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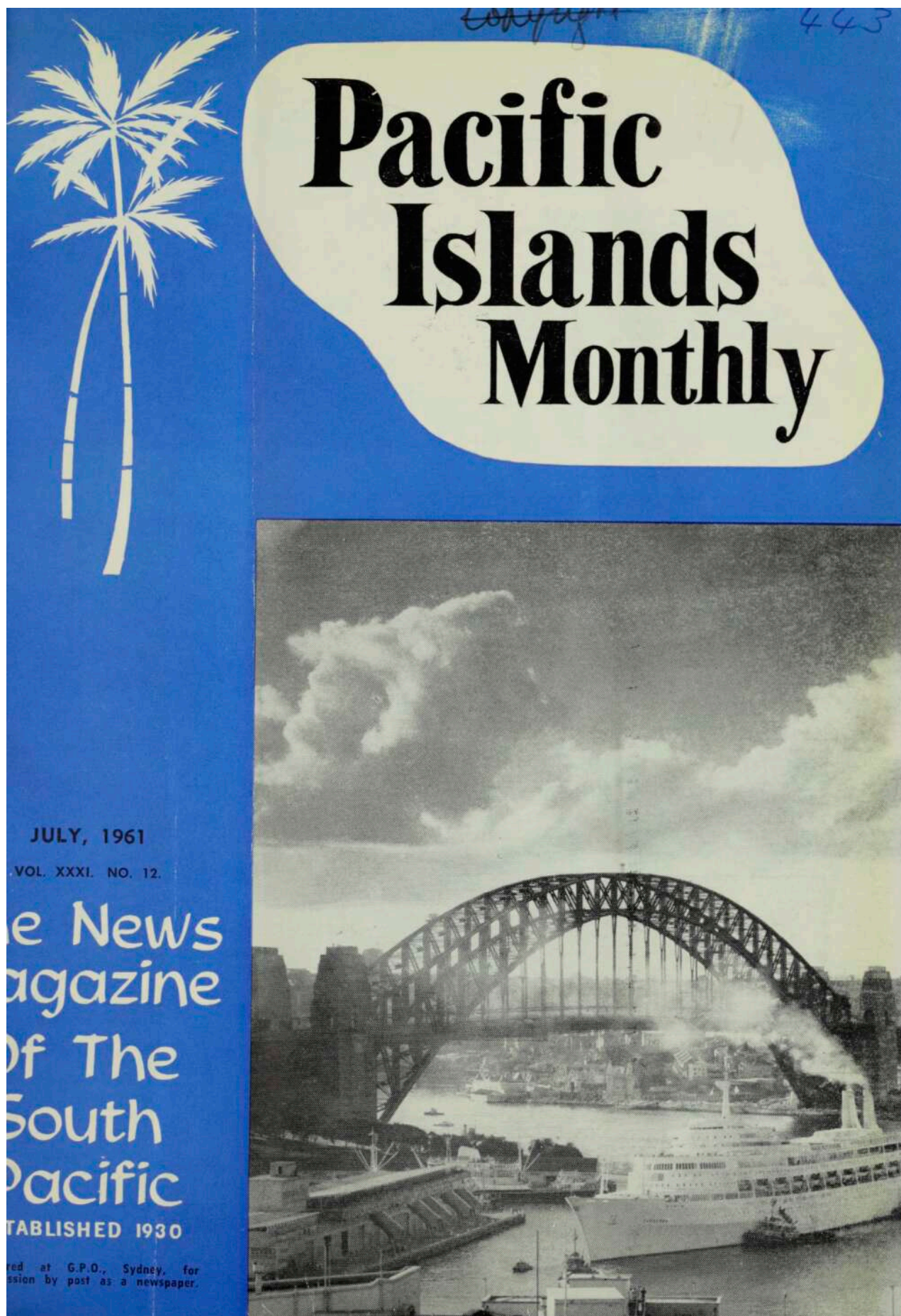
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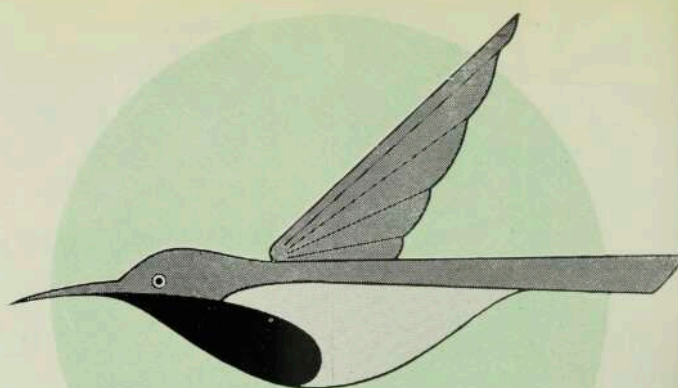
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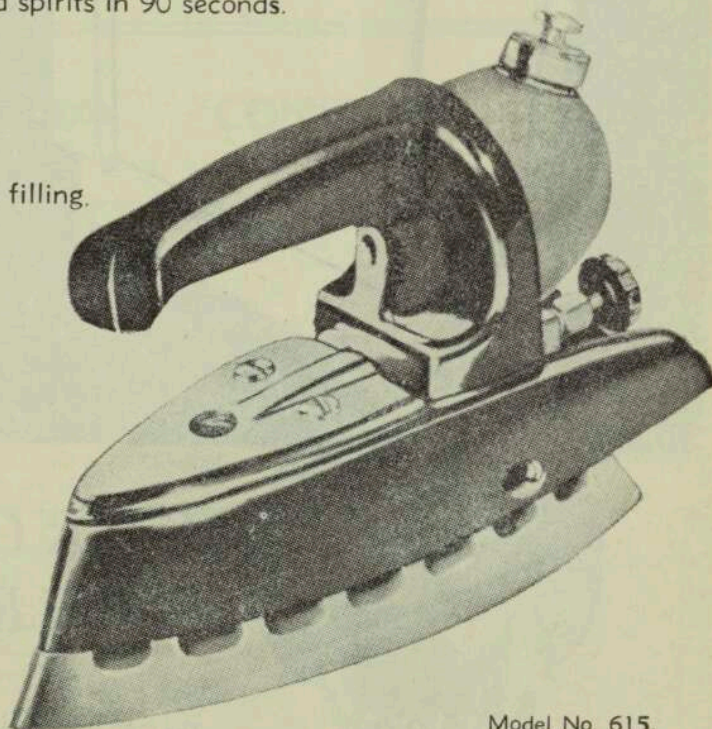
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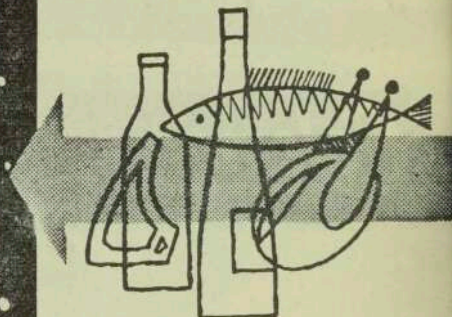
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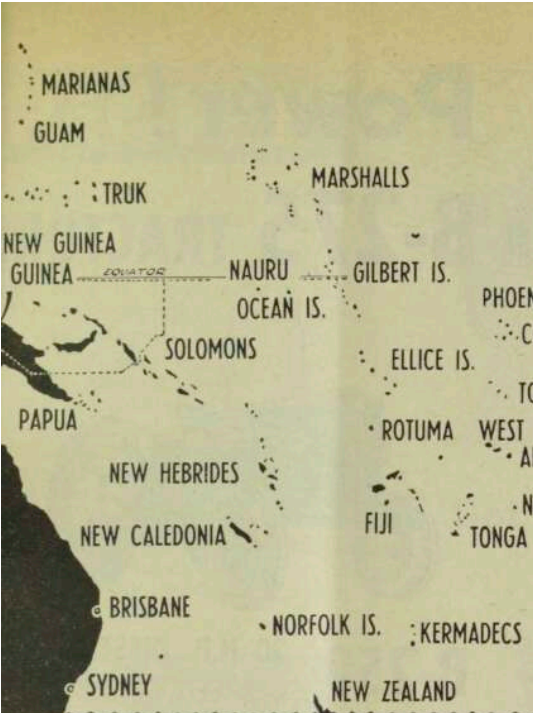
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THE COVER: The 45-000-ton P & O-Orient liner "Canberra" makes an interesting picture as she is eased into Sydney's Circular Quay, in the shadow of the Harbour Bridge, in early July on her maiden voyage from London. Unlike other P & O ships on trans-Pacific services, the "Canberra" won't be seen in Suva—not yet a while, anyhow. P & O chairman Sir Donald Anderson said in Sydney, aboard the "Canberra", that the new vessel is too big for comfort for Suva's present wharf. Suva reports say the "Oriana" is getting on fine during her visits to Suva, and that—if not before—"Canberra" will certainly be able to use the new Suva wharf when it is finished in about two years. The main portion might be ready before then.

Photo: Brian Hart

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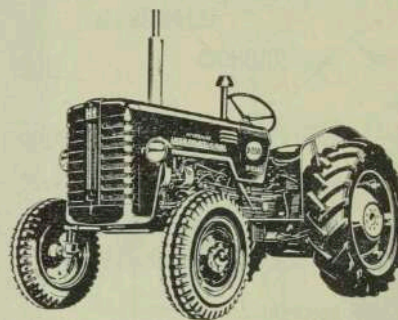
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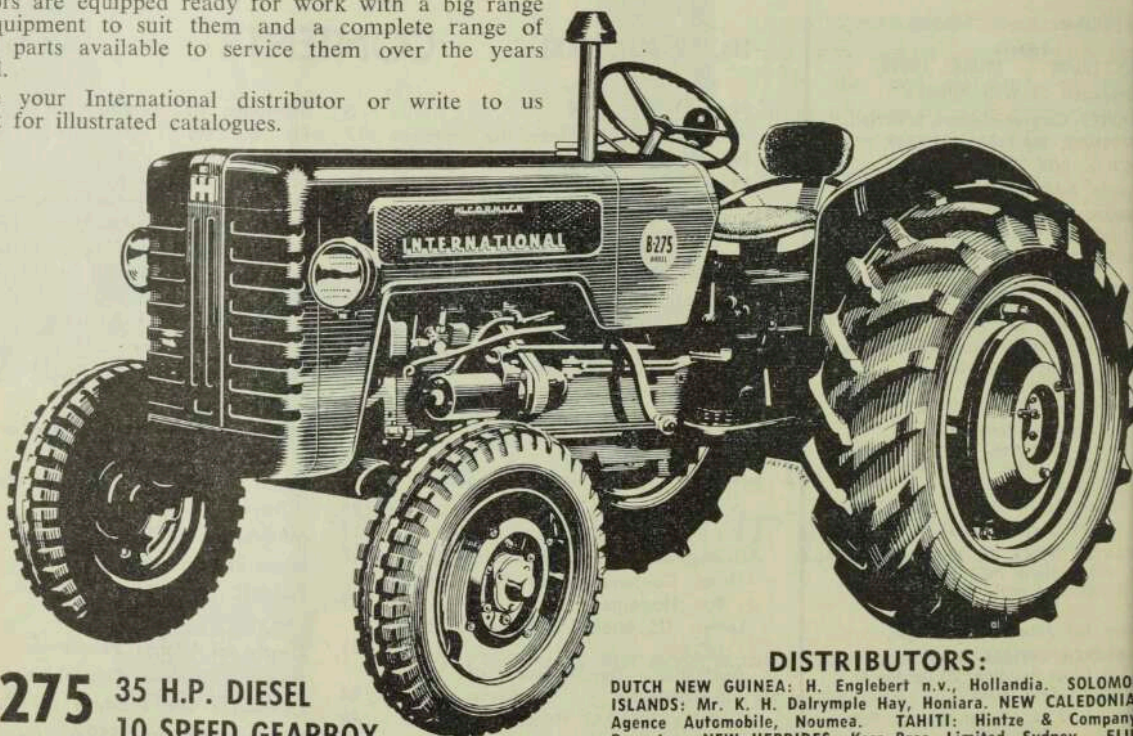
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PEOPLE

attractive Cook Islands school-
ner Mrs. Teupokoina Morgan,
y elected member of the Cook
ds Assembly, at the new session
arotonga in June made a plea
"European members of the Pub-
Service to mix with us more
y so that they get a truer pic-
of the mentality of the Maori".
had much to offer Maori Cook
ders, she said, and they were
g their aid in their professional
cities. But they should come and
the people in their homes,
re the Maori's finer qualities
be seen". Mrs. Morgan was a
ber of the Cooks' delegation to
Fourth South Pacific Conference
abaul in 1959.



ude Champion, who retired on June 30
e P-NG Administration, where he was
r of Civil Affairs. See item below.

Moresby in early July said
ll to two long time New
a residents—P-NG Depart-
of Civil Affairs Director
Champion and retired busi-
in W. E. (Bill) Wyatt. Both
ve in Australia.

Champion was born in the
ry, and is a member of a
New Guinea family. He has
been a conscientious, warm-
Administration officer with
number of friends.

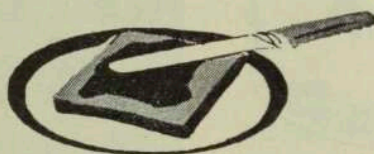
Wyatt has been 35 years in
and retired from active busi-
several years ago, but re-
his great interest in com-
work.



