must have the same chance to win;
- (4) no one will be allowed to run a gambling school and make a profit for himself or charge any- one a fee for taking part.

One very important part of the bill deals with gaming machines or "poker" machines. Under the present law no Solomon Islander can play these machines at all, but a European is allowed to play them.

Under the new law, if it is agreed to by the Legislative Council, Solo- mon Islanders and Europeans will be allowed to play these machines but the machines will not be allowed in hotels or bars or in any other public place.

They will only be allowed in private houses or clubs and if the owner does not make any profit for himself. This law about "poker" machines is the same as the law in England but there are many countries where these machines are not allowed at all.

Another part of the bill allows small lotteries, raffles or sweepstakes to be held and small gambling games at fetes and other entertainments if permission is first obtained from the District Commissioner. No one is allowed to make a profit for himself by running lotteries or games of this kind and all the profits must be spent on prizes or given to some charity such as the Red Cross Society. This proposed new law is the same as the latest law in England.

P-NG Labour

(from p. 20)

Papua-New Guinea Workers' Associa- tion is doing pretty well for itself. Due to its efforts, a new wage agree- ment giving Port Moresby waterside workers substantial pay increases came into effect on April 20.

The agreement was negotiated be- tween the association and the two local stevedoring companies—Burns Philp (NG) Ltd. and Steamships Trading Co. Ltd.

Until now the rate for wharf labour has been 8/- per shift, day or night, with no penalty rates.

The new rates give a 50 per cent. boost to day shifts (12/-), with 18/- for night shifts plus overtime at 2/3 an hour. Work on Sundays and holidays will be at 24/- day shift and 36/- for night shift, with overtime

at 4/6 per hour.

In all cases meals and transport will be provided.

This is the association's second triumph this year. In January a basic wage of £3 per week for un- skilled labour in Port Moresby, Rabaul and Lae came into operation due to the association's efforts.

Although the increase in wages may be regarded as a victory for organised labour as opposed to the dumb, driven kind, the end result, of course, is going to be added costs for Territory residents as a whole.

Shipping companies in Port Moresby have already increased wharf handling charges to take care of the wage increases.

The NG Party

(from p. 20)

of the Party, the most unfortunate was that which embroiled Simogun.

Under existing conditions, the huge Sepik district of 28,000 square miles is virtually disfranchised—as was pointed out at the April meeting of the Council by Mr. Lloyd Hurrell in whose electorate (New Guinea main- land), the Sepik is. There are about 800 Europeans in the Sepik, not suf- ficient perhaps to warrant a European member for themselves, although this figure does not fall much, if any, short of the European population of New Guinea Islands and Eastern Papua electorates.

But there are 251,000 natives, and in the present Council their only rep- resentative is Bonjui, one of the two nominated native members chosen to represent the "less advanced native population".

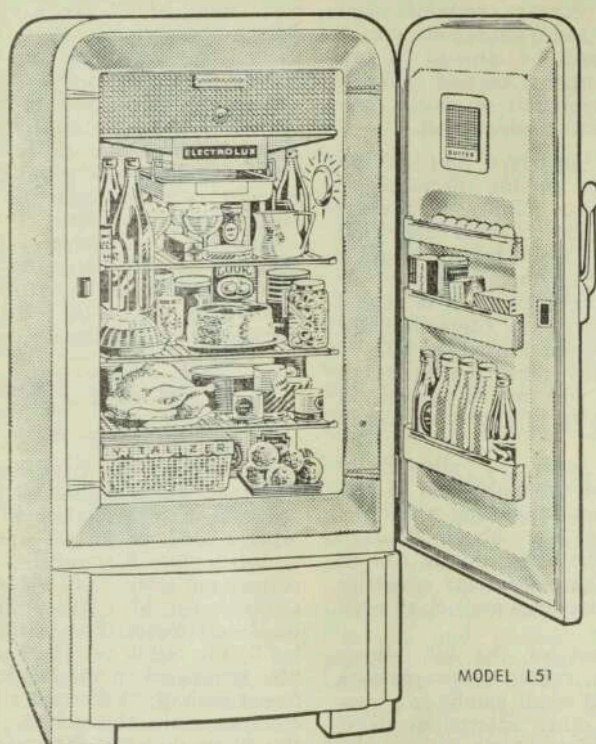
It was stated in an official hand- out that Bonjui lived at Korogo, near Ambunti, on the Sepik River, and exerts an influence over the 12,000 people of the Burui-Kunai and Chambri Lakes area.

That leaves about 240,000 people living in other parts of the Sepik where his writ doesn't run—and where they are unlikely to have even heard of him.

Although it is next door to im- possible to get anyone in the less developed districts of P-NG who can even remotely be described as a dis- trict figure, it seems obvious that a huge area like the Sepik would have been better served by having an ad- vanced native in the Council to speak for it, than to have one who is known only around the Pagui school area and the Chambri Lakes.

Bonjui, of course, doesn't represent only the "less advanced" natives of the Sepik, but is one of two members

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to represent all "less advanced" people of the whole of Papua and New Guinea. It might have been a better scheme to have a "very advanced" native—someone like Papua's Reuben Taureka—who is ambitious to weld P-N-G into "one nation"—to represent backward people. And to chase him off often enough amongst them for all concerned to learn about one another.

Sugar Industry

(from p. 19)

Against the attacks of a small and probably subversive section of Indian cane-makers.

Unless there is new planting, the 1962 and 1963 prospects are bad.

In addition, high officialdom is being asked about an Indian cane expert named Mathur, who appears to be closely associated with A. D. Patel and conditions in North West.

Mr. Mathur was brought from India to advise Mr. Patel's factions during the Sugar Commission sittings. The inquiry ended long since, but Mr. Mathur is still with us and, because of his activities, responsible people are asking: Has his mission a technical as well as a technical purpose? Who pays Mr. Mathur and Mr. Patel's expenses? In view of the way in which it now is treating newcomers, how does the Immigration Department regard the continued stay in Fiji of Mr. Mathur?

CUSHING STARTS JUNE 6

The dates for the opening of the planting season, and the estimated quantities of cane in sight, are:

	tons
June 6—Lautoka	705,000
June 6—Rarawai	490,000
June 6—Labasa	250,000
July 4—Penang	75,000

West N. Guinea

(from p. 18)

that were the General's sole concern, then Mr. Menzies' statement of the endorsement of it by the Opposition Leader, Mr. Calwell—not make very happy reading in Jakarta.

Because the Prime Minister made it clear to him that Australia supported Dutch sovereignty, believed it was proper to do so in the

DEATHS OF ISLANDS PEOPLE

Mr. H. W. Hardy

Mr. Herbert William Hardy, a former Registrar-General of Papua-New Guinea, died at the Port Moresby General Hospital on May 2. He was 66.

Mr. Hardy was born in Melbourne in 1894, and first went to Papua in 1913. He became Chief Clerk in the Department of Lands and subsequently Collector of Customs at Port Moresby and then Samarai; he was appointed Registrar-General of Papua in 1937.

During the War he was with the Australian Ship Building Board in Sydney. He returned to the Territory in 1945 as Registrar-General of the combined territories, and retired in 1959 after 45 years service. His length of service as a permanent officer of the Public Service has been unequalled in the Territory.

Prior to the war he was well known as a sportsman in Papua.

He is survived by his widow, Lillian Hardy, of Port Moresby, and son Phillip, who is an Assistant District Officer in the Department of Native Affairs.

Hon. Ahome'e

The Hon. Ahome'e, a former Governor of Haapai, Tonga, and the father-in-law of Crown Prince Tungi, died at Nukualofa on March 20, aged 62.

Hon. Ahome'e first entered the Tongan Government service in 1919, as a telegraph messenger. He was

Governor of Haapai from 1946 until last year, when he was appointed Minister of Police. Over many years Ahome'e, with his capable wife, Heuifange, had graciously and generously given hospitality to visitors to Haapai. He will long be remembered for his constant efforts to promote the welfare of Haapai's people.

He was the chief of the Tongan village of Haavakatolo, where he was buried on March 21. Queen Salote and more than 2,000 other people attended.

He is survived by his wife, two sons and six daughters, including his eldest, now Princess Mataaho.

Mrs. Margaret Lock

Mrs. Margaret Elsie Lock, wife of Pastor W. N. Lock, of the Seventh-day Adventist Church, died at Kurri Kurri, NSW, on March 2. With her husband she went to Papua as a missionary in 1923 and continued there for 17 years.

Pastor and Mrs. Lock, with Nurse E. Heise, commenced their service at Efogi, in the Owen Stanley Ranges, Mrs. Lock and Miss Heise being the first European women to negotiate the Kokoda trail.

One son, Maynard, with his wife and family, died in the Mount Lamington eruption some years ago. Another son, who has spent most of his life in New Guinea, and some years in the Solomons, is Pastor Lester Lock, now stationed in Lae, New Guinea.



The late Hon. Ahome'e, with his eldest daughter, the Princess Mataaho, and his wife.

UN, and believed that Dutch and Australian policies in West and Eastern New Guinea were broadly similar.

On that ground the General said correctly that the Indonesian people would not be "wholly satisfied with the Australian attitude".

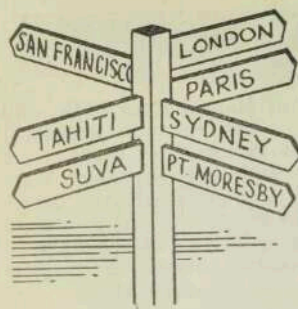
But on practically every other ground, General Nasution should have gone home feeling well pleased that his visit had been a success.

He made a remarkably good impact on the Australian Government, and appeared to get closer to the

Prime Minister than the Indonesian Foreign Minister (Dr. Subandrio).

Those in the know say that Mr. Menzies' tribute to the General's frankness and personality was no idle compliment.

And in Mr. Menzies' own words: "He has left Australia after faithfully and ably representing his country, with, I am certain, a confidence in his own mind that, while his visit may not have changed our policies, it has certainly made a powerful contribution to our common understanding and goodwill."



TRAVEL TALK

For most travellers and holiday-makers, the busy tourist hotel is the answer to everything. But for a few who like peace, complete freedom of movement and reasonable isolation from fellow humans, the hotel will fill the bill for no more than a few days.

UNFORTUNATELY, in the South Seas, the dream of a little grass shack under the palms that is so fascinating from the distance of San Francisco or Sydney, often in reality turns out to be so infernally uncomfortable that any desire to return closer to nature quickly withers and dies.

One of the best compromises we have seen in the South Pacific Islands is a small establishment near Sigatoka, Fiji. Locally referred to as "Bill Baxter's cottages", officially it is called Sandy Point, and it is owned and maintained by Mr. and Mrs. W. W. Baxter.

There are three cottages which accommodate three; and one larger family unit that has an extra bedroom with two, double-decker bunks. The cottages are solidly built and inside they sparkle with new paint, good

taste, bright colours and efficient maintenance.

The smaller cottages have a twin bedroom opening into a large bathroom-dressing room. There is a big sitting-room separated from the kitchenette by a breakfast-bar and the unit is completed by a shady verandah along the front and a car-port at the side. There is a divan in the sitting-room—providing sleeping accommodation for the third person, if required. These units are thus suitable for a couple, a couple and a child, or three adults who are sufficiently well adjusted not to get in one another's hair.

The large family unit is basically similar, plus the four-bunk bedroom.

The cottages are set in natural bush and coconut trees with a green lawn in front running down to the yellow sand beach. Each cottage has its own outside barbeque, and the off-shore reef shelters the beach and provides safe bathing and excellent fishing.

There is a continuous electricity and hot and cold water supply. Each cottage is equipped with electric stove, refrigerator, linen and crockery. A maid comes each morning to sweep, clean and wash the breakfast dishes and, if you wish, the proprietors will have provisions purchased for you and delivered to the cottage.

Sandy Point is four miles on the Suva side of the township of Sigatoka (on what might be regarded as Fiji's "sunshine coast") and on the main bus route between Lautoka, Nadi and Suva.

Rental is approximately £F22 per

week for two people; if there is a third, an extra £F3 per week is charged.

The sort of holiday that Sandy Point provides is strictly for the minority who can get sufficient entertainment out of loafing, reading, hiking, swimming, fishing and beach barbeques to make it worthwhile.

People who get their stimulus from crowds, would do better to give it a miss and stick to a hotel.

Address for correspondence: W. W. Baxter, Sandy Point, Sigatoka, Fiji.

American Tour Plans For P-NG

It could be that whether Papua New Guinea is willing or not, whether ready or not, it might wait up some day to find itself with a tourist industry.

At least two American West Coast travel agents are planning to send tourist parties through the Territory this year.

One is Mr. James Walton, of World Tours of San Diego, California, who spent some time in the Territory last year and is enthusiastic about it. He already has some clients on the way on extended tours that include P-NG in their itinerary. He also has available a 56-days air tour in connection with Qantas, TEA, TAA and Ansett, that takes clients from the West Coast down through Honolulu, Fiji, New Zealand and Australia and turns through Papua

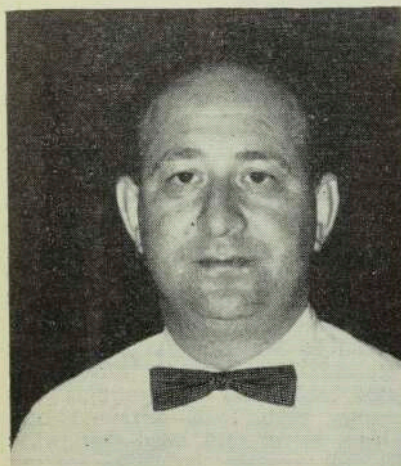
New Guinea (where a week is spent) to Hongkong, Tokyo and back to the US. (The 56 days includes a week tour in the US and this part of the tour is optional.) The inclusive cost of the whole 56 days' tour is \$2,500 (£A1,320).

Mr. Walton says that he is going ahead with a plan for setting up an agency in Port Moresby "regardless". And he is still interested in building a tourist hotel there.

Another US travel man interested in P-NG tourism is Mr. Bert Hemphill, who also was in the Territory last year. His first tour to include P-NG will leave the US about the middle of this year. The Hemphill agency has, in the past, been instrumental in routing many tourists through Africa. But the current political problems in Africa have made unacceptable to many Americans. This could be P-NG's opportunity to fill that tourist gap.



THE PACIFIC



Mr. James Walton, an American who wants to do something for the P-NG tourist industry.

—Papuan Prints



ABROAD

Can Travel Be Cheaply

Compiled by a young Staff member, done it.)

If you are young, and hardy, and to travel on the cheap in Europe are a number of methods you use.

One method is to join the International Youth Hostels Association when you get to London. This enables you to make use of cheap accommodation in hostels throughout the world.

For a very low joining fee, you will find that you can then stay overnight in hostels for as little as 3/6 a night, or a minimum of three nights stay, if you mind sleeping in a dormitory. The three-night rule is often relaxed in season, or by arrangement with the "father".

One word of warning though—in London, hostels are open only to walkers and cyclists. You'll find the old heave-ho if you roll up on a motor scooter or in a car. Other European countries admit you if you come by any means of locomotion and provide parking space for your car. The English are strict about this and won't change their rules for anyone. Consequently, you see many parking cars in back streets, often, attired as walkers, strolling through English hostels.

Standards of accommodation vary considerably, depending on the European country you are visiting. In the whole, French hostels are the par, although some *Auberge Jeunesse*, in the main tourist areas, are comfortable and even

Swedish provides one celebrated where both sexes share the dormitory and tap. While this morning ablutions rather jolly, possibilities of non-Latins some receive a jolt.

British and German hostels have a reputation for being among the best while there are some very good ones in Scandinavia, particularly in Norway.

Swedish hostels tend to be primitive but clean, while Swedish hostels are often in schools closed for the Swedish summer holidays. (The *Friluftsliv* in Sweden are not really but government subsidised "hostels", used by all.)

Italian hostels are a mixture. Some, such as the one in Florence, being very good while others are not. Spanish hostels are for men only, and are few and far between. In Spain it is better to patronise *pensions* which are very reasonable.

Apart from *pensions*, there are plenty of cheap hotels in Europe. Some of these have "atmosphere", particularly on the left bank in Paris. For £1 a night, shared between two, you can get a fine view of Notre Dame Cathedral, from the Sphinx Hotel near the Boulevard San Michel. Just down the street is the Kangaroo Bar, run by two Algerians. This whole area is due for demolition soon—hence the low prices.

Can You Get It Duty Free?

Few people travel abroad and return without some souvenirs of the hunt, and a large part of the conversation on homeward bound vessels and aircraft revolves on "what can be got through Customs".

While most people are modest in their overseas purchases, some apparently travel abroad for no other

Uncle Sam Wants Tourists, but—

The United States attempt to attract tourists by slashing away some of the red tape from visa procedure has had a lot of publicity recently. Nonetheless, when you get down to cases, most British subjects who are used to travelling over most of the rest of the world without worrying about visas will find it irksome enough.

Before applying for a visa at a US Consulate you will need (a) a valid passport; (b) a photo of yourself; (c) three separate letters. The first letter will be from your bank manager or someone who knows your financial situation who will state that you have sufficient money to keep you while in the US. The second letter will be from your travel agent who will confirm that you have an air or sea booking to get you out of the place. And the third will be from a JP or a solicitor—or the management of your firm—to state that you have "ties compelling you to return" to your place of domicile. (If, of course, you enjoy independent means and have no ties to compel you to return anywhere, the position obviously becomes difficult).

The early March issue of the *US Travel Agents Magazine*, commenting sourly on the tough row Uncle Sam is going to have to hoe in attracting overseas tourists, says that the "day of the simple tourist identity card is obviously far distant". They go on: "Repeal of the transportation tax is unlikely; tour groups and independent travellers coming here without prepaying the various air, rail and bus portions of their American itinerary are subject to the 10 per cent. levy".

purpose than to acquire goods "cheaper than you can get back home". Their stratagems for coping with Customs are numerous and varied but rarely so original that generations of Customs officers have not been on to them.

But while we leave the big buyers sweating it out, what are travellers' duty-free privileges?

They vary from country to country and range from nil to a considerable sum. Italy and Japan (and some other countries) have no automatic exemption—that's up to the Customs officer. UK and French residents are allowed less than £5 worth of duty free foreign goods; Germans, Dutch and Belgians about £5 worth; Swiss about £9; Swedes and Danes about £25; Canadians may take in £122 worth of foreign goods annually and South Africans about £56.

Americans, of course, top the poll with an allowance of \$500, or about £200 in Australian money. Recently President Kennedy's administration has threatened to cut this to \$100 and there is a howl about it, especially from US travel agents.