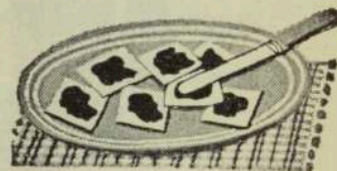
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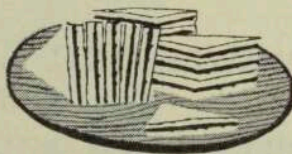
VEGEMITE



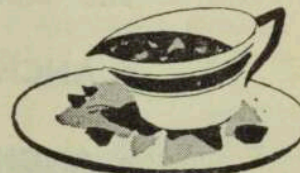
SPREADS so SMOOTHLY on toast



DELICIOUS on biscuits



SO NOURISHING in sandwiches



ENRICHES gravies

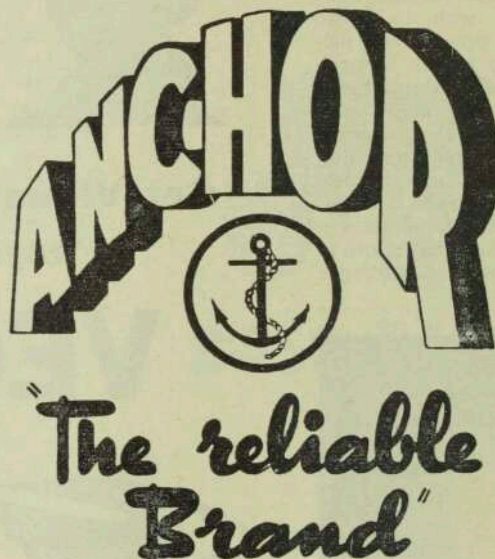
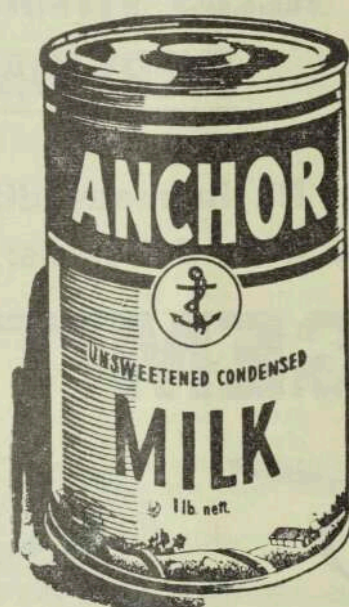
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Australian jockeys would probably be interested in riding at a meeting in Papua-New Guinea, said leading Australian jockey Jack Purtell, in Moresby in early July. He and his wife were making a holiday visit. He suggested that an invitation to ride with mainland jockeys might boost the sport of kings in the territory.



The official opening of the modern new police station in Lautoka, Fiji, in June (see page 10) were the Lautoka Town Clerk, Mr. Les Kimber, and Mrs. Kimber.

Visitor to Fiji in June was Captain Freddie Ladd, Fiji Airways' first captain. He had just returned from a tour of America and Canada. Captain Ladd plans to add a third aircraft to the two he already operates on his amphibious tourist and cargo services from Auckland.



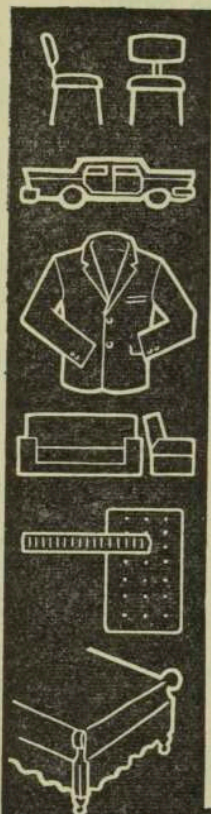
Philip Thompson, wife of the Lautoka Police Officer, Dr. Thompson, at the official opening of the new Lautoka police station in June.

Philip Kabus, a Port Moresby debby sentenced to nine months in June 19, for stealing a case of rum, asked the Supreme Court if he could get the rum when he had served his sentence. Chief Justice Mann explained that the nine



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- 8-oz. Vegetables & Sausages.

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- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.
- 12-oz. Al-Tayib Halal Corned Mutton.
- 12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 8-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.
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- 16-oz. Pears.
- 16-oz. Apricots.
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- 16-oz. Two Fruits.
- 16-oz. Cherries.
- 16-oz. Loganberries.
- 16-oz. Gooseberries.
- 16-oz. Raspberries.
- 16-oz. Solid Pack Apple.
- 29-oz. Peaches.
- 29-oz. Pears.
- 29-oz. Apricots.
- 29-oz. Two Fruits.
- 29-oz. Grapes.
- 30-oz. Crushed Apples.

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South Brisbane, Queensland

th's was punishment and not pay-
for the rum.

edi, who was apparently a
nable fellow, also asked if he
l serve the seven day sentence
his accomplice, Serbung Gab.
ever, Mr. Justice Mann told
that Serbung would have to go
ol for the "little bit of wrong
ad done".



nd Mrs. Phillip Meyer, of Vaucluse,
on board the Matson liner "Mariposa"
they sailed in June for a holiday in
They stayed with friends, Mr. and
Dobbie. Mr. Dobbie is manager of
Bank of New South Wales in Suva.

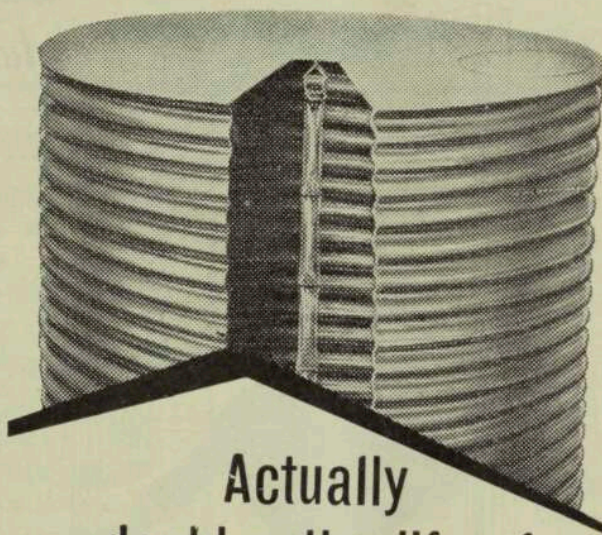
the intelligent principle that it
t cost anything to be courteous
sides, both the Indonesian Am-
or to Australia, Brig.-Gen. S.
ihardjo, and the Secretary
e Australian Department of
ories, Mr. C. R. Lambert, were
as official guests to the
Territories Ball, in Sydney's
Ballroom, in July. The ball,
ed by a committee from the
lian School of Pacific Ad-
ation, now looks like being
annual event for P-NG and
people visiting Sydney.



ng in Sydney, formerly of Vila and
re Mr. and Mrs. Henri Dubois, here
hed with their new daughter, Caroline.

a young Lautoka (Fiji)
Chandar Bhan, in early
s feeling in his pocket for a
to give two Fijians who had
hed him, the men attacked

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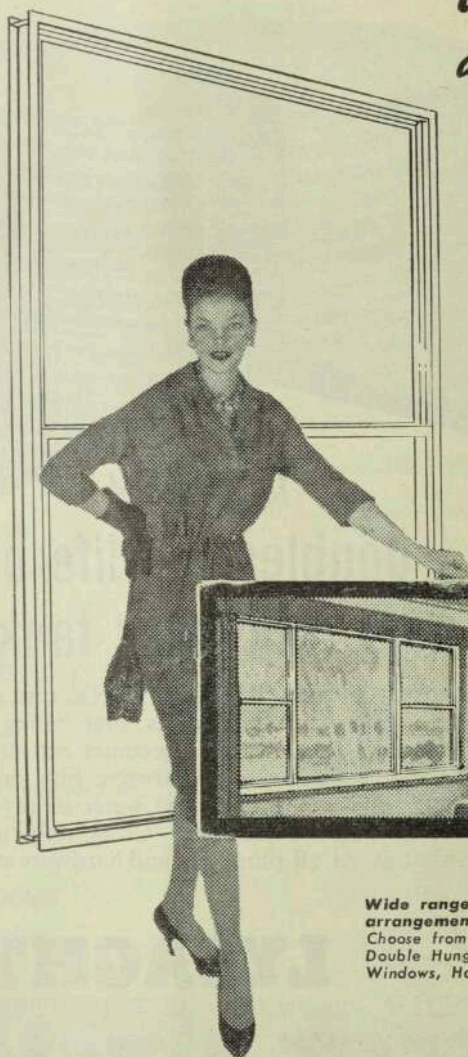
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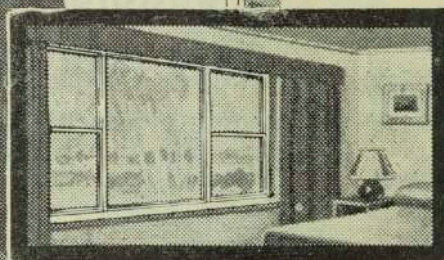
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... knocked him to the ground and
bed him of £5. Commented a
ior police officer in Suva: "The
ctice is increasing. People should
on the alert if they are stopped
night and asked for matches."
nmented the *Fiji Times*: "The
ce warning is a timely and
derately worded warning about
l thugs. But it would have been
inkable 20 years ago. The pre-
situation means that somewhere
the mental and psychological
e-up of the Colony an important
has slipped."



ationally famous Rotorua (NZ) Maori
Rangitiki, boards a TEAL Electra in Auckland
for a visit to Fiji, where she made
extensive tour and appeared on radio
programmes.

pua-New Guinea's hotels came
fire in early July from the
of Australia's Federal Oppo-
Mr. Arthur Calwell, after a
visit which took him to Port
sby, Madang, Lae, Rabaul and
ng among other places. He de-
ed hotels in many places as
, and said there seemed to have
little or no improvement in
since early post-war.

Calwell thinks licensed motels
be the answer to encourage
tourism. He will also write
e P&O-Orient line, suggesting
t liners visit P-NG more reg-
, and visit other ports besides
Moresby.

k in Fiji after their Rugby
of Australia, the Fijian team's
nager and coach, Apakuki Tui-

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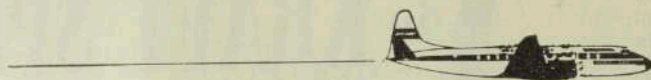


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and captain, Orisi Dawai, said that the Fiji football season would start sooner when there is an Italian tour. Early selection of team had contributed to the poor performances in the first half of the Italian tour. The team had not fit when it arrived in Australia, said, but it improved, and was lucky not to win the third test. Tourists lost two tests and drew

Netherlands New Guinea was to an armed conflict than it 2 months ago, said the Netherlands Ambassador to Australia, Dr. Beus, in Brisbane in early . He said it was evident that an build-up had been going on, Holland took the threat sly. Indonesian forces were estimated at 250,000 men— 50 to one compared with forces in the area. Talk about at from NNG to Indonesia was "ensical" he said.



bar, a fourth year apprentice in Fiji, fixes the controls of a Public Works electrical training dummy at a show in Lautoka in June. The dummy showing the working of a car's electrical system clearly visible.

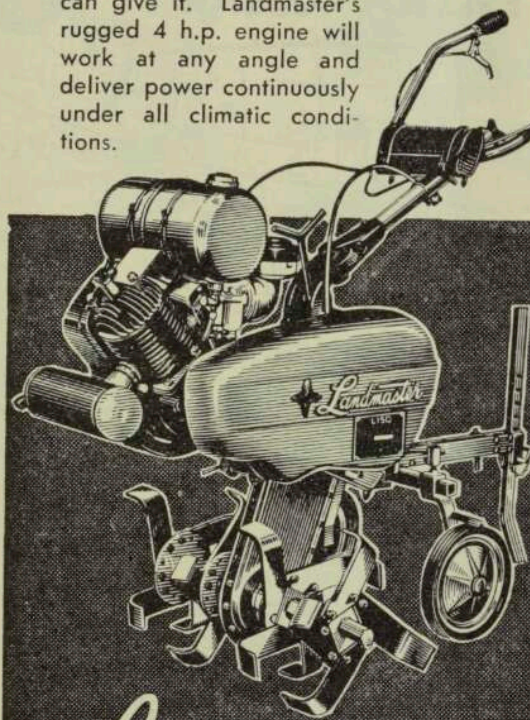
people who met modest Mr. Nelson aboard the July en route to Papua and New , knew that they were associated with a Knight First Class of royal Swedish Order of Vasa. s awarded the honour recently eden for his services to trade mmerce between Australia and t—he has served the Swedish er of Commerce in Sydney years, four of them as presi-

Nelson left in July with Mrs. to visit the friends and busi-contacts of his old-established Messrs. Nelson and Robertson

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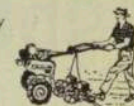
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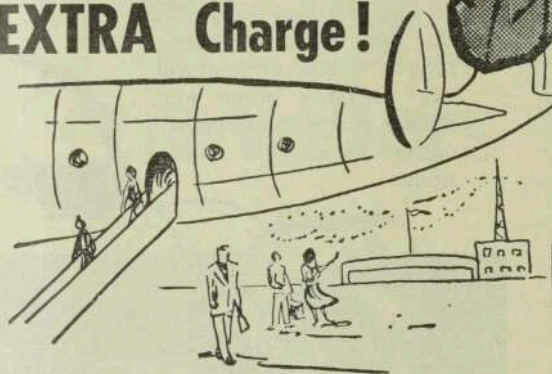


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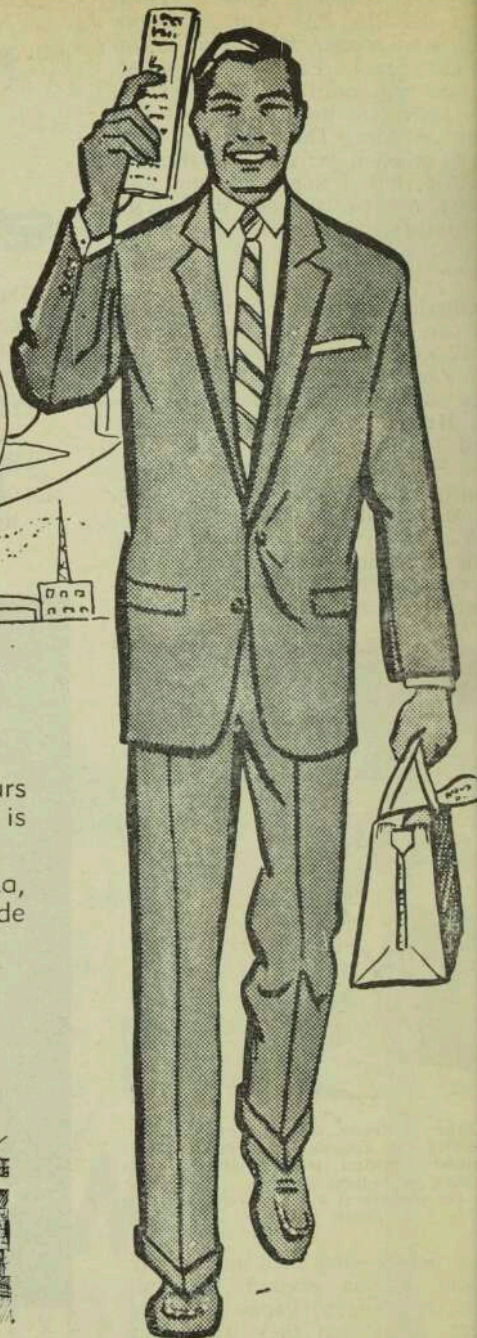
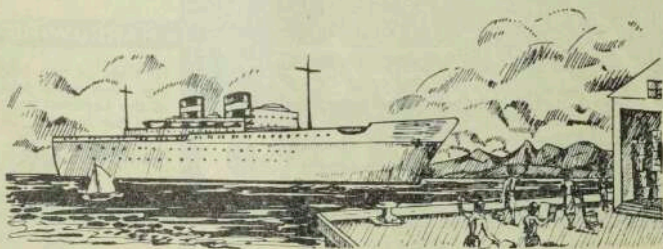