How do Australians fare at the hands of their Customs officers? The official last word on the subject is: Goods to the value of £A30, duty free; plus another £A80 worth at a maximum of 25 per cent. However, if the total of goods brought in is over £A110 in value, the whole is dutiable (no £30 exemption) as it is held that goods are then being imported in "commercial quantities".

New Ways to Go

Now that P & O-Orient has the two big new liners *Oriana* and *Canberra* on the Australia-UK service, their older vessels are being employed on unusual variations of the same theme.

Iberia (29,600 tons), *Oronsay* (29,000 tons) and *Himalaya* (28,000 tons), will all make unusual home-bound voyages in the coming off-season (with off-season fares to match).

Iberia leaves Sydney on November 21 for Auckland, Suva, Honolulu, Acapulco (Mexican tourist resort), Panama, Trinidad, Lisbon and London (December 26).

Himalaya leaves Sydney on December 6 for Melbourne, Adelaide, Fremantle, Mahe (Seychelles Islands), Mombasa (two days for big game seeing in Kenya), Aden, Suez, Naples, Barcelona and London (January 10).

Oronsay leaves Sydney December 7 for Hobart, Melbourne, Adelaide, Fremantle, Bali (the "garden of the Indies"), Singapore, Colombo, Bombay, Aden, Suez, Naples, Marseilles, Gibraltar and London (January 14).

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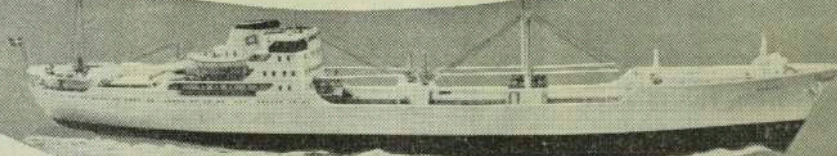
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MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: MA 3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.

ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—T
Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—D
Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.H.) Ltd.

FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd. Manila—Everett Steamship Corporation.

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.
Malekula sails from Sydney for Port Moresby, Port Moresby, Kavieng, Alexishafen, Madang, Sydney. Last Sydney sailing: Apr. Next Sydney sailing: June 6 (approx.).
Malaita sails from Sydney, Brisbane, Port Moresby, Samarai, Lae, Lombrum, Lorengau, Madang, Lae, Rabaul, Sydney. Next Sydney sailing: May 31, July 8 (approx.).
Bulolo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul. Next Sydney sailing: May 1. Next Sydney sailing: June 13, July 26 (approx.).
Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Wewak, Lae, Port Moresby. Next Sydney sailing: June 9, Aug. 9 (approx.).
Sails from Burns, Philp and Co., Ltd., 176 Bridge Street, Sydney (B 0547).

Unsi: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Port Moresby, Sydney. Next Sydney sailing: May 25, July 7 (approx.).
Unsi: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, Rabaul, Port Moresby, Sydney. Next Sydney sailing: June 7.

Sails from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Lae, Madang, Rabaul. Next Sydney sailing: May 25, June 26 (approx.).

Unsi: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailing: June 7 (approx.).
Unsi: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailing: June 7 (approx.).
Unsi: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailing: June 7 (approx.).

Sails from Karlander (NG) Line (P. Stephens Pty., Ltd. agents), 176 Day Street, Sydney. (BM 6601).

Sails from Karlander (NG) Line (P. Stephens Pty., Ltd. agents), 176 Day Street, Sydney. (BM 6601).

Sydney - Papua-NG - BSI

Sinkiang: Leaves Sydney for Port Moresby, Samarai, Honiara, Lae, Madang, Lae, Port Moresby. Next Sydney sailing: June 23; on charter to British Phosphate Commission for voyage to Ocean Is. and

Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Lae, Rabaul, Madang, Lae, Port

Moresby, Sydney. Last Sydney sailing: May 6. Next Sydney sailings: June 28, July 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.

Delos: From New Hebrides (Santo May 22-23, Vila May 24), due Sydney June 1. Thence southern Australian coastal ports

until dep. Sydney June 23 for Brisbane June 25-28, Lae July 2-3, Madang (opt.), Rabaul July 4-5, Manila, Hongkong and Japan. Dep. Kobe (Japan), southwards, Aug. 3 direct to Sydney, due Aug. 15.

Aros: Dep. Hongkong May 30, Nth. Borneo ports June 2-7, Tarakan (for bunkering), Rabaul June 14-15, Lae June 16-18, Brisbane June 22-24, Sydney June 26, thence Australian southern coastal ports.

Milos: Loading at southern Australian coastal ports in second half May/early June; dep. Sydney June 15 for Japan, via Brisbane (omitting Islands ports). Dep. Moji (Japan) July 7 for Hongkong, Sandakan, Rabaul July 25-26 and Lae July 27, then Brisbane, and Sydney, arr. Aug. 6 (approx.).

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 13 Bridge St., Sydney (BU 6301), and Islands Agents.

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		ORIANA	ORSOVA	CANBERRA	ORONSAY
SYDNEY	depart	June 14	June 26	July 1	From
AUCKLAND	arr/dep	June 17	on	July 4	UK, via
SUVA	arr/dep	June 20	tourist	—	Panama
HONOLULU	arr/dep	June 24	cruise	July 10-11	Canal
VANCOUVER	arr/dep	June 28-29	to	July 15-16	Sept. 3†
SAN FRANCISCO	arr/dep	July 1-2	Port	July 18-20	Sept. 4-5
LOS ANGELES	arr/dep	July 3	Moresby	July 21-22	Sept. 7-8††
HONOLULU	arr/dep	thence	and	July 26	Sept. 13
SUVA	arr/dep	UK	New	—	Sept. 20
AUCKLAND	arr/dep	via	Caledonia	Aug. 3*	Sept. 23
SYDNEY	arrive	Panama	July 8	Aug. 6	Sept. 26

* Wellington instead of Auckland. † Los Angeles. †† Vancouver.
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

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	May 21	June 18	July 5	Aug. 2
LOS ANGELES	arr/dep	May 22	June 19	July 6	Aug. 3
PAPEETE	arr/dep	May 30/June 1	June 27-29	July 14-16	Aug. 11-13
RAROTONGA	arr/dep	June 3	July 1	July 18	Aug. 15
AUCKLAND	arr/dep	June 7-8	July 5-6	July 22	Aug. 19
SYDNEY	arr/dep	June 11-14	July 9-12	July 25-28	Aug. 22-25
AUCKLAND	arr/dep	June 17	July 15	July 31-Aug. 1	Aug. 28-29
SUVA	arr/dep	June 20	July 18	Aug. 4	Sept. 1
PAGO PAGO	arr/dep	June 21	July 19	Aug. 5	Sept. 2
HONOLULU	arr/dep	June 26-27	July 24-25	Aug. 10-11	Sept. 7-8
SAN FRANCISCO	arrive	July 2	July 30	Aug. 16	Sept. 13

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

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: Schouten June 20, Tjitarum July 17, Roggeveen Aug. 7.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arfak (70 tons) from Hollandia, NNG, on the 5th of each month (approx.) to Wewak, Madang and Lae, in P-NG; and MV Karossa (2,000 tons) from Merauke (south coast of NNG) about every six weeks to Port Moresby (P-NG), Sorong (NNG), Dili (Portuguese Timor), and Singapore.

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.

Ashbank: From Continent and UK, due Pt. Moresby June 14, Samarai June 15, Lae June 16, Madang June 19, Rabaul June 21, Kavieng (opt.), Honiara June 24.

Dartbank: From Continent, dep. London June 2, due Pt. Moresby July 7, Samarai July 8, Lae July 10, Madang July 12, Rabaul July 15, Kavieng (opt.), Honiara July 19.

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 and United Kingdom, due Papeete June 16, Noumea June 24, Honiara June 28, Pt. Moresby July 1, Rabaul July 4, Lae July 7, Madang July 11, Hollandia July 14, Biak July 19, Manokwari, July 22, Sorong July 25; thence Europe via Far East.

Schie Lloyd (RL): From Continent, dep. London June 20, due Papeete July 15, Noumea July 23, Honiara July 27, Pt. Moresby July 30, Rabaul Aug. 2, Lae Aug. 5, Madang Aug. 9, Hollandia Aug. 12, Biak Aug. 17, Manokwari Aug. 20, Sorong Aug. 23; thence Europe via Far East.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping Co. (UK), 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 Turakina dep. Auckland June 17 and, subject to inducement, will call at Pt. Moresby June 23 (approx.) and Rabaul June 26 (approx.).

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 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.

Chengtu: Dep. Japan June 6 for Hongkong June 14, Madang June 22, Lae June 25, Rabaul June 28, Samarai June 30, Pt. Moresby July 3, Honiara July 5, Santo July 8, Levuka July 11, Noumea July 16, thence direct to Japan, arr. Aug. 9.

Chefoo: After voyage through Pacific early May, due Japan June 9. Then goes on Japan-Australia shuttle service for one voyage, omitting Islands ports. Next trip through Pacific: Dep. Japan Aug. 31 for Hongkong Sept. 8, Madang

Sept. 16, Lae Sept. 19, Rabaul Sept. 22, Samarai Sept. 24, Pt. Moresby Oct. 1, Honiara Oct. 3, Santo Oct. 6, Suva, Lautoka Oct. 9, Noumea Oct. 16, thence direct to Japan, arr. Nov. 11.

Chungking (replacing Chefoo for on voyage): Dep. Japan June 30 for Hongkong July 8, Madang July 16, Lae July 19, Kavieng July 22, Rabaul July 24, Pt. Moresby Aug. 3, Honiara Aug. 5, Santo Aug. 8, Suva/Lautoka Aug. 11, Noumea Aug. 18, thence direct to Japan, arr. Sept. 9.

Chekiang: Dep. Japan July 31 for Hongkong Aug. 8, Wewak Aug. 16, Madang Aug. 19, Lae Aug. 22, Rabaul Aug. 25, Pt. Moresby Sept. 4, Honiara Sept. 6, Santo Sept. 9, Suva/Lautoka Sept. 12, Noumea Sept. 19, thence Japan direct, arr. Oct. 9.

Details from China Navigation Co., Ltd. (Swire and Yullit Pty. 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. Last Sydney sailing: May 11. Next Sydney sailings: Jun 22, Aug. 10 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Line 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-Caledonien: Papeete July 7-11, Vila July 18-19, Noumea July 20-24, Sydney July 27. Tahiti: Papeete Aug. 17-21, Vila Aug. 28-29, Noumea Aug. 30-Sept. 3, Sydney Sept. 6.

Next outwards voyages, ex-Sydney-Melanesien: Dep. Sydney June 23, Noumea June 26-30, Vila July 1-4, Papeete July 16-21. Caledonien: Dep. Sydney Aug. 1, Noumea Aug. 4-7, Vila Aug. 8-16, Papeete Aug. 22-27.

Polynesie (Messageries Maritimes maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: June 9, June 30, July 21.

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: Vanoise June 2, Kouang-Si July 2.

Details from Messageries Maritimes, 3 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 sailings: Jun 20, July 18.

Matua maintains a service from

skland to Lautoka, Suva, Nukualofa, a. Suva, Lyttelton, Wellington and re- a to Auckland. Next Auckland sailings: e 8, July 8.
Details from Union Steam Ship Co. NZ, Quay and Commerce Sts., Auck- 1. (Tel. 49-430).

Sydney-Pacific Ports- Panama-UK

aw Savill's one-class all-passenger r Southern Cross makes four round- world voyages per year, two west- and, then two east-bound, calling at and Tahiti every trip.
Present voyage: From United Kingdom, South Africa at Sydney June 30-July Wellington July 5-6, Auckland July 8, a July 11, Papeete July 15-16 thence Panama to Liverpool, arr. Aug. 9.
Next voyage: From UK, at Sydney 13-15, Suva Oct. 24, Papeete Oct. 9.

Details from Shaw Savill Line, 8a Clereagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

ZGS Moana Roa (40 passengers) makes approximately monthly voyages from dland (NZ) to Rarotonga (Cook ds), with calls at Niue and some r Cook Islands when cargo warrants. Details from NZ Department of Island itories, Wellington (Tel. 45-117), or office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

cific Islands Transport Line's vessels ssile and Thor I maintain a regular ce from Pacific Coast North American s to Central and Western Pacific ds, with sailings every alternate h.

or 1: Southbound through Pacific, at May 28-30, Lautoka May 31-June umea June 3-6, Vila June 7-8, Santo 9-10, Honiara June 11-12, Rabaul 14-17, Lae June 19-21, Apia (open), Pago June 28-July 1, Los Angeles 13-15, San Francisco July 16-17.
orsisle: Dep. Vancouver June 7, San cisco June 19-22, Los Angeles June 3, Papeete July 7-10, Pago Pago July 7, Apia July 18-20, Suva July 23-24, oka July 25-26, Noumea July 28-31, (open), Pago Pago Aug. 7-10, Los les Aug. 24-26, San Francisco Aug.

ails from General Steamships Cor- on Ltd., 432 California St., San cisco, USA, and Islands Agents.

IS-Tahiti-Pago Pago-Fiji- Australia

tson-Oceanic Line of San Francisco tes a regular five-weeks passenger- service from Los Angeles with the na, Sierra and Ventura. Terminal in Australia, vary with cargoes ng. Vessels call at Papeete, Pago Suva, Sydney and Brisbane.
t trans-Pacific sailings, from Bris- Ventura June 14 (approx.), Sonoma 24 (approx.).

ails from Matson Lines, 82 Elizabeth sydney. (BU 4272).

erican Pioneer Line has seven ships eer Gem, Isle, Glen, Reef, Surf, Star on US Atlantic Coast-Panama- y service with periodical calls at on southbound voyage. Next Papeete Pioneer Tide May 29, Pioneer Star 5.

Details from Wilh Wilhelmsen Agency Pty. Ltd., 13 Bridge St., Sydney (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (sub- sidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Last Sydney sailing: May 5. Next Sydney sailing: Aug. 31 (approx.).

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). Next Sydney sailing: June 3 (after docking).

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

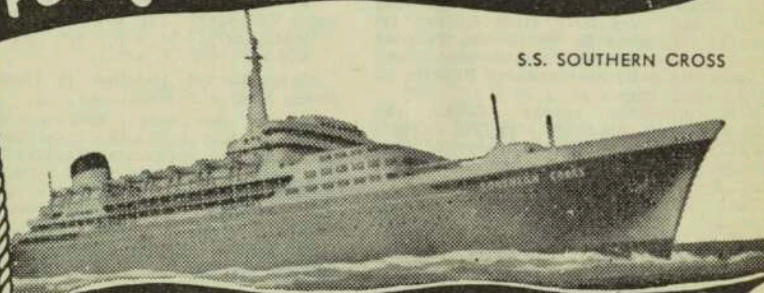
Cargo vessels Waihemmo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., main- tain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Next Sydney sailings for USA, via Islands ports: Waihemmo May 23 (approx.), Waitomo June 30.

The Waitemata, from NZ ports, makes

*Linking the
Pacific Islands with*

S.S. SOUTHERN CROSS



**EUROPE, WEST INDIES,
NEW ZEALAND, AUSTRALIA
AND SOUTH AFRICA**

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

• Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI—Messageries Maritimes,
Papeete. Cable Address: Messagerie, Papeete.

3-4 trips yearly to Vancouver (via Rarotonga and Papeete).
Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney.

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 Union SS Co.

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 Noort and Van Neck) calling periodically at Suva and/or Lautoka. Next call at Fiji: Van Cloon Lautoka June 26, Suva June 28.

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, Fiji, Tahiti and Panama Canal, giving Sydney-Papeete connection; occasionally calls are made at Papeete on southbound trips.

Next outwards voyage: Johan van Oldenbarnevelt at Suva May 27, Papeete May 31-June 1. Following voyage: Dep. Sydney Aug. 25 (Suva Sept. 4, Papeete Sept. 8-9).

Next inwards call at Papeete: Oranje June 6-7.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sitar 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 voyages: Rangitane, ex-Wellington, due Papeete May 31 (approx.). Ruahine dep. Wellington July 28, due Papeete Aug. 3.

Next southbound voyages: Ruahine, ex-London, due Papeete June 1 (approx.), Rangitoto dep. London June 30, due Papeete July 26 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Fiji (Suva and Lautoka) with MV Aoniu, 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 (Fiji) Ltd. Next scheduled voyages from Nukualofa are: 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. 12.45 a.m. dep. 1.40 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.45 a.m. dep. 1.40 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.45 a.m. dep. 1.40 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.30 a.m. dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.30 a.m. dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 4.30 a.m. dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Lockheed Electra 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. 5.35 p.m.).

Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 9.30 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)

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-Australia operate from Sydney to Lae and return with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; Ansett ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

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. 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. 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.
Wed. Thurs.
Dep. Brisbane, 11.20 p.m. Arr. Townsville, 2.15 a.m.
Dep. Thurs.
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)

Alt. Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (May 29, June 1, 26, July 10, 24, etc.).
Alt. 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, June 14, 28, July 12, 26, etc.).

CAIRNS-PT. MORESBY-BRISBANE

A/ANA, with DC4 (Air Cargo Only)

Alt. Mon. (June 5, 19, July 3, 17, 31, 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

LAE-RABAU-LAE (Fokker Friendship Prop-Jet)

Tues.: Dep. Lae 6 a.m., Rabaul arr. 8 a.m. (May 30, June 13, 27, July 11, 25, etc.).

Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (May 31, June 14, 28, July 12, 26, etc.).

PORT MORESBY-IHU (DH Otter)

Fri.: Port Moresby, Kerema, Ihu, returning same day (June 2, 16, 30, July 14, 28, etc.).

PORT MORESBY-BAIMURU-KIKORI (DH Otter)

Sat.: Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.

Thurs.: Port Moresby, Ihu, Baimuru, Kikori, returning via Baimuru, Ihu the same day (June 1, 15, 29, July 13, 27, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Fri., returning same day via Balimo (June 2, 16, 30, July 4, 28, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. (June 7, 1, July 5, 19, etc.), returning alt. Fri. (June 9, 23, July 7, 21, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (May 31, June 14, 28, July 1, 26, etc.).

Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (June 10, 24, July 8, 22, etc.).

Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (June 3, 17, July 15, 29, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

*: Dep. Lae 6.30 a.m., Madang arr. 8.55 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Sat.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

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-leavers only.

CENTRAL HIGHLANDS (DH Otter)

Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Nongu, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamunda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS (DH Otter)

Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kalapit, Inantun, Gusap, Goroka, Arona. Arrival back at Lae depends on stops made.

PORT MORESBY-WAU-BULOLO-LAE (DC3)

Sun.: Dep. Pt. Moresby 10.45 a.m., Wau arr. 11.40 a.m., dep. 12 noon, Bulolo arr. 12.15 p.m., dep. 12.30 p.m., Lae arr. 1 p.m.