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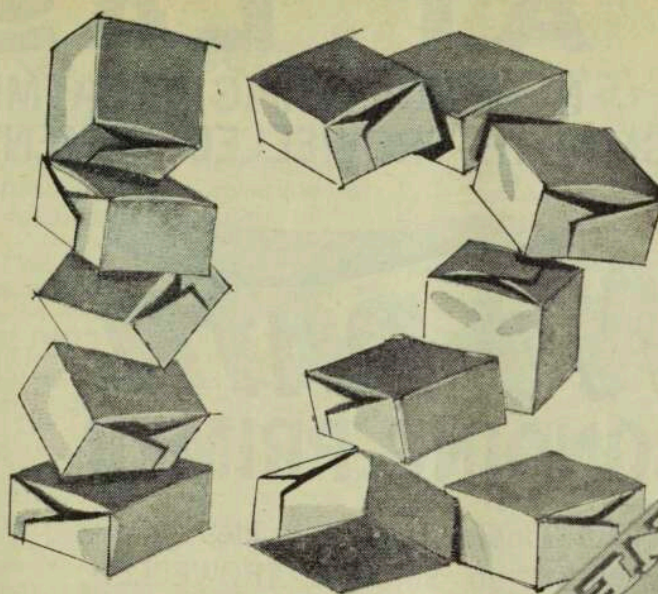
Ltd. They kept quiet about the honour—Mrs. Nelson, it is suspected, feared that someone might call her as "Lady Nelson", a title to which she is in fact entitled—in Swedish circles, anyhow.



New Guinea in July, after an eight-month tour of Australia, went footloose New Miss Lillian Schoedler, who says she won't get the big Territory out of her head. She made her first visit as a tourist in August, 1959, and ended by staying 16 months, a lot of them in the bush and five of them in the more remote parts of the interior of NNG (where she is photographed above with a friend). She goes from Port Moresby to the NNG, but by September she will be back to NG's Western Highlands.

A small sample of sand has been sent from Fiji to South Africa. It was requested by Mr. David Watson, 100 Lombard Street, Port Elizabeth. He wrote explaining: "In a corner of my home I have a small rockery which I have scattered sand from many parts of the world. I would very much like a sample of sand from famous Fiji."

Qantas, at its peak, employed more than 200 Europeans throughout the Territory. Qantas in August will reduce its Papua-New Guinea service to three Australians—all in Port Moresby—in charge of popular tours. Ken Wightman, TAA will be in charge of general handling services, and the big Qantas building in Port Moresby. Qantas staff has been drastically reduced in P-NG. TAA and Ansett-ANA took over last year, but in August Qantas will fly off the twice weekly Electric Blue fly through Port Moresby to Hong Kong, and re-route them to Darwin. They will be replaced with one weekly Super Constellation service.



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Home For The Nauruans —And What Of Others?

From our Canberra Correspondent

Few issues with such a potential impact on Australian policy have attracted so little attention as the invitation to Nauruans to become part of the Australian community.

It was a matter with a direct impact on international relations, on Australian policy, on the future of Australia's other island Territories. The "announcement" of Australia's intention to invite the 2,500 Nauruans to settle in Australia was made by the Commonwealth's Special Representative in the Trusteeship Council, Dudley McCarthy.

It was an "announcement" in the sense that there had been no general knowledge of what was proposed.



ALL HIS OWN WORK

His catches aren't unusual for Suva. Harry Houny Lee, who is the chap with the rod and the grin on the face, but he was pleased with this one. A 2 in., 110 lb sailfish he caught on a rod and 30 lb line in the Suva lagoon in June. The reason for his satisfaction was that he managed to catch the fish after a spectacular seven-hour fight, from 7.30 a.m. to 2.30 p.m., didn't have the use of a fishing net, either. He also missed breakfast and lunch.

Photo: Rob Wright

Yet on Mr. McCarthy's own statement he discussed the proposal in a series of meetings and in talks with individuals in Nauru last December.

He told the Trusteeship Council that he had put the proposition to "every Nauruan on the island".

This must be one of the few occasions in modern times in which 2,500 people shared a secret of some international consequence, yet no word leaked to the public prints.

It could happen only in a community like Nauru, where virtually every educated person is beholden either to the Administration or to the British Phosphate Commission.

Undoubtedly, those concerned were anxious to make a shock impact in the UN.

But the UN is only one of the parties concerned; the Australian people have a right to be told of a major change in national policies.

And since most Australians would approve of the plan to make Nauruans true Australians, there was no need for furtiveness.

The Plan

Briefly, this is the plan which Mr. McCarthy put to the Trusteeship Council:—

- The transfer of Nauruans to Australia will be spread over about 30 years. (The island's phosphate deposits will last, at current consumption rates, for about 40 years.)

- Main emphasis will be on bringing children to Australia for their education, at an average cost of £600 a year for five years. These children will be eligible for a deposit on a house in Australia when they marry. And if they wish to marry a girl still on the island her passage money will be paid and she will be given a £60 clothing allowance.

- Adult Nauruans coming to Australia will be given a free passage, a house worth up to £4,000, clothing and maintenance allowance, furniture, and will be eligible for all social services from the time of arrival.

- Nauruans will be able to settle in the United Kingdom or New Zealand, as well as Australia, if they wish.

PACIFIC REPORT

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

Wartime Bombers Give Up Their Dead—115. Lux Golf Tournament; News of Tom McCuaig—115. Fiji Tourist Increase; Operation for Pago Girl—117. Mr. Calwell on P-NG's Future; Papuans' Dress Sense; Pacific Bowls; New Lautoka Store for BP's—119.

Fiji's Hibiscus Festival Plans—121. P-NG Sportsmen Fight for Games—121. Queen Salote Says Thanks—123. Ocean Island, Nauru Labour Settles; Easier Customs Formalities in Fiji—125.

Natives Who Rescued the President—127. Tenders Called for Hamac; Klinkii Pine for Vanikoro—127. Native Bishops for the Solomons; Kieta Choral Festival—128. South Pacific's First Drive-In; Labour Party for P-NG; New Caledonian Finances "Excellent"—133.

Tonga's Radio Station—134. Kuru Victims; Carstenz Bid Falls—134. UK is Fiji's Best Customer—135. Tolai Cocoa Sales; "Crash" Teacher Scheme Results—136. Flying Priest Killed—137. Fiji Man Shot—138. Cooks Want Tourists—139. Cargo Cult in New Guinea Murder Inquiry—140.

land, as well as Australia, if they wish.

There has been no formal statement that Nauruans who elect to go to the UK or NZ will be entitled to the same generous treatment as those who come to Australia.

However, it is generally accepted that there has been informal agreement among the three countries to give Nauruans very similar treatment, with Australian conditions perhaps a little out in front.

The island has its closest links with Australia, where many of its citizens have been educated, and which provides practically all of its imports.

Officials believe that Nauruans would find the UK too cold to want to emigrate there in any numbers.

The Nauruan people did not want the Australian plan.

They fear that it could only result in their disappearance as an independent community, and instead they want to be moved to some other Pacific island. Raymond Gadabu, a member of the Nauru Local Government Council, who is the first Nauruan to visit the UN, made this clear in speaking at UN following the Australian announcement. Gadabu went as an adviser, and it was not expected by most people that he would speak.

The question still remains about what island the Nauruans could go to if they don't go to the mainland. And this, of course, has been the

problem which has resulted in the mainland offer being made.

No island has been found, despite a long search (PIM, July, 1959, p. 145).

Islands in New Guinea, including Goodenough and Woodlark, have been looked at in the last few years, and the Markham Valley of New Guinea was also regarded a possibility. But the Nauruans didn't want any of it, probably because the type of country was foreign to them.

The Nauruans themselves have been reported to be interested in Fraser Island, off the Queensland coast, about 100 miles north of Brisbane. Most of it is Crown land.

However, the real attitude of the Nauruans was probably summed up in a colourful sentence in late June by Mr. J. K. McCarthy, P-NG

(Continued on p. 142)

What They Said At UNO

Nauruans ought to be given more powers, Dr. Najmuddine Rifai, of the United Arab Republic, told the UN Trusteeship Council during the Nauru debate in June.

Dr. Rifai, who recently was in West Samoa as UN Plebiscite Commissioner, said political development in Nauru was slow and unsatisfactory, and the Local Government Council ought to be transformed into a legislative body.

The Soviet delegate was, as usual, more to the point. He insisted that Nauru should be "granted independence." He added for good measure that the British Phosphate Commission was a colonialist outfit that was plundering the resources of the island. It had to be liquidated and all its assets handed over to the Nauruan people.

The Nationalist Chinese representative, Mr. Chiping H. C. Kiang (who led the 1959 Visiting Mission to Nauru) said the Australian Government's offer of re-settlement was generous, but the Nauruans should be brought to Australia first to see if they liked it.

Mr. Dudley McCarthy, for Australia, said some Nauruans didn't like the idea of living in Australia, but "a substantial number" were in favour of it. Most of the older people wanted to remain on Nauru. Probably there would always be some population on Nauru, when the phosphate ended, said Mr. McCarthy.

MIGRANT SCHEME FROM THE COOKS

From a Wellington Correspondent

The New Zealand Cabinet has approved a scheme of selective assisted migration from the Cook Islands. Immigrants are to be brought to NZ in families comprising couples not older than 30 years, and with no more than two children.

FORTY families will be recruited from the Cooks as a start, for rural work in NZ. Their employment will be arranged before they leave home.

The prospective employers will pay sea fares, subject to the immigrants remaining in their jobs for a specified time. But if the Cook Islanders can come by air, they will be transported by the RNZAF at Government cost.

The Minister of Island Territories, Mr. F. L. A. Gotz, said the scheme would help the labour shortage in the rural areas of NZ, and also relieve over-population in some of the Cook Islands.

Last year, he said, average population density to the square mile of usable land in the Cooks was 603 persons (compared with 54.2 in NZ).

The migrants will come from islands with the biggest population problem.

Young Population

Mr. Gotz said that more than 45 per cent. of the Cooks population was under 15, and the proportion was increasing. Economic progress was being seriously obstructed by the fact that able-bodied men in the Cooks are supporting more dependents than in many other countries.

There are about 3,300 Cook Islanders at present living in NZ. Many of them work in the timber industry in country areas and some are on sheep farms.

An Auckland report says the announcement apparently came as a shock to the provincial president of the NZ Federated Farmers, Mr. J. H. Ferguson, who said he didn't doubt that the Cook Islanders would work well, but the scheme needed a lot more thought. "Two different races thrown together on farms might not work out as expected," he said.

There has also, recently, been a lot of criticism in NZ newspapers about attacks on girls by Islanders living in NZ, and the scheme has not been received with enthusiasm by everybody.

In the Cooks themselves there has also been some criticism.

A member of the Cook Island Legislative Council, Mr. D. Brown, told the June meeting of the Council in Rarotonga he didn't support the idea of limiting migrants' families with two children. Young men should be allowed to go and improve their knowledge.

Another member, Mrs. P. Morgan, asked whether the people of the Cooks were content to allow "the cream of youth to go across New Zealand and become communal labourers". Education had taught that everyone had to improve themselves, mentally, physically and spiritually, she said, and Cook Islanders wanted greater educational opportunities. They were greedy for knowledge.

William Estall agreed that the migration scheme should not be restricted to families, but should include single men and women.

Makea Nui Ariki said the people were getting worried about the loss of young people to NZ. They were losing their love of the soil, and there would be problems if there were not enough labour to work the plantations.

Decision On Drinking

From a Port Moresby Correspondent

There is an authoritative view here that the vexed question of whether P-NG natives should be allowed to drink will be decided by the Australian Parliament. The drink question has developed into one of such importance that a local decision, or one by the Minister, will not be made.

The question is coming more and more into the news. The matter needs to be settled soon.

In June a petition signed by 3,000 natives, claimed to be representative of the Territory, was presented to the Administrator. The petition said the natives did not want permission to drink.

NZ ISLAND MINISTER SPEAKS TO SAMOA

West Samoa Will 'Need To Guarantee Capital'

From an Apia Correspondent

The New Zealand Minister for Island Territories, Mr. F. A. Gotz, in his first visit to West Samoa since his appointment as Minister, did some plain speaking in Apia in June on the problems of independent Samoa.

Mr. GOTZ was last in Samoa five years ago, for a short period, in earlier years he was in charge of the Crown Estates (now the West-Samoa Trust Estates).

On a broadcast over station 2AP Mr. Gotz said that as the first independent territory in the Pacific, Samoa would need to become more involved in the problems of the Pacific as a whole.

Through such organisations as the Pacific Commission, it should usually try to help other countries towards self government.

In the meantime, West Samoa must have to rely on herself to a great extent, if she was to build herself

up. There would have to be realistic ideas in West Samoa to publicise, to international loans, economic development, and to the necessity to provide new capital.

New capital coming into the country will have to be guaranteed not to be dispossessed of what it is," said Mr. Gotz.

Mr. Gotz said there was crying need for agricultural research, because agriculture had to be Samoa's mainstay.

NZ Troubles

Mr. Gotz would make available her own resources to train Samoans, and to continue, without doubt, to develop the airport and observatory. He would also give short term assistance in particular fields, such as the office and communications.