Sun.: Dep. Lae 7.30 a.m., Bulolo arr. 8 a.m., dep. 8.15 a.m., Wau arr. 8 a.m., dep. 8.50 a.m., Pt. Moresby 9.55 a.m.

MADANG-GOROKA (DC3)

Sat.: Dep. Madang 12 noon, via

Mt. Hagen, Banz and Minj, Goroka arr. 3 p.m.

MADANG-LAE (DC3)

Thurs.: Dep. Madang 2.45 p.m., arr. Lae 5.15 p.m.

LAE-GOROKA-MADANG (DC3)

Thurs.: Dep. Lae 8.30 a.m., Goroka 9.25 a.m., then via Minj, Banz, Mt. Hagen, arr. Madang 1.25 p.m.

Mon., Thurs.: Dep. Goroka 3.20 p.m., Madang arr. 3.55 p.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues.: 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.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Thurs.: Dep. Pt. Moresby 7.30 a.m., Goroka arr. 9.20 a.m., dep. 9.50 a.m., Madang arr. 10.25 a.m.

Tues. and Sun.: Dep. Madang 7.30 a.m., Goroka arr. 8.05 a.m., dep. 8.30 a.m., Port Moresby arr. 10.20 a.m.

Thurs.: 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)

Alt. Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m. (June 5, 19, July 3, 17, etc.).

Wed.: Dep. Rabaul 6.15 a.m., Finschhafen 8.40 a.m., arr. Lae 9.15 a.m.

Alt. Tues.: Dep. Rabaul 1.05 p.m., arr. Lae 3.25 p.m. (June 6, 20, July 4, 18, etc.).

Fri.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., arr. Rabaul 12.25 p.m.

Thurs., Sat., Sun.: Dep. Lae 9.15 a.m., arr. Rabaul 11.55 a.m.

Sun., Tues., Thurs.: Dep. Rabaul 6.15 a.m., arr. Lae 8.55 a.m.

Fri.: Dep. Rabaul 6.15 a.m., Hoskins 7.45 a.m., Finschhafen 9.20 a.m., arr. Lae 9.55 a.m.

Wed.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., Hoskins 12.35 p.m., Rabaul 12.55 p.m.

* Calls at Jacquinot Bay (New Britain), Thurs., on request.

RABAU-BUIN-RABAU (DC3)

Mon., Fri.: 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.

MADANG-WEWAK-MADANG (DC3)

Thurs.: Dep. Madang 11 a.m., Wewak arr. 12.20 p.m., dep. 12.55 p.m., Madang arr. 2.15 p.m.

Operated by Ansett-Mandated Air Lines

Specially fitted Ansett-MAL DC3's, connect at Lae with the Sydney-Lae-Sydney DC8B services as follows:—

Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon.

Wed., Fri., Sat.: Dep. Madang 7 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Madang arr. 10.35 a.m. (11 a.m. Fri.).

Wed., Sat.: Dep. Goroka 7.55 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m.

Fri.: Dep. Wau 8.15 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Wau arr. 9.25 a.m.

Other Ansett-MAL scheduled internal P-NG services (by DC3 unless otherwise stated) include:

Mon.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Rabaul.

Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Dep. Minj (by Norseman) 2.30 p.m. for Goroka, and return Minj.

Wed.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, Madang.

Dep. Wewak (by Norseman) 8.30 a.m. for Lami, Nuku, Wewak.

Dep. Wewak (by Cessna) 8.30 a.m. for Maprik, Yangoru, Wewak.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Cessna) 8 a.m. for Telefomin, and return Wewak.

Fri.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 8.55 a.m. for Wau, Madang.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Erave, Kagua, Ialibu, Mendi, Minj.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea)

TAA, with DC3 aircraft

Dep. Lae 9 a.m., alt. Sun. (June 4, 18, July 2, 16, 30, etc.), calls at Madang and Wewak, and arr. Hollandia 1.35 p.m.

Dep. Hollandia 10 a.m., alt. Mon. (June 5, 19, July 3, 17, 31, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE

NNG Airlines with DC3 Aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Alt. Sat. (June 10, 24, July 8, 22, etc.):

Dep. Biak 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. (June 12, 26, July 10, 24, etc.): Dep. Lae 6.15 a.m., arr. Hollandia 9.05 a.m., dep. 10 a.m., arr. Biak 12.05 p.m.

NNG INTERNAL SERVICES

NNG Airlines

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar, Wamena, Ransiki and Genjem; Twin Pioneer to Serorei; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, and Inawatan.

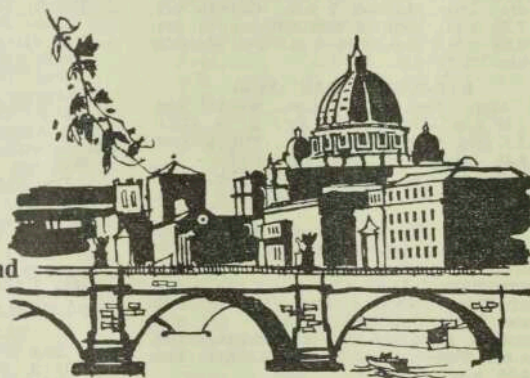
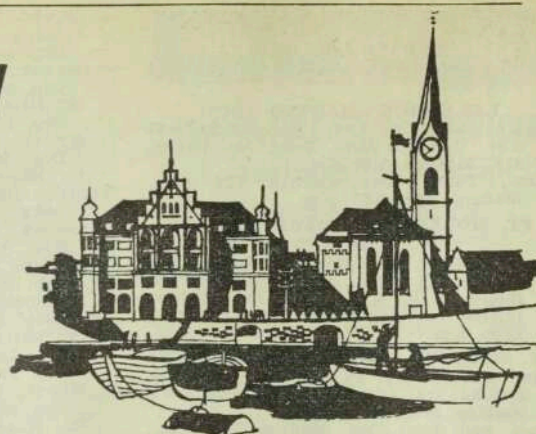
4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney (dep. Mon. 9 a.m.) and Holland, calling at Biak, NNG (arr. Mon. 2.05 p.m., dep. 2.50 p.m.), Manila (Philippines) and Amsterdam (arr. Tues. 10.30 a.m.). Dep. Amsterdam Sat. 10 a.m., via Manila and Biak (arr. Sun. 10 p.m.) for Sydney (arr. Mon. 6 a.m.).

Holiday on your way to U.K.

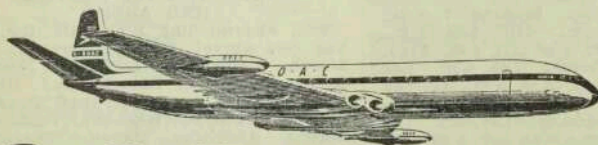
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Continental cities
en route.



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BOAC

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BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH
AIR-INDIA, QANTAS AND TEAL.

A2c.84

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 Mon. and Fri. 7.30 p.m. for Japan and Blak (arr. 10.30 p.m. Wed. and Sun.).

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 a.m. for Rabaul, Munda (BSI), Honiara arr. 4.50 p.m. (May 30, June 13, 27, July 11, 25, etc.).

Alt. Wed. (Fokker): Dep. Honiara a.m. for Munda, Buka, Rabaul (NG). Lae arr. 12 noon (May 31, June 1, 28, July 12, 26, etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina. Honiara arr. 4.40 p.m. same day (June 5, 19, July 3, 17, 31, etc.).

Alt. Tues. (DC3): Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.25 p.m. same day (June 6, 20, July 4, 18, Aug. 1, etc.).

6. Sydney-Noumea

Qantas, with Electra International

Fri.: Dep. Sydney 10 a.m., arr. Noumea 2.30 p.m.

Fri.: Dep. Noumea 4 p.m., arr. Sydney 7 p.m.

7. Paris-Sydney-Noumea-Fiji Tahiti-USA

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 1.10 p.m., eastbound for Athens, Teheran, Karachi, Bangkok, Saigon, Djakarta, Darwin, Sydney (arr. Wed. 7.05 a.m.).

Dep. Sydney Wed. 8.05 a.m. for Noumea (arr. 11.40 a.m., dep. 3 p.m.), Nadi (arr. 5.50 p.m., dep. 6.50 p.m.), crosses International Dateline, Papeete (arr. Wed. 1 a.m., dep. 2.25 p.m.), Honolulu, Los Angeles, Montreal, Paris (arr. Fri. 8 a.m.).

Dep. Paris Wed. 5.30 p.m., westbound for Montreal, Los Angeles, Honolulu, Papeete (arr. Thurs. 6.35 p.m., dep. Sat. 1.40 a.m.), crosses International Dateline, Nadi (arr. Sun. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Sun. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. 10.40 a.m.).

Dep. Sydney Sun. 11.40 p.m. for Darwin, Djakarta, Saigon, Bangkok, Karachi, Teheran, Rome, Paris (arr. Fri. 1 p.m.).

7A. Tahiti-USA

TAI, with DC8 Jet Aircraft

Thurs.: Dep. Papeete 9.30 p.m. for Los Angeles, arr. Fri. 8.30 a.m.

Fri.: Dep. Los Angeles 12.30 a.m. for Papeete, arr. 5.30 p.m. same day.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (June 3, 17, July 1, 15, 29, etc.) Dep. Sydney 8 a.m., arr. NI 2.45 p.m. dep. NI next day, alt. Sun. June 18, July 2, 16, 30, etc.) 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extended NI-Auckland-NI. (See table page 154.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

a., Fri.: Dep. Noumea (N. Cal.) 7 a.m. for Vila (arr. 8.55 a.m., dep. 9.30 a.m.), Santo (arr. 10.45 a.m., dep. 12.15 p.m.), Vila (arr. 1.30 p.m., dep. 2.05 p.m.), Noumea (arr. 4 p.m.).

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

thly (second Saturday), from Noumea on June 10, July 8, Aug. 12, etc. Noumea, Sat., 7 a.m., arr. Wallis s. 2.30 p.m.; dep. Wallis Is. Sun. 11.30 a.m., arr. Noumea 5 p.m. same day.

12. Norfolk Is.-Auckland

AL, by Qantas Skymaster (Charter)

Sat. (June 10, 24, July 8, 22, etc.). Dep. Norfolk 4 p.m., arr. Auckland 4.45 p.m. Ret. next day, Sun. (June 1, 25, July 9, 23, etc.), dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

AL, with Jet-Prop. Lockheed Electras y, except Tues., Fri.: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m. . Fri.: Dep. Auckland 5 p.m., arr. Sydney 7.05 p.m. . Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Auckland 5.50 p.m. . Wed., Thurs., Fri.: Dep. Sydney 10 a.m., arr. Auckland 3.35 p.m.

13A. Auckland-Brisbane

AL, with Jet-Prop. Lockheed Electra Dep. Auckland 8.30 p.m., arr. Brisbane 10.50 p.m. . Dep. Brisbane 12.30 a.m., arr. Auckland 6.20 a.m.

14. Sydney-Christchurch

AL, with Jet-Prop. Lockheed Electras . Thurs.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m. . Wed., Fri.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m. . Dep. Sydney 9 a.m., arr. Christchurch 2.45 p.m.

15. Christchurch-Melbourne

AL, with Jet-Prop. Lockheed Electra s.: Dep. Christchurch 7 p.m., arr. Melbourne 9.35 p.m. . Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

EAL, with Douglas DC6 Aircraft except Wed., Fri.: Dep. Sydney 3.30 a.m., arr. Wellington 3.20 p.m. except Wed., Fri.: Dep. Wellington 3.30 p.m., arr. Sydney 6.45 p.m.

17. Melbourne-NZ-Fiji

L, with Lockheed Electra chartered from Qantas Fri.: Dep. Melbourne 10 a.m., arr. Auckland 6 p.m., dep. Auckland 7 a.m., arr. Nadi 12.15 a.m., Thurs., Sat. turn, same route, Thurs. and Sat. connects at Nadi with Qantas Boeing jet service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras and Qantas Lockheed Electras

Tues., Thurs.: Dep. Auckland 7 p.m., arr. Nadi 10.45 p.m. Wed., Fri.: Dep. Auckland 8.30 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 5.30 a.m., arr. Auckland 9.25 a.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 Jet-Prop. Lockheed Electra

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 Drover Aircraft and Beaver Amphibian

Suva (Nausori) 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 Tues., Sun.

Suva-Savusavu-Matei (Taveuni), Savusavu-Suva: One flight—Wed., Fri.

Suva - Savusavu - Labasa - Savusavu - Suva: One flight—Thurs., Sat., Sun.

Suva-Savusavu-Suva: One flight—Mon.

Suva-Ura (Taveuni)-Suva: One flight — Thurs., Sun.

Suva - Labasa - Savusavu - Labasa - Suva: One flight—Tues.

Suva - Matei - Labasa - Matei - Suva: One flight—Mon.

Suva-Levuka-Suva: Return flights Tues. and Thurs.

Suva-Kadavu-Suva: Return flights alternate Fri. afternoons (June 9, 23, July 7, 21, etc.) and alternate Mon.

mornings (May 29, June 12, 26, July 10, 24, etc.). Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Dep. Suva (Nausori) 7 a.m. alternate Thurs. (June 1, 15, 29, July 13, 27, etc.) arr. Nukualofa (Fua'amotu airfield on Tongatapu) 11.15 a.m. Dep. Nukualofa 9.30 a.m. on return flight alternate Sat. (June 3, 17, July 1, 15, 29, etc.), arr. 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 Paa 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 Hakeim, Papeete, Tahiti, or 311 California St., San Francisco, USA.

24. New Caledonia-New Zealand

TAI with DC4 Aircraft

Mon.: Dep. Noumea 5 p.m. for Auckland, arr. 11.40 p.m. Tues.: Dep. Auckland 11.50 a.m. for Noumea, arr. 4.50 p.m.

25. 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. Ouvea 1.30 p.m.; Sat. dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.

Noumea-Lifou: Tues., Wed., Fri. (dep. Noumea 8 a.m., dep. Lifou 10 a.m.).

Noumea-Kouinie (Isle of Pines): Wed., Sat. dep. Noumea 10.30 a.m., dep. Kouinie, noon.

Noumea-Koumac: Wed., Sat., dep. Noumea 1 p.m., dep. Koumac 4 p.m.

26. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with Bermuda flyingboat

Service to the Leeward Group (Isles Sous le Vent).

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.

Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

27. Samoan Inter-Island Services

Polynesian Airlines Ltd., of Apia, Western Samoa, has recommenced its regular air service between Western Samoa

CAMBRIDGE CREDIT

CORPORATION LIMITED

(Incorporated under the Companies Act of New South Wales on 8th March, 1950.)

9½% PER ANNUM 10 YEARS **9% PER ANNUM 4 YEARS**

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SHORT TERM RATES			
8%	7%	6%	5%
P.A. 12 Mths. Notice	P.A. 6 Mths. Notice	P.A. 3 Mths. Notice	P.A. 1 Mths. Notice

CC 71

Funds may be withdrawn in a personal emergency.

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Underwriting Brokers:

Ralph W. King & Yuill, 340 Queen Street, Brisbane

(Members of the Sydney Stock Exchange)

Corrie & Co., 400 Queen Street, Brisbane

(Members of the Brisbane Stock Exchange)

Leonard G. May & Son (Members of the Stock Exchange of Melbourne)

Trustee for Stockholders:

Bankers and Traders' Insurance Company Limited

Investigating Accountants for the Underwriting Brokers:

Smith Johnson & Co.

Registrar: Bank of N.S.W. Nominees Pty. Ltd.

Registers: Brisbane, Sydney, Melbourne, Adelaide, Canberra

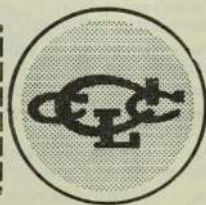
Applications for the debenture stock accepted only on one of the forms of application attached to a printed copy of the prospectus.

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Please send me without obligation a copy of the prospectus with application forms.

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ADDRESS



(Faleolo airfield) and American Samoa (Tafuna aerodrome).

Booking agents: Gold Star Travel Service
Apia: R. E. Pritchard, Pago Pago.

28. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibian flyingboats, TOA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana groups) on behalf of the U.S. Government.

Details from Trans Ocean Airway
Agana, Guam.

Samoa On The Coral Route

Tasman Airways plans to resume its Coral Route run through Samoa some time in June — calling at Tafuna, American Samoa, in addition to its stops at Nadi and Papeete. TEAL general manager, Mr. F. A. Reeves, announced this in April.

Local feeder services by Polynesia Airlines Ltd. will provide connection between Tafuna and Apia. TEAL, using Electras. The new service means that of the old Coral Route service by flying-boats, only the Cook Island remain without an air service.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

[NOTE: Exchange rates for equivalent of Australian currency in other Territories: Aust. £1 equals approximately 16/- Stg. NZ, or West Samoa; 18/- Fiji; 20/- Tonga; Solomons and WPHC areas; 196 Pac Frs \$US2.25.]

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
Noumea	56	18	0	102	8	0 6
Honiara	91	14	0	169	13	0 2
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
Suva	92	0	0	167	0	0 1-2
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
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
Biak	103	15	0	186	15	0 4

FROM AUCKLAND (NZ currency) TO—

Nadi	41	7	0	74	9	0 18
Norfolk Is. . . .	19	15	0	35	11	0 12
Papeete	114	10	0	206	2	0 18-2

FROM SUVA (Fiji currency) TO—

Nadi	5	16	0	11	12	0 22
Levuka	5	17	0	11	14	0 22
Nukualofa	18	10	0	34	0	0 22a

FROM NADI (Fiji currency) TO—

Noumea	32	13	0	58	16	0 7
Papeete	87	0	5	157	1	0 7, 2

Fares quoted are First Class. Cheaper Economy Class fares are available to some ports.

Pacific Commerce and Produce

Wants Support For Fiji Loans

Fiji plans to raise an internal loan of £1,750,000 in 1961. The Government, through the Acting Financial Secretary, Mr. Harry Ritchie, has appealed to local business organisations to give more support to local banks than they have done in the past.

WITH several major works programmes coming up, including £2,500,000 Suva dock scheme, Government needs money badly. Development works will, to some extent, put a brake on mounting unemployment, and give the government a breathing space to look round for viable ways of keeping gainfully employed the increasing numbers coming on to the labour market each year.

THE Government has urged more local investment in Fiji, and has suggested that Australian corporations that have made big profits in the Colony over the years, should be prepared to cough some of that money back for the good of Fiji.

But since the troubles of December, 1959, and the prolonged sugar disaster of 1960, investors have been wary of making any positive move to set up the secondary industries urgently needed, or to put money into primary industries, such as cocoa, coffee, etc. (One exception has been the interest of Morrisstrom Ltd. in developing cocoa). Fiji needs the money the new loan will bring and to encourage investors, the Government had reduced the minimum subscription from £50 to £25.