Samoa should remember, said Mr. Gotz, that while NZ was anxious to help wherever possible, NZ herself had a shortage of skilled men.

Mr. Gotz said NZ is in some financial difficulties. There has been a fall in the price of our exports, similar to what there has been in Samoa, and the problems of our own."

Mr. Gotz stressed that Samoa must not be deserted by NZ. He reiterated that NZ would be pleased to enter into a formal agreement, pledging the two Sovereign States to consult together on

major matters. It would provide a permanent link between West Samoa and NZ. "In today's world, no nation can live by itself, and in this vast Pacific area our independence is magnified," he said.

Mr. Gotz said any treaty would provide for the continuation of the (Over)

Technical Training Week in Fiji

It was "open house" for visitors at the Cable and Wireless offices in Suva for one week in June. C & W was one of the Fiji firms which showed visitors around during Commonwealth Technical Training Week.

The top photo shows visitors at the C & W offices. In the lower photo, work of trainees at the Air Communicator's School at Lami, Fiji, operated by the South Pacific Air Transport Council, is watched by visitors at its official opening during Technical Training Week. Some New Guinea photos are on p. 131.

Photos: Rob Wright



REPUBLIC OF INDONESIA



Indonesian Geography

According to a booklet being issued to the public by those on board the 847-ton Indonesian cadet training barquentine "Dewarutji", the Republic of Indonesia includes Netherlands New Guinea. The "Dewarutji", with a complement of 145, is currently visiting Australian ports, and in late July will visit Port Moresby. The map reproduced here from the booklet clearly identifies NNG as part of the Republic, and the accompanying text lists the five principal islands of the Republic as being "Sumatra, Java, Kalimantan, Sulawesi and West Irian". West Irian is the Indonesian name for the Dutch territory which the Netherlands has promised will be given its independence.

present schemes of assistance, such as education assistance.

Mr. Gotz said that while West Samoa would take over the responsibility for its own international relations, the NZ diplomatic service would be available for Samoa's use when it was needed. It would arrange representation at conferences at which representatives of Samoa could not go and it would arrange for consular services and information.

He added, "In the beginning, it may be worthwhile to limit Samoa's external activities and concentrate on the internal development, leaving to NZ the important part in its external affairs. But here I want to emphasise the importance of regional responsibilities. After all, Samoa is the only independent state in the Western Pacific."

Minister Prefers Samoa, Thanks!

In his radio broadcast to Western Samoa in June, the NZ Minister of Islands Territories, Mr. F. L. A. Gotz, told of his visit to Papua-New Guinea in April for the official opening of the newly-enlarged Legislative Council.

He visited the Australian Territory with High Chief Malietoa.

Said Mr. Gotz: "We saw the developments in that vast Territory. I recall some of Samoa's part in missionary activity in the South Pacific, and neither of us could fail to be impressed by the advance that Samoa has made in comparison with the much larger and more populated area of New Guinea—both the Australian and Dutch sides.

"I for one, if I have my choice, would never exchange one little bit of Samoa for the whole of New Guinea."

'Very Big Drop' In P-NG Copra Exports This Year

From a Port Moresby Correspondent

Papua-New Guinea this year faced a drop of £43,000,000 in value of its copra exports, Mr. Ian McDonald, chairman of the Territory's Copra Marketing Board said in early July.

HE said this represented a fall of more than one third on last year's exports of copra—Papua-New Guinea's most important industry.

Mr. McDonald forecast the copra slump in commenting on his June report to the Marketing Board.

This latest monthly report announces a world price drop for July of £1 sterling per ton, from £60 sterling to £59 sterling.

Mr. McDonald said when commenting on his report: "I expect the value of our copra exports this financial year to be £5½ million.

"This compares with total of £8½ million which we gained on copra exports in 1959-60.

"The expected drop has nothing to do with lowered production because our export tonnage this year should be about the same as last year's 107,000 tons."

In the June report Mr. McDonald said one of the main reasons for the "heavy drop" in the copra price was booming production of fish oil in South America. It had increased in "a fantastic way".

Taking the situation as a whole, said Mr. McDonald, it was too early yet to be either depressed or elated at future prospects.

Dramatic Save As Ship Sinks

From our Noumea Correspondent

The loss of the "Volontaire", miles off Mare Island, was caused by her having struck a submerged object. Her captain and part-owner Captain H. Helbig, has revealed this in Noumea.

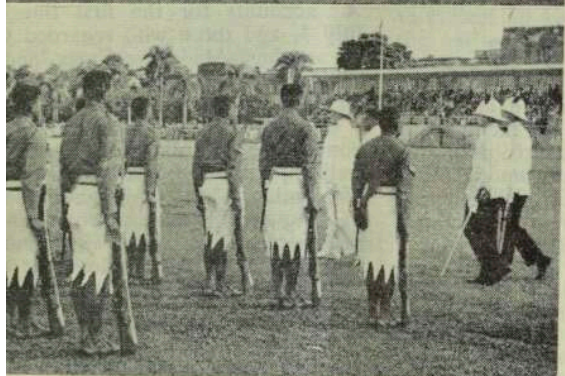
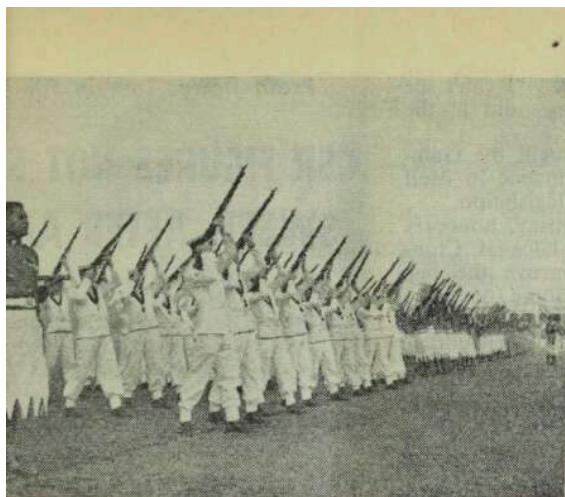
THE Volontaire sank on June 10 (see Shipping section, p. 10). There are no casualties—thanks to quick action by the Navy plus a large slice of luck.

Captain Helbig said he didn't know what the object was. It slid along bottom to the stern, where it damaged the rudder sleeves and let water. This was at 4.30 a.m., and an SOS was sent at 8.30 when it was found the pumps couldn't handle the water.

The deck cargo was thrown overboard—it included 74 drums of petrol, two tons of corrugated iron and shipment of timber. A Fleet Air Arm Lancaster stood by ready to drop rafts if necessary. The rescue ship arrived just as the last pump was packed up, and picked up passengers and crew from lifeboats. An hour later the Volontaire turned over, and sank within two minutes.

Cargo valued at three million francs was lost with her, and some of it was insured. It included two cars and 90 tons of cement.

●OCEAN ISLAND STRIKE Gilbert and Ellice Islands phosphate labourers on Ocean Island struck June 7 for the second time since April. They returned to work June 13. A report said the strike was a "minor affair, caused by a misunderstanding". (See p. 125.)



Queen's Birthday Holiday

Suva's Queen's Birthday parade is always spectacular. This June, units from the Fiji Military Forces, the Royal New Zealand Air Force, the Royal New Zealand Army, the Fiji Territorial Forces, the Fiji Police and a detachment from the British submarine "Anchorite", all took part. Top photos show the parade during the feu-de-joie, and a battery from the Territorials firing the salute. Lower photos show Acting Governor Sir Donald inspecting a detachment of the F.M.F., and some of the thousands of spectators, most armed with cameras, who saw it all.

At this year's garden party at Government House, Suva, there was a heavy downpour just as the National Anthem was being played. Nobody minded. New hats and dresses were worn. Then it was found that many guests' cars had been bogged on the roads. Whizzing wheels churned up mud, and it was 45 minutes before the first car was hauled clear.

At Tarawa, headquarters of the Gilbert and Ellice Islands Colony, there was a canoe race and other sporting events after the usual parade.

In Port Moresby, the Administrator, Donald Cleland (who had been knighted in the Birthday Honours List) took the occasion to point out that the task of progress in P.N.G. had become complicated by international developments which demanded acceleration. He said that the slow and steady growth that was visible in an early age had to be pressed into a matter of decades, he said.

Photos: Rob Wright

THEY'VE OUTLAWED THE ONE-ARMED BANDIT

From a Honiara Correspondent

Never have there been so many long faces in this town. Thanks to a Legislative Council decision, the Solomons is to lose its poker machines. That's probably bad enough in itself—for those who like to play poker machines—but what the decision is likely to mean in other ways makes it very unpopular, and all sorts of harsh words are being bandied about.

THE decision to ban them came unexpectedly during the June meeting of the Legislative Council. The Council was inaugurated only at the end of last year, to replace the old Advisory Council.

The Council discussed the Gaming and Lotteries Bill, which sought to make poker machines legal for everyone—black and white—but only if installed in private clubs. They were to be taken out of the bars of Honiara's two hotels, the hotel Mendana and the Kwong Chow Hotel.

The Mendana has three machines, the Kwong Chow has two, and the Guadalcanal Club, Honiara, and the Auki Club, Malaita, have one each.

Only Europeans have been allowed to operate these machines, and under the new bill, natives were to

be able to use them if they were members of registered clubs which had them.

The idea behind the bill is that gambling laws of the Solomons should be the same for everyone, irrespective of race. The bill sought to allow Solomon Islanders to play some gambling games in the same way as Europeans without breaking the laws.

Bishop's Amendment

When the bill came up, Bishop A. T. Hill, the Bishop of Melanesia, presumably with the foreknowledge of the Government, proposed an amendment aimed at making poker machines illegal everywhere.

He said he did this to discourage gambling in general. He said people

could become "poker machine addicts", and as a clergyman in the East End of London he had seen the evil effects of excessive use of gaming machines. Melanesian clubs would come into being eventually, and install the machines, he said.

Bishop Hill said he did not object to the other clauses of the bill, which legalised some forms of gambling, mainly because of the difficulty of putting into effect any laws to prohibit gambling.

Mr. E. V. Lawson, a nominated member of Legco, asked the President, the High Commissioner, Mr. David Trench, if he would allow a free vote on the matter by Government members. Mr. Lawson said it was a moral issue, and Council members should be allowed to vote according to their conscience. The Government holds the majority (11 to 10) in the Council.

Mr. Trench wouldn't allow a free vote.

Government members voted *en bloc* for the bill with the amendment, and the chief secretary, Mr. M. Gass, was the only Government member who spoke during the passage of the bill.

It was obvious that all members agreed that poker machines should be removed from the hotels, but removal from the clubs was a different matter.

Mr. Lawson said later, "I can't see what harm the machines did in the clubs."

He said that he thought the Gaming and Lotteries Ordinance in itself was a good piece of legislation.

Said Mr. A. D. Ramsay, honorary treasurer of the Guadalcanal Club: "Club members disapprove the ban on poker machines. Some members of the Legco seem to think that poker machines are evil, encourage addicts, create suffering in homes, and generally are a white man's downfall. But the Guadalcanal Club has never encouraged members to use its poker machines and knows of no case of hardship through excessive use."

Clubs, What Now?

Mr. Ramsay said that with its poker machine profits the club had been able to improve its facilities. It had provided tennis courts, billiards, a children's playground, among other things, although the Government had not provided any recreation facilities for Honiara taxpayers apart from a few sports fields.

He added, "Without its poker machine, the club will decide in the near future whether it will increase its liquor prices, or whether it will have to dispense with the services of its recently appointed paid manager."

(Continued on p. 141)

Profit Down: Loss in Fiji

CSR FIGURES NOT SO SWEET, AFTER ALL

By a Staff Reporter

A heavy loss in Fiji was one of the main reasons for a fall in profits of Colonial Sugar Refining Co. Ltd. Sydney, by £276,899 to £2,605,721 for the year ended March 31. It was the first decline in 10 years.

THE company issued consolidated accounts for the first time, on July 3, and those who regarded CSR as another Aladdin's Cave, and having untold hidden assets and reserves, were disappointed.

Certainly, fixed assets at £77 million in the consolidated accounts are well up on the parent company's £51 million last year, and reserves in four years have risen from £1 million to around £36 million (though the board cautions the public against comparing items on the new balance sheet with previous years' figures until the chairman reveals details at the annual meeting on July 19).

But buyers who pushed the £1 shares up to £91 by mid-June in anticipation of a bonanza were disillusioned. In a wave of selling, CSR shares receded after July 3 to £7. They rallied a little, to £77/10/-, a week later.

Group profits (sugar, plus subsidiaries manufacturing building materials and chemicals) were £2,617,735, reached after tax £2,086,203, replacement and depreciation of £3,710,817, and deduction of minority shareholders' interest of £160,991.

£110 Million Assets

Assets of the group total £110 million—and these produced only £2.6 million. As one commentator said, "The company laboured mightily in 1960-61, for mighty little."

Asset backing is about £70 per share. Dividend of 9 per cent. for the parent company was covered 1.5 times. The rate is the same as the previous year.

Financial opinion is that the slump is only temporary for CSR—better results are expected from Fiji this year (though directors admit prospects remain "obscure"); building materials, hit by the Australian economic squeeze since last November, should move more freely soon.

(Continued on p. 141)

P-NG Links In US Space Plans?

From our Canberra Correspondent

Papua-New Guinea may become an important link in American plans to set up a world-wide television system.

AMERICAN specialists are accompanying Australian teams from the Departments of Supply and Works to Manus and Buka Islands to see whether they are suitable sites for satellite tracking stations.

The announcement was made by the Minister for Supply, Mr. Alan Hulme, in a formal statement which was designed to give the project the minimum publicity.

Mr. Hulme said that the area was of scientific interest because of its location in relation to the equator and to possible satellite trajectories.

He admitted that the survey was "connected with important work associated with outer space research and should be of considerable value".

Some Government departments wanted no announcement at all about the survey; others took the more realistic view that Americans

could not move around even isolated spots like Manus and Buka without attracting some notice.

The outcome was the Minister's bald statement.

The key to what is happening is in his admission that the area is of interest because of its relation to the equator.

The US National Space Agency is planning to launch satellites to see whether it would be practicable to bounce TV programmes and radio telephone links back to earth.

The agency believes that world-wide TV would be possible if a circle of satellites could be strung around the equator moving at the same speed as Earth.

Manus and Buka have been selected because of their closeness to the equator.

The stations envisaged for them would not merely track the satellites. They would have equipment to control the satellites and keep them in a constant position in relation to the earth.



Mr. Jens Bjerre.

Danish Scientists In The Pacific

Danish schooner entered the Pacific in June on a two-year scientific expedition in the Islands—thanks to the generosity of two Danish owners, Ivar and Knud Irgens.

The schooner is the 160-ton *Noona Dan*, which is owned by the Irgens Shipping Company. The Irgens have made it available to her with its captain and crew, for two years free of cost to the Danish expedition. The expedition will make scientific investigations and take films. Other donations for the expedition were made from private and public sources in Denmark. The *Noona Dan* made a brief stop at Suva in July before heading for the Philippines, where the first work will be done. The *Noona Dan* will then head south to Dutch New Guinea where she is expected to arrive in January. The scientists will work in Biak, and other areas, and possibly in the Moluccan islands.

For New Guinea

In February and March she will visit the Rabaul area of New Guinea and then go on to the islands where the scientists will concentrate on work at Rennell and other islands. The ship will be in Denmark in January, 1963. The expedition was organised by its author Jens Bjerre, 40, who visited New Guinea about 1953 when he wrote a book, *The Last Cannibals*, about his visits to Menyamya, Sepik and the Highlands. *The Cannibals*, published in 1956,

has since been translated into 12 languages.

Bjerre was in Sydney in early July before leaving by air for New Guinea, where he hopes to visit uncontrolled areas, and gather more material, possibly for a book.

He crossed the Atlantic on the *Noona Dan*, but he says he will travel alone from now on because most of his work will be in the inland areas of New Guinea. He expects the ship will take back to Denmark some of the ethnographical material he will be collecting.

Bjerre said that he and a film photographer, Arvid Klemensen, had jointly arranged the expedition to give Danish scientists an opportunity to collect all kinds of information on the earlier land bridge from Asia to the Pacific.

Will Work in Teams

The scientists would work in teams of three or four and will come and go from the various islands during the course of the expedition. A well-known ornithologist in the expedition will be Dr. Finn Salomonsen; a zoologist will be Dr. Torben Wolff and an anthropologist in the team will be Dr. Torben Monberg. These people will collect information for the University of Copenhagen.

Bjerre will collect items for the National Museum of Denmark, and will also produce articles and photographs.

On the way to Sydney, Bjerre visited Tahiti, the New Hebrides and New Caledonia.

Photographer Klemensen will be travelling aboard the *Noona Dan*.

In Suva, Mr. Klemensen said he would write two books on the expedition, and magazine articles. He was already the author of two books.

He has been travelling for the last 16 years, and has made a film inside Russia, among other places.



The Noona Dan.



They don't like curves in Communist Vietnam. A pity. This pretty young New Caledonian Vietnamese was on one of the first repatriation contingents.

Curves Are OUT In Vietnam!

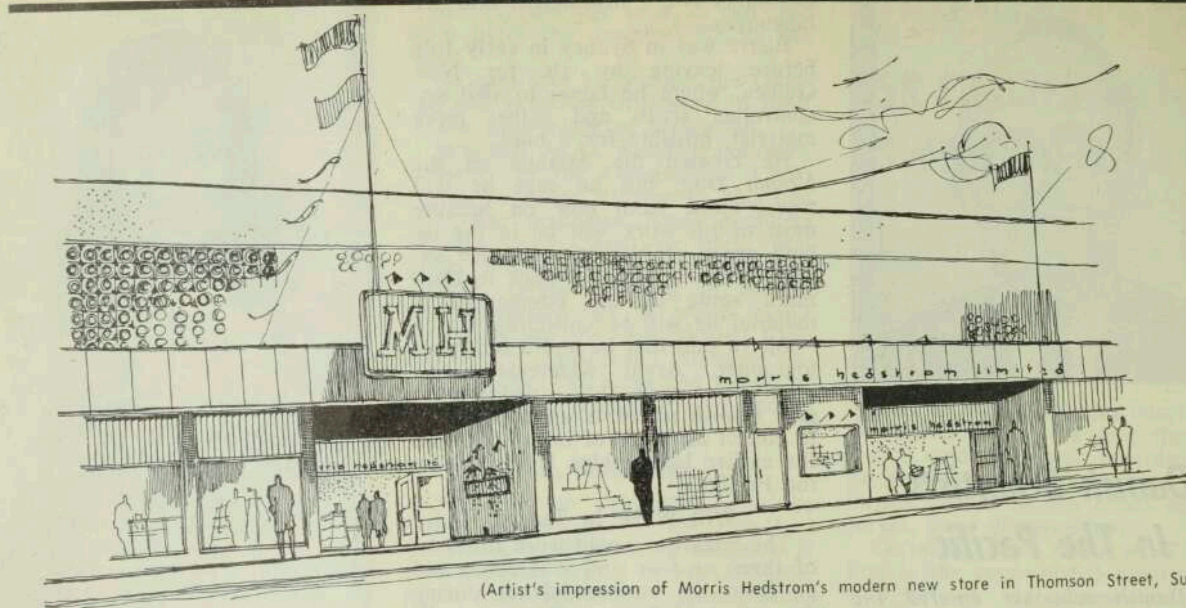
From our Noumea Correspondent

Pretty young Vietnamese girls in New Caledonia have been given some food for thought lately, following the news that curves are not wanted in Communist North Vietnam.

THE unhappy facts have come to New Caledonia in letters from Vietnamese who have now settled in their "homeland" after being repatriated from New Caledonia in the last nine months or so. A big number of the Viets was in fact born in New Caledonia.

Many requests have been sent to Noumea for soap and toilet articles, because they are in short supply back home. One little "sex kitten", who was known in Noumea for her dress and perfume, has complained that in North Vietnam western dress is tabu. She has to wear regulation trousers and jacket, generally black. The trousers must be worn voluminous, so as not to accent her curves.

Pretty Vietnamese girls in New Caledonia are fond of wearing clinging satin and silk garments, and there have never been any complaints over here. The French understand these things.



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

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COMMENTARY

Islands Products and the Common Market

THE implications of the Canadian Prime Minister's plan—that the South Pacific Islands Territories should join Australia, Canada and New Zealand in a Pacific Common Market, as a counter to Britain's proposed entry into the West European Common Market—are a little troubling.

Hitherto, the Islands have not shown much interest in this new European development. At first glance, it did not seem that their chief products (copra, sugar, cocoa, coffee, etc.) would be directly affected. They all enjoy world markets, outside the British market. But that first impression could be deceptive.

The Commonwealth copra actually enjoyed in Britain, a marked advantage over the copra of non-British countries—it is probable that the advantage of non-British copra has been crushed in Britain is very much indeed. Copra from Singapore, for example, does not get easily into the hands of British crushers because they feared that a lot of the Indonesian product is sneaked away through Singapore under British licence. In other words, British copra has a preference.

There is a definite protection given in Britain to the sugar produced in the Commonwealth; and Fiji gets a substantial benefit there.

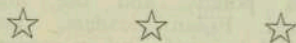
It seems clear that if Britain, trying to maintain her exports—now reduced precariously in relation to growing imports—goes into the Common Market, she must open her doors to the primary products of the Western Six; and that apparently much less protection there for foodstuffs produced in such large quantities by Canada, Australia and New Zealand.

Britain, naturally, wants to have her own way—she wants to hold her export markets in the Commonwealth countries (where British manufacturers have preference because they give preference to Commonwealth-grown foodstuffs) while still keeping her old export markets in the Western Six. But already the abolition of tariff barriers between the Western Six is shutting out British manufactures; and Britain cannot do this now unless she admits her primary products into

Britain, where of course they will compete sharply with Commonwealth countries' foodstuffs.

It is as embarrassing a problem as any that have come before the British Government since World War II. Three British Ministers are now out across the world examining it—Duncan Sandys in the Pacific, and another in Asia, and another in Africa.

That is why Canada puts up the Pacific Common Market idea—it is planned as a weapon with which to fight the poor old embarrassed Mother Country. The events of the next few weeks, in this matter, will be significant; and the copra and sugar producers, at least, could be caught up in them.



A New Home For The Nauruans

THE principle behind Australia's resettlement offer to the Nauruans is excellent. Australia has been on the look-out for a suitable island for the Nauruans for years, and since there doesn't appear to be one available, the invitation to them to migrate to the Australian mainland was about the only solution left.

The Nauruans had already looked at some islands of New Guinea, including Woodlark, Goodenough and Sakar, and some in the Fiji Group (where the former inhabitants of Ocean Island bought themselves an island, Rabi) and, in fact, most occupiable areas of the Pacific, but didn't like any of it.

The Nauruans are not, in fact, very easy people to please. They have a high level of economic contentment which, as the UN Visiting Mission of 1959 pointed out, tends to act as a bar to further progress.

They receive royalties from their phosphate lands and have plenty of jobs to go to if they want them, but generally prefer not to exert themselves too much. The 1959 Mission remarked that, with the exception of Hawaii and Guam, it had not seen such an advanced standard of living by indigenous people anywhere as it had seen on Nauru, with its bicycles and cars (quite a few driven by Nauruan women), its cash economy, its European-type houses and its imported foods.

The Nauruan community are not Islanders in the same sense as others in the Pacific, who live by planting or fishing. The Nauruans appear to be designed for such professions as teaching, medicine and law, and the technical trades—which is a very good thing.

In the circumstances (as again that wide-awake 1959 Mission noted) gradual integration of the Nauruans into the metropolitan country of one of the three administering authorities—Australia, New Zealand and Britain—or into any one of their territories where living standards are comparable to those of the Nauruans, is an excellent solution.

But integration means integration. With its extensive post-war immigration experience in introducing almost two million migrants Australia is naturally wary of establishing a single small township of Nauruans on the mainland. It would like to see them integrated with the Australian people as quickly as possible.

The difficulty is that the Nauruans might not like to be integrated all in one gulp, and that is a problem that won't easily be solved.

The scheme also raises the question of Australian immigration policy. Australia has never objected to dark skins as such—the whole matter has been economic, and the fact that Australia had offered to remove the "White Australia" immigration barriers in this case is proof enough for anyone in doubt.

But, as our Canberra correspondent points out, once the principle has been established, what of the people of Cocos and Christmas Island?

Our correspondent might well have come nearer home and asked what about the mixed-bloods—the Euronesians—of New Guinea, who can't get Australian naturalisation? If we let the Nauruans into Australia—as we certainly should—why not the others?

The fact that these questions are going to be asked was no doubt one of the reasons for the secrecy which has surrounded the whole Nauru situation while the pot has been boiling this last year or two. But it still does not excuse those in authority for having kept the lid on. Ever since the 1959 Mission to Nauru reported that a committee appointed by Australia would shortly examine the Nauru resettlement situation and formulate concrete proposals, PIM has been making enquiries in an effort to find out the results. It has met with no success, thanks to the news blackout.

(Over)

Secrecy in matters of security is one thing. On matters of general development in the South Pacific, the Australian Government—particularly Mr. Hasluck's Department of Territories—has shown time and again that its view is that the Australian public has no right whatever to know anything at all.



Next Moves In The Government of Fiji?

HOW it is coming, no one can say. But it is clear that, soon, there will be a revision of the system under which the Crown Colony of Fiji is governed.

Present indications are that the pressure will come primarily from the Indians, who feel, increasingly, that under today's conditions they, as a community in Fiji, are under a handicap.

The Indians argue that, as matters are now, too much weight is given to the Deed of Cession; that the various interpretations given the Deed since 1874 should be checked over in the light of 1961; and that what is called the Salisbury Despatch, dealing with the rights of immigrant Indians, should not be ignored in the future as it has been in the past.

The majority of Europeans appear to be in favour of Constitutional revision; but, at this stage, they generally are reluctant to press Indian claims in relation to (a) administration and (b) land ownership, at the expense of the Fijian community.

The few Europeans who have examined the Salisbury Despatch do not attach much weight to it. They have found no evidence that Salisbury's propositions were accepted by the Government of India, or that they ever were regarded as an outline of policy covering the development of Fiji. But that does not mean that the Despatch ever has been authoritatively examined in relation to events in Fiji subsequent to Cession.

The Fijians, wisely and cleverly, are following the tactics of Brer Fox—they are sitting quiet, and sayin' nuffin'. Wisely, because they are on the box seat.

One of the most difficult things facing the Colonial Office Government, and the Fijian community, is the need—so strongly stated by the Burns Commission—to modify or change the Fijian Native Administration.

The Government shrinks from it, because it was this same CO Government (of an earlier vintage) which

encouraged Sukuna to shape and establish the specialised machinery, which now functions separately from the Central Administration, and which generally is in the hands of hereditary chiefs and privileged persons.

It seemed good, at the time; but a later generation of political thinkers—prodded into activity by a new kind of post-war planners—is now demanding the removal of caste privileges, and the encouragement of the common man to express himself at the ballot-box.

In other words, the new conception of democratic government in Fiji insists on the merging of the present Fijian Native Administration with the Central Administration, and the gradual replacement of chiefly rule by the Fijian commoners' ballot-box.

This is embarrassing, both to the Colonial Office, which endorsed the Sukuna policy, and the highly-respected Fijian leaders, mostly privileged by rank and in receipt of substantial public-service salary, who implemented it. But, embarrassing or not, time marches on.

For decades the Fiji Governments—a Colonial-Office-trained team of dedicated civil servants—simply trotted around in the path cut, in an unprogressive circle, by past generations of similar bureaucrats. It is to be expected that such Governments, unless forced by public opinion, are reluctant to leave that path to explore the changing territories alongside. For decades, they really have had no means of knowing whether there is any political change working in the minds of the

common Fijian or the common Indian.

Now, under pressure from London and from non-official quarters in Fiji, the Government accepts the need for change—but is moving with exasperating caution.

Only fools would urge sharp changes. None is proposed by responsible people. In the conditions peculiar to Fiji, the removal of British Colonial Office supervision and direction could spell disaster.

But there is need—becoming, owing to Whitehall slow-motion, more urgent every month—for the ear-leavening of the Governmental luncheon by introducing a larger measure of self-government, and for the disclosure of the Government's plan, if any—for co-ordinating developmental activities.