The loan will be raised late in June or early in July.

Strength of Burns Philp Empire

THE balance-sheet for the year ended March 31 has been issued by Burns Philp & Co. Ltd., of Sydney which is the central arch of a very wide structure now covering Islands trading, Islands planting, Islands shipping, Australian retail distribution, and a score of allied interests. The profit is £930,623, which is £3,449 less than last year—but which provides ample funds where-

with to maintain the usual 10 per cent. dividend.

There was a little dullness of trading in some of the fields covered by BP's but that may not have caused the slight fall in profits. Only a small proportion of income now comes from Head Office trading—much is from the dividends of subsidiaries. There have been many internal adjustments—for example, the profit includes a sum of £187,000 written back from reserves.

It is impossible, in the circumstances, to analyse the big company's operations. All we know is that they are so extensive that they affect trade and commerce generally throughout the South Pacific Islands. A bad BP year inevitably is reflected badly in the Islands. Some features of this balance-sheet:

Provision for shipping replacement has gone up from £100,000 to £250,000. The directors say, again, that shipping now is unprofitable; but as this form of transportation is an integral part of many of their operations, the fleet must be maintained.

The volume of merchandising again has increased.

Reserves now are just under £4 millions. The Co.'s total assets are now just over £22 millions. Shares, loans and Government securities held total nearly £11 millions; investment in subsidiaries is close to £4 millions.

BP (South Sea) Ltd.—Fiji Co. With a Lot of Cash

The profits of Burns Philp (South Sea) Co. Ltd., in the year ended January 31, were down by about £16,000, to £146,863 (about equal to the 1958-9 profit). That was a good record, considering the lower copra prices and the long disturbance of the sugar industry in 1960.

With £103,759 brought forward from 1960, there was £250,623 in the P/L Account—which allowed the Directors to recommend the usual 10 per cent. dividend, put £50,000 into reserve, and carry forward £100,623—as pretty a picture as may be found among balance-sheets anywhere.

It is 41 years since this section of the Burns Philp empire was registered in Fiji; and now its issued capital of

£1,000,000 is more than equalled by reserves of £1,314,000, plus the P/L balance. The Co. nowadays has far more cash saved up than it needs for its trading operations; but there are only limited opportunities for sound investments among Fiji enterprises; so no less than £1,090,000 is invested in "shares in other companies, Government loans, etc". "Cash on hand and in banks" totals £214,000.

The Directors are Messrs. H. Maurice Scott (of Fiji, chairman), James Burns, Joseph Mitchell and P. T. W. Black (of the Sydney headquarters staff), G. R. Simpson, R. C. Kerkham and J. Y. Stewart (top Suva executives).

At present this Co. has 10 branches in Fiji, three in Tonga, two in Samoa and one each in Norfolk Island and Niue.

Trade Commissioner on Tour

Australia's Trade Commissioner for the Pacific, Mr. K. W. Davies, whose headquarters are in Auckland, is to make one of his periodical tours through the Central Pacific Islands in May and early June.

Mr. Davies will be at the Grand Pacific Hotel, Suva, on May 8-9, and May 20-29; in Nukualofa, Tonga, from May 11 to 20; at the Rainmaker Hotel, Pago Pago, Eastern Samoa, on May 28; at the Casino Hotel, Apia, Western Samoa, from May 29 to June 5; and at Lautoka and Nadi, Fiji, on June 7-8.

A Trade Mission, organised by the same Australian Department, will leave Sydney for New Caledonia and Fiji early in August.

New P-NG Loan Opened

A new Papua-New Guinea Loan opened on April 20. Premium Securities, to be known as Series T2, will have a currency of about seven years, maturing July 1, 1968. Interest will be payable half-yearly, at the rate of five per cent. until June, 1963, 5½ per cent. from then until June, 1965, and 5¾ per cent. until maturity. Interest will be regarded as a tax free capital accretion.

New Savings Certificates will also be issued shortly. They will bear interest at five per cent. for three years and then at 5¾ per cent. for the 4th and 5th year.

The loan that was expected to raise £550,000 in the 1960-61 financial year totalled only £387,000 to early April. An additional £50,000 from the Copra Fund was then being negotiated with the Copra Industry Stabilisation Board and if successful would help fill the gap.

More Taxation Deductions In Dutch NG

The 33-1/3 per cent. deduction from profits before taxation, which hitherto applied only to mining companies in Netherlands New Guinea, has been extended to other commercial companies if:

- the conducting of their business requires larger capital investments;
- they are prone to more than normal risks; or
- the nature of the business fits into the economic policy of the country.

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Tobacco Co. Defers Dividend

Associated Tobacco Manufacturers (Holdings) Ltd., which owns a subsidiary the New Guinea Tobacco Co., New Guinea, has deferred payment of interim dividend.

At the annual meeting in December, an eight per cent. dividend was forecast. Volume of sales for the 12 months to December 31, 1960, showed a slight falling off but results for the full year are expected to be about the same as last year.

Directors state that plans for expansion of the company's New Guinea subsidiary are well advanced.

PI Mines Pilot Plant Pays Dividends

Paid-up capital in Pacific Island Mines Ltd. is now £49,145, and the latest report issued by directors indicates that investment could be an interesting speculation. Others apparently feel so also; sales of the £5 fully paid up ordinaries have been bringing £5/15/-.

The company now has a pilot plant operating and this has already proved its worth. Good samples of heavy and wire gold have been recovered from what was regarded previously (after more conventional panning methods of prospecting), as worthless overburden. Values of 15/- per cubic yard have been obtained in this overburden.

Bulolo Gold Dredging Ltd.

BGD Ltd. estimates that there will be a profit of \$220,000 Canadian, from operations in New Guinea and Australia for the nine months ending February 28.

This takes into account tax at \$70,000 and depreciation \$157,800.

In addition to this, there will be dividends from Commonwealth-New Guinea Timbers totalling \$268,000—in spite of the fact that Australia's credit squeeze slowed down sales of plywood there.

Will Make Pearls

A joint venture by Australian and Japanese interests will begin a cultured pearl industry at Goode Island, near Thursday Island.

The interested companies are Australasian Pearlers Pty. Ltd. and Union Pearl Company of Japan.

By 1964 the new joint company expects to be exporting £100,000 worth of pearls to Japan annually.

No Restrictions of Plywood and Timber

It was announced in Canberra on April 20 that the Australian Government would not refer the question of temporary protection for the timber and plywood industries to the Tariff Board.

Australian timber and plywood industries had asked for this.

The problems of the industries, said the Minister for Trade who was making the announcement, were not the result of inadequate tariff protection.

There have been three Tariff Board inquiries into the timber and plywood industries in the last six years—the last of them after the removal of import controls in April, 1960. This last inquiry had found that increased protection against imported timber and plywood was not warranted, and the Australian Government accepted the finding.

Slight Fall in Dylup Profits

The profit of Dylup Plantations Ltd., copra and cocoa planters, NG, shows a slight fall of £3,416 to £49,904 for the year ended January 31. Result is after tax £9,145 (up £1,645) and depreciation £13,576 (up £340).

Copra price adjustment for the year ended December 31 is estimated at £11,000.

The company's interest in Island Finance Co. has been sold, because directors considered the investment "not in the best interests of shareholders".

Sydney Firm Offers Take-over of Korfena

It was announced in May that Landmark Ltd., of Sydney had made an offer to acquire all the shares in Korfena Plantations (NG) Ltd. (16 miles from Goroka, Eastern Highlands) and that 90 per cent. of Korfena shareholders had agreed.

The offer was for a one-for-one share exchange; or shareholders could take half their shareholding in 10 per cent. debentures, redeemable in three years.

Mr. Ian Downs, member of P-NG Legislative Council, is manager of Korfena and a director. Mr. Stanley Eskell, an MLC of NSW, and chairman of South Pacific Post Ltd., Port Moresby, is also on the directorate.

In the announcement, Korfena is described as the "biggest and best" coffee plantation in New Guinea.

Landmark Ltd. was floated last year on the Sydney stock exchange as a land sub-division company. Chairman is Mr. A. E. Armstrong, MLC, of NSW. The market quotations for 5/- Landmark shares on the day previous to the announcement were 4/9. However, within recent months they have been down to 1/- under that.

TI's Largest Pearling Company Folds Up

Bowden Pearling Company, founded in 1887 (it was one of Australia's pioneer pearling companies) went into voluntary liquidation early in May. It employed about 160 natives and 20 Europeans.

Mr. J. I. Dunwoodie, Bowden's manager, said the present credit restrictions in Australia had forced the company's liquidation. It was the biggest pearling firm operating from Thursday Island.

Its fleet of 17 luggers, now tied up at TI, has been offered for sale, leaving fewer than 30 luggers operating from the island.

Gloomy Outlook in Western Samoa

On present indications, Western Samoa will face a serious economic recession during the remainder of 1961, affecting the main agricultural industries—cocoa, copra and bananas.

The Legislative Assembly, which interrupted its Budget Session because of the Plebiscite to May 16, has a strong economy-minded majority and is determined to cut all non-essential Government expenditure, particularly development items and set same aside until the financial position has materially improved.

The effects of the March hurricane on Samoan plantations have been disastrous, particularly on Savai'i.