The Government has announced, proposed, a series of new things: large grants from the Colonial Development Fund for public works; plans for training selected Legation members to be Ministers, with a corresponding limitation in the Governor's authority; plans to widen technical training and stimulate the expansion of existing industries and the establishment of new ones.

But these various announcements have about them a flavour of catch-as-catch-can. If waste and confusion are to be avoided, there should be a co-ordinated plan of administration of social progress and of economic development, and the plan should be laid out clearly for all classes to see and understand. Lacking evidence of such a master-plan, the Fijian communities are restless and unhappy.

* * *

That is why Mr. R. W. Robson has urged the Fiji communities to seek an all-races Convention. A Convention would provide a meeting through which the Government could explain its plans and defend its policies to vocal members of the public, and an opportunity for various races to better understand each other's viewpoints and iron out their differences.

Failing a Convention certain minority groups in Fiji will almost certainly use the growing public uneasiness in Fiji for serious mischief-making.

The problems facing Fiji today are small and manageable, compared with the troubles developing in several other colonial territories. But unless they are handled with strength and sagacity, the situation in Fiji could worsen quickly and seriously. Already investors are showing too much happiness about the future of Britain's most important South Pacific possession.

Australia In The Limelight

August is the time of the year when many Islands people are planning their spring and summer visits to Australia. August, this year, is also the time when a team of Australian businessmen will visit the Islands on Australia's first Trade Mission. It is sponsored by the Australian Department of Trade, which has a special supplement in this issue (see pages 32 to 41). To coincide with it, we have taken the opportunity to give special emphasis to Australia throughout the whole issue.

The Editors' Mailbag

at Shell at Killed

The problem of the New Caledonian shell that killed (*PIM*, June, 1961) has been solved and some of Sydney experts may relax. The fact that *PIM* published in December of the cone shell that killed a Caledonian native was not *us geographus* but *Conus striatus* which is just what Dr. D. F. Michael, of the Australian Museum, Sydney, and Mrs. Isobel, of Madang, New Guinea, said was. The experts were interested in the case the *striatus* also turned out to be a killer.

PIM Noumea correspondent Fred reports that the cone shell was sent to him for photographing by Assistant Fisheries Officer of the Pacific Commission, Mr. Louis Dambez. Mr. Dambez made one of those mistakes that some occur when he handed over *striatus* and not *geographus*.

Men Who Have The Territories

Tolala's comment in his "Territory Talk" of May about "pulling of rank" (he noted that only one exception, the men large in Papua and New Guinea the last 40 years had been of any rank, and asked whether this the best type of professional man at the head of such an administration) has brought a comment from ex-New Guinea man Eric (Coast Watchers) Feldt. Feldt writes: "The inference at they were all professional men."

the Military Administration between 1914 and 1921, the military officer was Administrative, naturally. It really would be called for comment if he had a private.

the subsequent holders of the Wisdom was a businessman politician, McNicoll was a teacher, and only one, Griffiths, Tolala's favourite (not mine), a professional soldier.

Papua, Sir Hubert Murray was a lawyer, and, since the amalgamation, K. Murray was a teacher of natural science and Cleland a doctor. All were civilians who earned rank in war, and it can be held that his service and experience out-

side their own professions was a good qualification.

"To have served one's country in war should not be held against a man, even if that service is not without distinction."

Fascinating Facts About Islands Fuel

Small paragraphs in *PIM* sometimes bring large sized reactions, and such a case was the few lines in the news columns of the May issue, reporting that work had started at Santo on bulk fuel storage installations for the Shell Company and that following their erection there was likely to be "a substantial reduction" in the local prices of petroleum products.

A bristling paragraph hit us this month from an esteemed Vila reader to the effect that the report was surely a bit optimistic.

Said our reader, "Here at Vila, the Vacuum Oil Company (Shell's 'competitor') has recently completed tank installations for bulk petrol and diesel fuel storage."

"Vila consumers gaily attended a cocktail party at the Hotel Rossi to celebrate the event and to enjoy the announcement of price reductions (misplaced optimism)."

"Vacuum's visiting experts were airborne for Sydney when the broad shouldered local agent announced that the bulk supply of diesel fuel would go up from 3/4d a gallon to 4/4½d, and the pump supply of petrol would go down from 6/3d to 5/3d, but there would be no bulk! While the dazed inhabitants remain in a state of shock, Shell has now announced termination of its bulk fuel service, and now becomes a Vacuum client. So much for 'substantial reductions' promised us by the fuel monopoly."

Our reader's final word is the reminder that since diesel fuel is used extensively by plantations and small-ship owners, the general economy of the New Hebrides would now be affected and locals could look forward to a big increase in freight rates.

We bailed up the Australian HQ of both Shell and Vacuum over all this, and back came prompt answers.

Said Shell Islands manager, Mr. S. A. J. Walker: "The construction of Shell's Santo installation is well under way, and when completed Shell will adhere to its announced intention to reduce its prices of petroleum

(Continued next page)



Rt. Rev. L. S. Kempthorne.

Bishop Kempthorne To Retire Soon

From a Suva Correspondent

Fiji and Polynesia will lose one of its most endearing clerics when the Rt. Rev. L. S. Kempthorne, Bishop in Polynesia, retires shortly.

AFTER 38 years, Bishop Kempthorne's kindly face is a familiar sight in his vast diocese, which stretches from Ocean Island, Nauru and Tarawa to Tahiti and the Cooks to Samoa, Tonga and Fiji. In his 38 years of service, the Bishop has watched his diocese grow, his Church gradually strengthen, his priests take over some of the duties which formerly fell to his lot.

When the Bishop first went to Fiji, even in what was the most settled part of his territory, travel was one of his main hardships. The coastal road was incomplete in many parts and some of his journeys over difficult tracks, by horse, ox wagon, and on foot must rank with some of the early travels by the pioneers. On the coastal trips and to the other islands of the diocese, the Bishop travelled in ships whose names bring nostalgic memories to old hands today. *Adi*

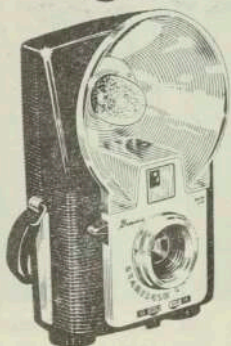
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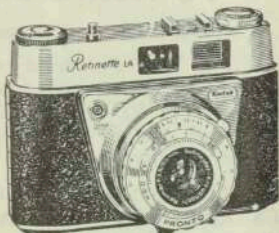
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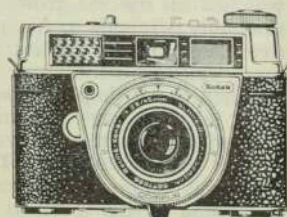
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Rewa, Adi Kewa, Sir John Forrest, Malake, Makatea Pioneer, are some of those ships that are now gone.

He will long be remembered by his many friends in distant parts of his territory, and Fiji will welcome him on his retirement as one of the permanent residents. For the Bishop and Mrs. Kempthorne will live in Suva. As he says, "We feel this is where we belong."

The Editors' Mailbag

(Continued from previous page)

products. Pending completion of the new installation, and because of un avoidable cancellation of Shell's previous supply arrangements in the New Hebrides area, Shell has made temporary alternative arrangements. These will no longer be necessary with the completion of the Sant installation".

Vacuum's reply, received the same day, was longer, but what it amounted to is that since our reader wrote to us, prices have now gone down, as of July 5. Vacuum said that the old price of 3/4d a gallon for diesel fuel (it is really distillate, said Vacuum) was ex ship's bunkers, and this was "a difficult way of getting it".

Vacuum was now landing the fuel and the more recent prices for distillate are 3/6d a gallon in bulk and 3/7d in drums. The old price in drums, said Vacuum, was 5/9d for one drum and 5/0½d for 11 drums or more.

New petrol prices in the New Hebrides, said Vacuum, are 5/1½d a gallon from the pumps and 4/7d in drums. All the new lower prices are made possible as a result of the second shipment.

Casting our eye over these figures it seems that what they mean is that Vacuum distillate will be 2d a gallon dearer than the old price, but will be easier to get at, and no doubt cheaper in the long run because of it, and that petrol will be 1/8d a gallon cheaper bought in drums if plantations buy it.

And furthermore, if we read Mr Walker correctly, there is a good chance of prices coming down further when Shell gets going in the New Hebrides—which seems to suggest there is some competition.

They're a fascinating set of facts for those Islands interested in fuel—which is all of them!



The Old and the New

A familiar sight over the years that won't be seen ever again—the view (right) of Ushers New Guinea Bar from near the Castlereagh Street doorway. Some of the gentlemen with their feet firmly placed on the brass rail are from New Guinea, and New Guinea boots were on that rail, off and on, for almost 30 years until June 30, when Ushers closed. Over the years, two of the barmaids have married New Guinea men. There was always a considerate caring for any tale of woe in the New Guinea Bar. The top photo shows the lounge bar at The Castlereagh Hotel, and (lower) the Colonial Bar to be re-named the New Guinea Bar at Pfahler's. The Sportsman's Bar of the Hotel Australia is the third contender for New Guinea Bar honours now that the original haunt has Gone Finish.

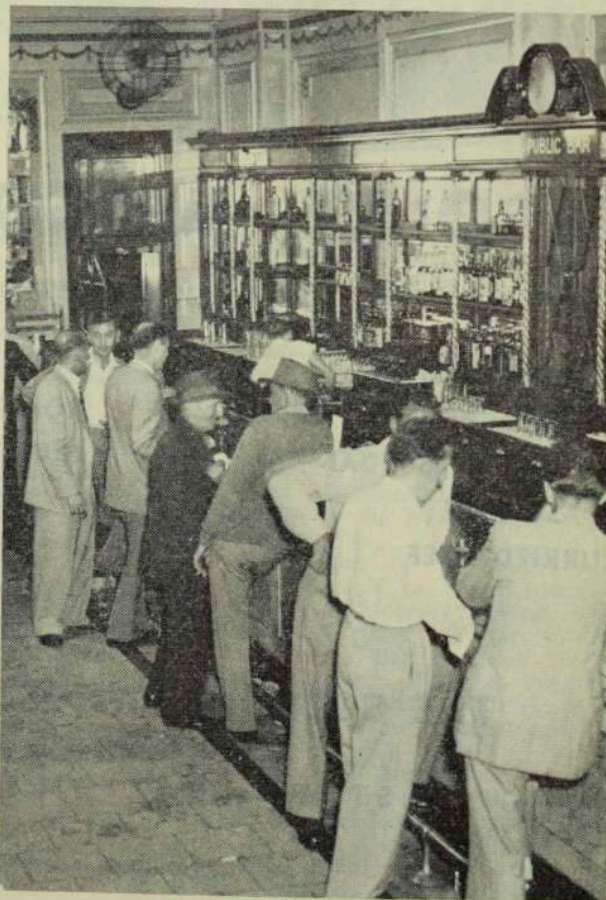
An Old Tradition Passes

AND THREE NEW ONES CONTEND THE TITLE!

By a Staff Reporter

After almost 30 years as unofficial "head-quarters" for visiting Islands men in Sydney, the New Guinea Bar at Ushers Hotel closed forever on June 30. The hotel is to be turned into a block of offices. Where, now, will be the new meeting place, with its New Guinea Book so that the boys from the Islands can leave messages for each other? By early July there were no less than three Sydney hotels with plans for New Guinea Bars with New Guinea books!

(Over)



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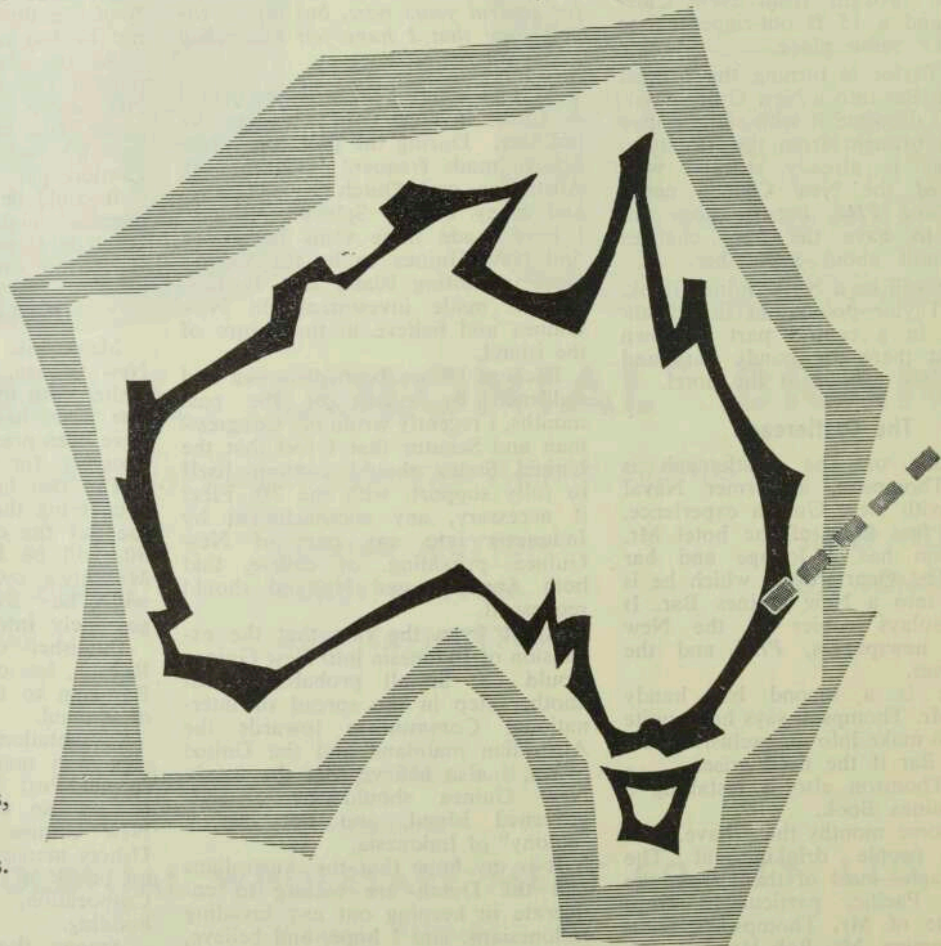
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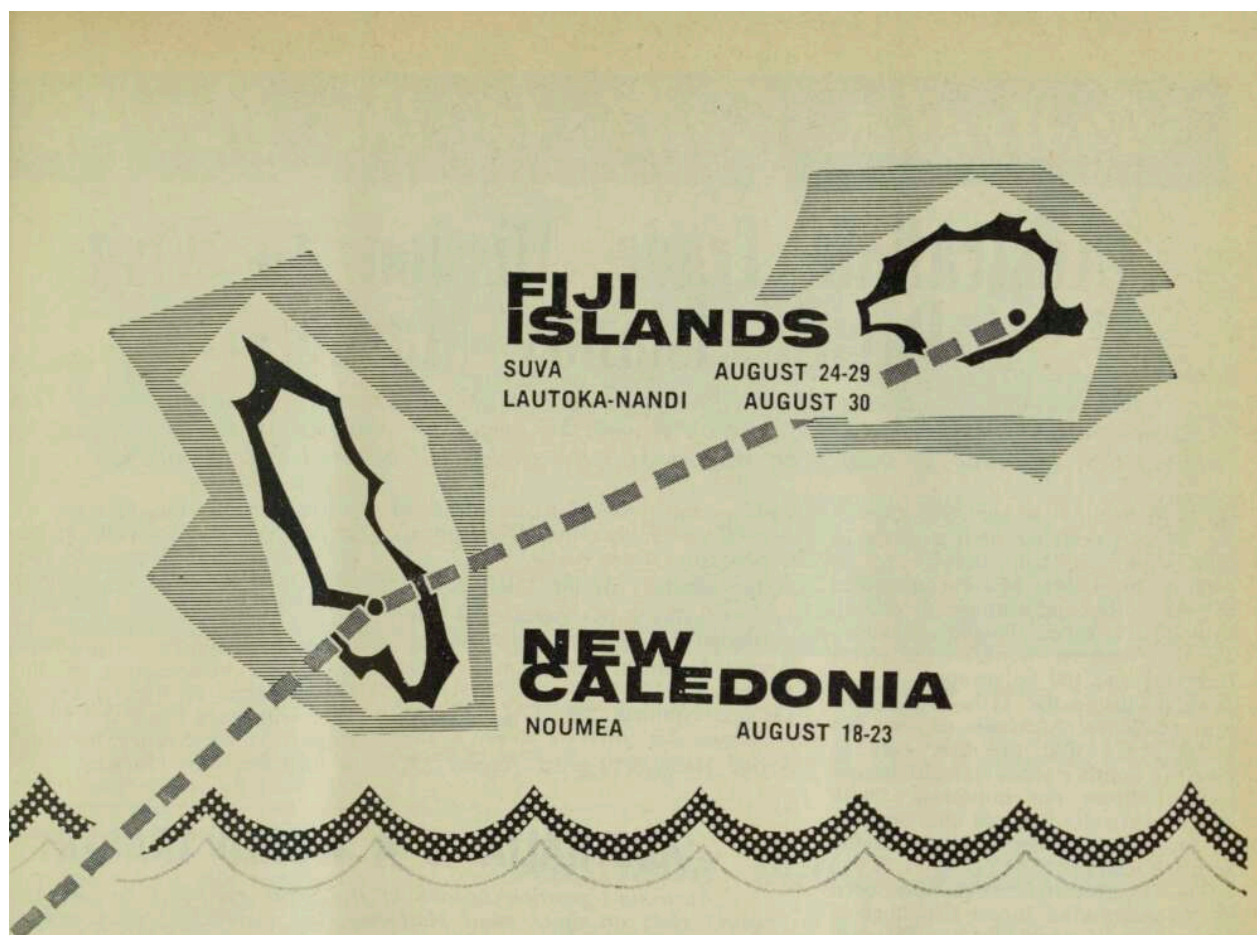
AUSTRALIA'S FIRST TRADE MISSION TO THE PACIFIC ISLANDS— AUGUST 18

20 Australian businessmen to visit Noumea, Suva, Lautoka, Nandi.

canned food,
frozen food,
biscuits,
rice and
rice products,
flour, sharps and
stock foods,
furnishings
hardware,
building materials,
household
appliances,
storage batteries,
plastic insulated
cables,
louvre windows,
prefabricated houses,
automotive
equipment and parts.



DEPARTMENT OF TRADE, CANBERRA



FIJI ISLANDS
SUVA AUGUST 24-29
LAUTOKA-NANDI AUGUST 30

NEW CALEDONIA
NOUMEA AUGUST 18-23

BUY AUSTRALIAN FOR QUALITY AND FAST DELIVERY.

Australia's first Trade Mission which consists of 20 businessmen representing almost all Australian enterprises, arrives in Noumea on August 18. The Australian businessmen will be coming to discuss the outstanding range and quality of Australian products which are available for prompt delivery by excellent shipping services. These executives will bring samples of their products which will be displayed at exhibitions at Suva and Noumea. The Australian Trade Mission will have something of interest for you — whatever your business.

Make an appointment to see the Trade Mission members in your area.

Contact the Australian Trade Commissioner for the Pacific Islands, Mr. D. M. Walker, who will arrive in advance of the Trade Mission. He will be in Suva from August 2 to August 12 (Grand Pacific Hotel), and Noumea (Australian Consulate), from August 14 until the Trade Mission arrives.

PACIFIC ISLANDS MONTHLY — JULY, 1961

Australia Sells to the Pacific

Australian Trade Mission to Visit Pacific Islands Markets

The expanding markets of the Pacific Islands are to be visited by an Australian Trade Mission which is due to leave Sydney on August 18 by air for Noumea, in New Caledonia, and Suva, Fiji, returning to Sydney on August 31. Air travel will be used throughout.

THE Mission is to stay five days in New Caledonia and a week in Fiji, where it will break up on August 30. Later, Mission members will have the opportunity of visiting individually other Pacific Islands—Tonga, Western Samoa, the New Hebrides and the Solomons.

This will be the 11th Trade Mission to leave Australia in the last seven years, and the first ever to visit the South Pacific area. Its organization shows the importance with which Australia regards the opening of further trade opportunities in the South Pacific.

The Mission has been sponsored by the Australian Junior Chamber of Commerce, Central Square Branch, Sydney, and organized by the Australian Government's Department of Trade. An Australian Government Trade Commissioner, Mr. D. Walker, will travel ahead of the Mission to prepare its reception and arrange appointments for businessmen in the area to meet Mission members. Mr. Walker will be in Suva on August 2, at the Grand Pacific Hotel and in Noumea on August 14, care of the Australian Consulate.

Australia already sells a considerable variety of goods to Pacific markets, including foodstuffs such as canned meat, dairy products, wheat flour and beer, and, in the manufacturing industry field, iron and steel products, cordage, ropes and twines, motor cars, metal furniture, electrical appliances, food machinery, tyres and tubes and leather products. Australia now supplies about 2 per cent. of the £26 million worth of goods imported every year by New Caledonia and Fiji.

Mission members will visit the area with the intention of helping Australian trade generally. For this reason, they are prepared to act as representatives not only of their own firms but of industries allied to, but not competitive with, their own.

Members will meet commercial

trading and industrial organizations as well as Government Departments in the cities they visit.

The itinerary of the Mission is:

Depart Sydney by Qantas, 10 a.m., August 18;

Arrive Noumea, 2.30 p.m., August 18;

Depart Noumea by TAI, 3 p.m., August 23;

Arrive Nadi, 5.50 p.m., August 23.

From Nadi, the Mission will go by Fiji Airways to Suva, arriving in the morning of August 24, and depart from Suva by Fiji Airways for Nadi on August 30. The afternoon and evening of August 30 will be spent in Lautoka, where members will meet businessmen of this important area of Fiji. A Qantas liner will leave Nadi at 5.20 a.m. on August 31 for Sydney, arriving there at 8.20 the same morning.

AUSTRALIA IS A WORLD TRADER

Australia's position as one of the great exporting nations of the world rests on three main platforms—the quantity, quality and wide range of food and manufactured goods produced within the country.

AS a world food producer, Australia ranks second as a grower of canned fruits, third for dried fruits and fourth for cane sugar. Australia is also one of the four biggest exporters of wheat, is among the eight leading countries producing meat and

dairy produce, and grows practically every known fruit and vegetable.

Its comprehensive list of primary exports ranges from staple foods such as wheat and rice, to such delicacies as oysters, crayfish and asparagus, which Pacific islanders often serve to the international tourist.

Australia's wide variations in climate, soil and rainfall provide ideal conditions for growing all kinds of foods. In the north are the great plains over which beef cattle range, while the sunny, well-watered south-east provides for dairy cattle.

Fruit-growing districts extend northward from the cool mountain slopes of the island State of Tasmania, famous for apples and berries, through the vineyards, pear and apricot orchards of irrigated south-east of the mainland to the coastal plains of the subtropical and tropical north, where banana and pineapple plantations flourish. Australia's proximity to the islands of the South Pacific ensures fast, regular deliveries of high-quality foodstuffs.

Refrigerated ships sailing between Australia and the Islands perpetually carry fresh-picked apples, grapes, peaches

MEDICAL SUPPLIES FOR OVERSEAS

Increasing quantities of Australian manufactured pharmaceutical products and medical equipment are being sought after by buyers in world markets.

One of the products in greatest demand is aspirin—of a total export in 1959-60, valued at over £180,000.

In the range which covers bacteriological products and sera, Australia sold items to the value of over £160,000 to other countries.

Of the many other drugs and medicinal preparations made in Australia and purchased abroad during the year, these countries were among the leading buyers: UK £46,000; USA £40,000; East Africa £30,000; Malaya £91,000; India £22,000 and Fiji £45,000.

Among buyers of Australian-made surgical, dental and veterinary instruments and appliances, including operating tables, were: USA £185,000; UK £54,000 and South Africa £31,000.



ges and vegetables to reach their nation in perfect condition, while aft can even permit delivery on day the foods are ordered.

an increasing section of Australia's ports around the world consists of trial raw materials, principally and steel, copper, lead and zinc, a tremendously wide variety of manufactured commodities ranging telecommunications equipment plastic shoes; from earthmoving machinery to antibiotic drugs.

Australian manufacturers can compete with those of other industrial countries for price and quality and offer better after-sales service in many cases—a most important consideration.

The islands of the South Pacific are loyal buyers of Australian products—meats, condensed and sterilized milks, wheat, flour, tea and alcoholic beverages. They purchase manufactured items such as metal furniture, motor cars, electrical appliances, food machinery, and tubes, leather, plastic and household items and matches. Their satisfaction with the Australian product is shown in the heavily increased purchases in recent years.

As a background of experience for Australian producers to cater to the specific requirements of Pacific islands with a degree of service and efficiency unmatched anywhere in the

Harvesting rice at Humpty Doo in the Northern Territory of Australia. This venture in commercial rice production is being conducted by Territory Rice Ltd. under agreement to the Commonwealth Government. The company has the right to select up to 500,000 acres of suitable land in sub-coastal plains, on condition that the leases are developed for subdivision for closer settlement. The rice is to be entirely exported to neighbouring Asian countries, after being processed at a new rice mill at Darwin.

Australia Builds Valuable Export Trade In Rice

The Australian rice industry, established 36 years ago, has built up a substantial export trade to the Pacific Islands, New Guinea, New Zealand, Canada and the United Kingdom.

IN 1959-60, Australia exported 265,840 cwt. of uncleaned rice and 1,055,861 cwt. of cleaned (milled) rice. Value of total export was £A3,428,265. Of these amounts the Pacific Islands imported 4,835 cwt. (£A15,193) of brown rice and 114,299 cwt. (£A382,186) of milled rice.

Australia's "rice bowl" is the Murrumbidgee Irrigation Area of New South Wales, a massive system of canals spreading out over 600 square miles. Here, about 1,000 growers have sown an area of 49,210 acres, averaging a yield of three tons an acre. A vigorous research programme at experimental stations in the area is boosting yields still further.

The Australian industry, built up on the short grain Japonica rice of the Caloro variety, is heavily mechanised.

Marketing has been streamlined through a grower-elected marketing board which buys all paddy rice direct from the paddock, allocates it to the rice mills, which in turn process, package and then market the rice.

Since 1955, rice-growing has been developed in Australia's Northern Territory and progress has been promising. The Territory may not provide any great addition to total Australian production in the next few years, but it could become important in building up rice export trade to Asia.

Australia Sells to the Pacific

PACIFIC ISLANDS MONTHLY—JULY, 1961

★ 35

Australia Sells to the Pacific

AUSTRALIA: INDUSTRIAL GIANT OF THE SOUTH PACIFIC

Well-recognised as a major farming nation, Australia today is acquiring a new reputation—as a fast developing industrial giant of the South Pacific.

It is said that few countries in the world have experienced a more rapid and diversified industrial expansion within a period of 16 years than Australia since the end of World War II.

The change in the emphasis from primary to manufacturing industry that has given Australia a new industrial stature is best illustrated by the diversity and high quality of products which flow from its 54,000 factories.

Since 1945, when industrial development gained real impetus, existing industries have been expanded and modernised and a vast range of completely new industries has come into being.

The varied production of Australian factories today includes jet engines and airframes, motor vehicles and parts, tinplate, electronic equipment, petro-chemicals, tractors and agricultural implements, synthetic fibres, communications equipment and other highly-specialised items.

Ten years ago, the net value of production of all manufacturing industries was slightly less than that of all primary industries, but the present value of industrial production greatly exceeds that of rural output.

Huge Increase

In 1958-59, the gross value of goods produced by Australia's factories had reached a total of more than £4,500 million a year—a production volume nearly three times that of 1939.

Production figures for steel, cement and electricity also indicate the speed of Australia's industrial growth. Steel output has almost trebled in 10 years to 3½ million tons a year, with consumption of steel per head of population now close to that of the great and traditional industrial countries of the United Kingdom and Western Germany.

The measure of Australia's expansion can be gauged from the huge increase in production of basic commodities. For instance, between 1950

and 1960, cement production rose by one million tons to a total of 2.7 million tons a year. Electricity output of 23,000 million kilowatts is more than double that of 10 years ago.

Much of the increase has been achieved through the vast Snowy Mountains hydro-electric and irrigation project which, at a cost of £400 million when completed, is one of the world's great engineering feats.