The quarterly returns of the Bank of Western Samoa showing the position of aggregate reserves, aggregate advances and

aggregate deposits as at March 31, 1961 reveal a continuing drop in Reserve which at £214,095 are at lowest level since incorporation.

Economic Outlook

A SEE-SAWING index of "Ordinaries" under and over the 300 mark indicates the character of trading on Sydney Stock Exchange over the past few weeks.

An oil strike at Cabawin No. 1 well Tara, Queensland, sparked off a minor boom in oil shares at the beginning of May. That is, until the Minister for National Development, Senator W. I. Spooner, visited the site and warned that although 65 barrels were being produced daily, "it did not appear to be a commercial proposition". That fact was later supported by the company.

Even Papuan Apinaipi company, P-NG, felt the wave of buying—apparent because it has an interest in a concession with a prospecting area adjacent Cabawin.

Other factors causing shares to rise have been the recovery in wool price (though they came too late in the season to have any significant effect on the national economy), and the Federal Government's surprise decision to abandon its plan to tax interest on borrowed funds. This latter measure was aimed at curbing the borrowing of hire-purchase and land development companies but, in practice, it had restricted expansion of public companies generally.

SYDNEY SALES PRICES

	Apr. 12, '61	May 10, '61
Ball Plantations	10/6	11/-
Burns Philp	93/3	86/6
Burns Philp (SS)	52/-	52/-
Choiseul	—	110/-
C.S.R.	£80/10/-	£76/10/-
Dylup Plantations	8/3	7/6
Fiji Industries	12/6	13/-
Hackshall's	13/6	14/6
Kauri Timber	16/3	16/-
Kerema Rubber	6/9	6/9
Koitaki	15/6	15/6
Lolorua	8/9	7/-
Makurapau	4/1	3/9
Mariboi	7/6	8/-
Norfolk Is. Whaling	4/6	4/6
Ditto Notes (5/-)	5/6	4/6
Pacific Is. Timbers	6/-	5/9
Plantation Holdings	3/9	4/-
Queensland Insurance	83/6	85/6
Rubberlands	6/3	6/3
Sangara	—	3/-
Sthn. Pac. Insurance	24/-	25/-
Steamships Trading	47/6	42/-
W. R. Carpenter Hold.	31/3	31/9
Watkins Consolidated	5/-	4/6
Timor Oil	4/-	4/2

OIL AND MINING SHARES FIJI

	July 9, '58	Apr. 12, '61	May 10, '61
Emperor	b5/0	b3/5	b2/2
Loloma	—	s42/9	b38/-

PAPUA-NEW GUINEA

	b35/-	b55/-	b55/-
Bulolo	b35/-	b55/-	b55/-
N.G.G. Ltd.	b1/0½	b1/9	b1/9
Oil Search	b2/6	b2/2	b2/1
Oriomo Oil	—	—	b1d
Ent. of N.G.	b7d	s2½d	s2d
Pac. I. Mines	—	b115/-	b107/6
Papuan Apin.	b9d	b2/10	b3/6
do. opt.	b6½d	b3d	b7½d
Placer Dev.	b86/6	b161/-	b170/-
Sandy Creek	b4d	b4d	b3d

ISLANDS PRODUCE

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & HC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

The British Ministry of Food 9-years contract, which governed Copra prices 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 production and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (30,000 tons per contract covering 1961), (b) Australia (30,000 tons for local consumption), (c) crushing-mill in Rabaul (40,000 tons), (d) Japan (300 tons per month or as if available). Prices generally arrived in accordance with ruling rate in Singapore market, with premiums for air dried.

From January 1, 1961, P-NG Copra Board's Tentative Purchase Prices, for a delivered main ports: Hot-Air Dried 4/10/- per ton; FMS, £A53 per ton; Air-Dried, £A52 per ton.

JI:—No Government control—producers where they wish. Bulk of copra goes through crushing-mills in Suva. On May 8 prices were: HAD £F48/10/-, FM 3/-/-.

EASTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. In 1961, 4,000 tons will go to Abels Ltd., NZ agents, and about 6,000 tons to Unilever, out of an estimated 15,000 tons production, under this year's contracts.

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. Price (which is partly financed from Unilever) for May: 1st grade, £A49/-10/-, 2nd grade, £A48/-, 3rd grade, £A45/-10/-, 4th grade, £A44/-, BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges.

WESTERN SAMOA:—In early May, price was described as "very weak"; was approx. £A34 (6,800 Pac. Frs.) per ton delivered Vila/Santo. Price on May 5 was 82,500 met. Frs. per metric ton, c.i.f., Marseilles.

COOK IS.—Subject to the copra marketing provisions between Cook Islands and Abels, Ltd., of Auckland, operate the only NZ copra crushing plant. Price paid is average London price for previous three months, less marketing charges. Price fixed for first quarter of 1961: £NZ56/0/2 1st grade, 4/15/2 standard grade—both f.o.b., Tonga.

FIJI:—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 May 10 was £Stg.179/15/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on May 5: £S210, f.o.b., Apia, grade 1.

P.-N.G.: May 11—Quote No. 1: £200 (top grade), £190 (medium), £180 (low). Quote No. 2: £190 (medium quality).

COFFEE:—P.-N.G.: May 11, good quality A grade, per lb. 4/-; B grade, 3/10; C grade, 3/- c.i.f., Sydney—end of season coffee; new crop not yet available.

End of season overseas coffee prices were reported on May 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, May 11, Kernels: White Spanish, 1/5 lb; Red Spanish, 1/2; Virginia Bunch, 1/7. In Shell, 1/- lb. (del. buyer's store, Sydney).

RUBBER:—P.-N.G. price is based on Singapore rate, which on May 11 was: No. 1 RSS, Spot, 90¼ Straits cents per lb (31.47d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported May 11: White and yellow label, processed, standard packs. 49/9; green label, 47/9, c.i.f., Sydney.

RICE (Aust.): Prices as from May, 1961—P.-N.G.: Unchanged—dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 f.o.w.; under 5 tons, £63/10/-. **Other Pac. Islands:** Dry, brown, etc., 5 tons and over, £64/10/- (down £1/10/-); under 5 tons, £65 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—Quotations for Aus-

tralian M.O.P. Shell on May 11 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. —£140 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:—£480 per ton; in short supply.

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, May 3, Philippines, in bulk, \$167.50 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.59/18/7 per long ton. **NEW YORK:** May 10, 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. 10¼ Rupees).

Coconut Oil: LONDON, May 10, Ceylon, 1%, in bulk, £Stg.93 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.88/10/- c.i.f.

Rubber: LONDON, May 11, c.i.f., RSS No. 1, Spot, 26¼d. Stg. per lb.; RSS Oct./Dec. 26¼d. Stg. lb; May shipment 26¼d. Stg. lb.

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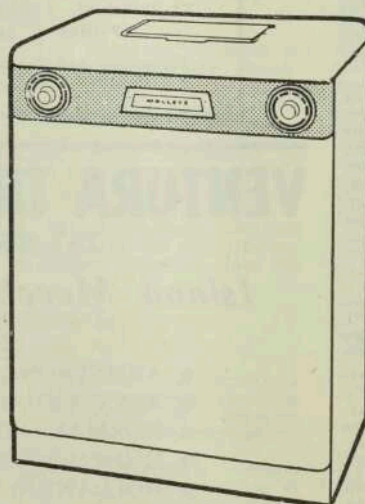
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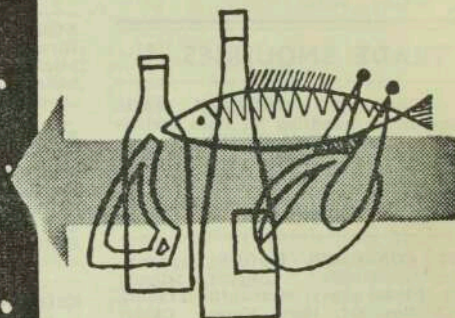
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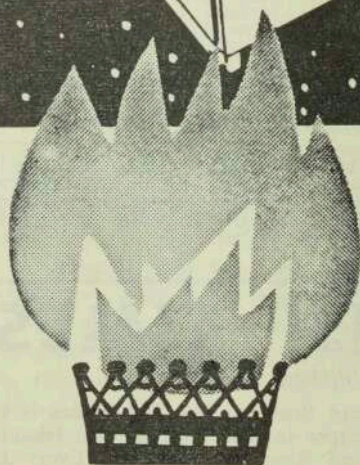
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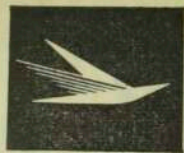
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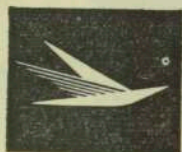
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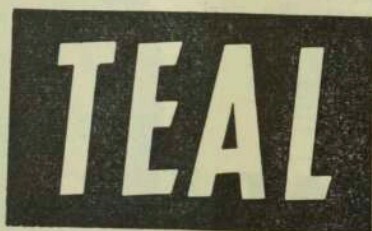
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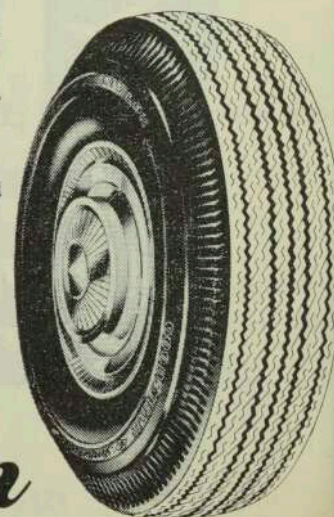
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