In 1950, Australia's oil refineries could provide only 16 per cent. of the country's needs. But now seven large refineries with a total capacity of 11.4 million tons a year, are supplying all but 10 per cent. of Australia's requirements of petroleum products—and this despite the fact that Australia ranks as the world's fourth most motorised nation.

The increase in mineral production has also been spectacular. In 10 years, it has risen by more than 50 per cent. with sharp increases in the

output of lead, zinc, silver, copper, coal and uranium.

Recent major discoveries in the tropical north—including uranium, bauxite, lead, zinc, copper and iron ore—have placed an entirely new complexion on Australia's mineral resources.

In the public works sector, a large number of big development projects are being carried out across the length and breadth of the country. They include hydro-electric and thermal power stations, railway roads, bridges, harbours, airport water conservation and irrigation.

Primary industry, for long Australia's main source of income, has paced in expansion the development of other industries. In the past 10 years, rural production has increased by more than one-third and the wool clip by over 50 per cent.

Sugar, one of Australia's major exports to the Pacific Islands, has also achieved a notable production boost, with yields up 12 per cent. The same success has been evident in the production of wheat, rice, tobacco, dairy produce and dried and fresh fruits and vegetables.

Because of its soundly-based economy, freedom of capital and freedom of trade, Australia has attracted large sums of money from overseas investors anxious to take part in the country's growth.

Big Investments

Australians, too, are helping finance the development of the country. In 1958-59 this amounted to about 90 per cent. of all investment in Australia.

Consumer markets are rising under the stimulus of high living standards.

Australians are conscious both of the future and of the part they have to take in it.

Equally, they are aware of the importance of this continuing expansion to the peoples of the Pacific Islands—countries which, because of their geographical proximity, must stand to gain by the high industrialisation of a near and friendly neighbour.

Wide Range of Export Goods

Manufactured goods now exported from Australia include:—

- Motor vehicles, spare parts and accessories to Fiji and Samoa.
- Radio transmitting stations to New Zealand and India.
- Diesel-electric locomotives to Hong-kong and Pakistan.
- Earthmoving equipment to India and Argentina.
- Carrier telephone equipment to Canada and the USA.
- Diamond drilling equipment to Malaya and the Philippines.

These are only a few of the more spectacular items from Australia's long list of manufactured exports.

Government purchasing authorities, contractors, importers and businessmen in many countries have discovered that Australian-made goods can satisfy their most exacting requirements.

Tenders and businessmen in the islands of the South Pacific, in particular, are discovering that in two important particulars, namely, delivery terms and after-sales service, Australia can surpass the facilities offered by its more distant competitors.



QUALITY DAIRY PRODUCE FROM AUSTRALIA

Australia is one of the world's leading exporters of dairy produce, including butter, cheese, ghee, powdered milk, condensed milk and edible and industrial casein.

It has a total herd of more than three million dairy cows and exports of dairy products in 1959-60 amounted to 362,276,000 lb, worth £A45,284,000.

The Pacific Islands received in that year 1,471,000 lb of other milk products from Australia, as well as 91,000 lb butter, 20,000 lb cheese and 113,000 lb ghee, of a total value of £225,000.

In the last five years Australia's total production of whole milk, from which all its dairy products are made, has averaged more than 1,300 million gallons annually.

The dairy industry in Australia is streamlined, with the most modern machinery.

Australia's dairy products are noted for their purity and quality for they are processed and handled under strict supervision to conform to standards laid down by the Commonwealth Government.

Photo shows the £A70,000 Rotolactor dairy at Camden Park Estate in NSW—one of the few projects of its kind in the world. It is circular, revolves a full circle once every 10 minutes, and is designed to milk up to 2,500 cows twice a day.

A THOUSAND MILLION CANS EVERY YEAR!

The canning industry in Australia is organised on a continuous production basis due to close cooperation between growers and canners.

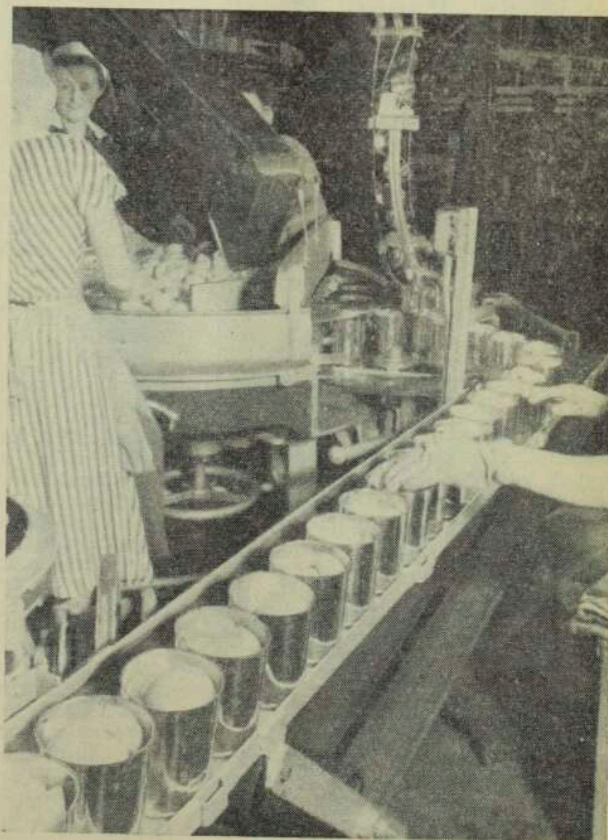
Fruit canners in particular are located along the orchards and the fruit goes from tree to can in a few hours, thus preserving its sunned freshness and taste.

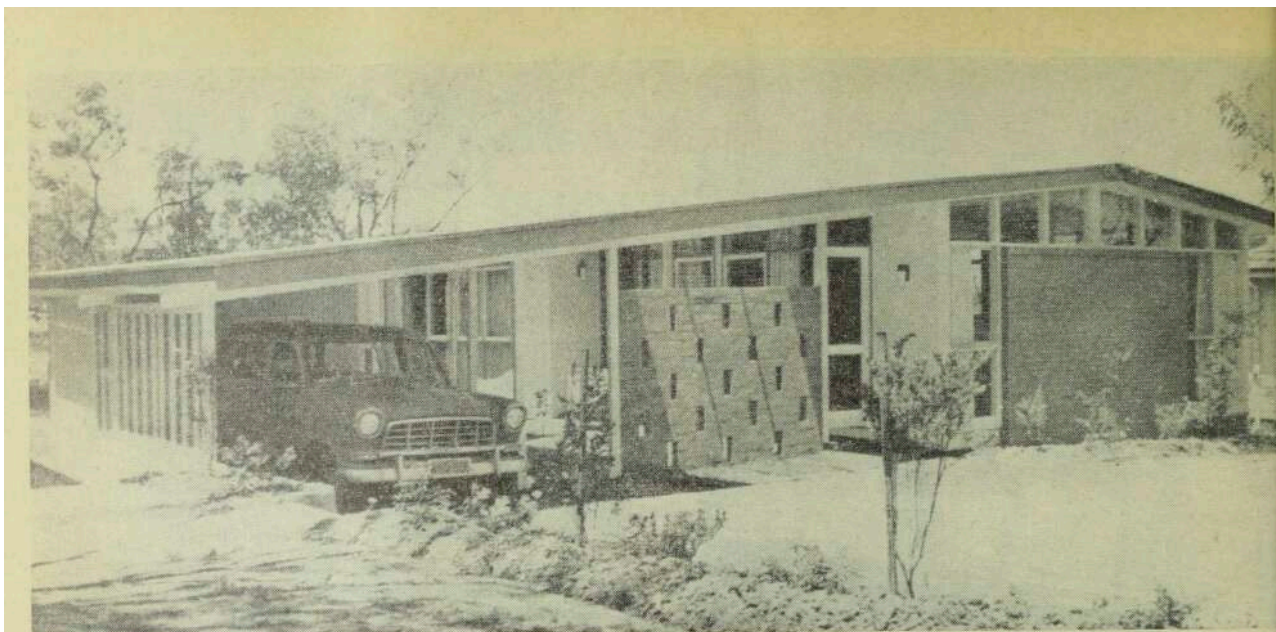
Over 1,000-million cans of varying sizes are made each year in Australian canneries. Machine-designed and built in Australia, produce up to 100 cans a minute with tinplate from local British mills.

The latest machines in the canneries include the automatic steam steriliser which processes 220 cans a minute.

All canned food is submitted to Australian Government supervision before export and annual exports of canned products exceed £A30 million.

The Pacific Islands import considerable quantities of Australian canned fruits and meats. Some of the pears in this picture will find their way there. Girls are hand-topping machine-filled cans at an Australian factory.





A typical example of the thousands of modern villas being constructed in the outer suburban areas of Australian cities. Simplicity of design and ease of construction for low costs and casual living are the main features of these homes.

Australia Exports A Wide Range Of Building Materials

Top quality, competitively-priced, Australian building materials and hardware are increasingly being sought after by buyers in world markets, including the Pacific Islands.

STEEL louvre windows, certain types of hardboard sheets, door and window locks and locksets, steel screws, wire nails, hinges and plumbers' fittings such as baths and sinks are among the items in greatest demand.

The purchase of Australian louvre windows, the principal product exported, rose by nearly 34 per cent. in 1959-60 as compared with the previous year, with the United Kingdom, and Ghana, Africa, the biggest buyers.

Growth in the popularity of Australian hardboard, a highly versatile building material, was indicated by the increased number of overseas orders placed, and enquiries made, during 1959-60.

Building contractors in Fiji, New Caledonia, and other Pacific Islands showed particular interest in this item.

Painting Easy With These

Recent developments in Australian paints and brush manufacturing industries are being acclaimed in Australia and overseas.

The world's first water-thinned high-gloss enamel is available for export and the holder of the formula is willing to licence its manufacture in nominated overseas areas.

The new paint embodies all the advantages of the popular flat and stain plastic paints and can be used for both exterior and interior work.

It removes the need for turpentine, sealers, primers and undercoats.

The invention by a 34-year-old Sydney chemist, Mr. Louis Miranda, has been acknowledged as a "world first" by paint authorities in Britain and the United States.

Another development in Australia has been the production of special paints for tropical areas, ranging from oil paints for exterior work and synthetic gloss and semi-lustre finishes for interiors, to sealers, primers, undercoats and corrosion-resistant metal primers.

These paints are now being tried under field conditions in Fiji and Papua-New Guinea.

An Australian company has also produced the world's first wedgeless paint brush which is rapidly winning favour with both professional and handyman painters.

MINERALS FOR ALL NEEDS

Since the gold-rush days that changed the course of Australian history in the middle of the nineteenth century, mining has been one of Australia's richest enterprises.

AUSTRALIA today produces some 80 mineral products and the total annual value of output is about £A210 million.

Thus mining is one of the most important of the country's primary industries. It has special importance as an export industry.

Mining output today earns about 10 per cent. of Australia's export income. Among the most important of the minerals and metals exported are lead, copper, zinc, uranium, rutile, zircon, blue asbestos, silver and manganese.

Australia's most abundant mineral resource, however, is coal, which provides most of the country's needs.

Highly mechanised mining has lowered cost of production and enabled Australia to expand exports. The principal market is Japan, which is now taking about one million tons of coking coal a year for its steel industry.

Discovery of large bauxite deposits in the far north of Queensland and in Northern Territory could make Australia a leading exporter of the mineral and form the basis for greatly expanded aluminium industry.

Except for a few commodities, like mineral oils and phosphate rock, most commercial minerals are found on the Australian continent.

Australia Sells to the Pacific

EVERYBODY LIKES AUSTRALIAN BEER

Australia is a leading brewer of beer, and exports 1.5 million gallons of it a year to 26 countries, including New Caledonia and Fiji. The clear, light-coloured beer has become a favourite of discriminating drink-throuters throughout the world.

AUSTRALIAN beer is popular at home, too. Each year, according to the official statistics, the average consumption for the country's population of more than 10 million is 23 gallons a head—a figure which has almost doubled since 1939. Total annual consumption in Australia is 221,000,000 gallons, which makes Australians third in the world consumption list to Belgium and France.

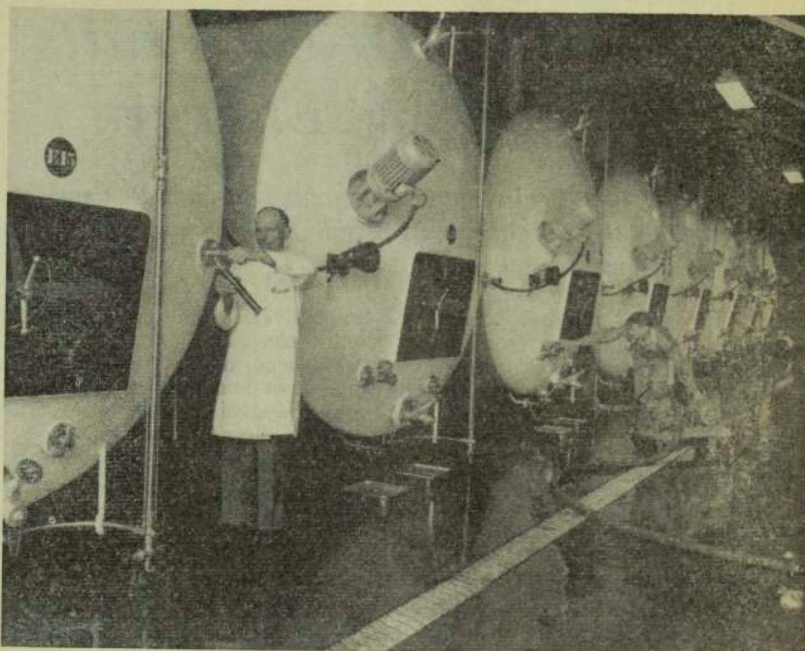
The Australian beer drinker makes a very large contribution to his country's finances because he pays Treasury nearly £102 million a year in customs and excise duties. The brewing industry itself is a major employer of labour, with 6,000 workers in 27 breweries who earn more than £4.8 million a year and produce ale, beer and stout to the value of £32.8 million.

Australia's breweries, with a capital investment of £22.4 million, use £10 million worth of raw materials each year—mainly malt, hops and sugar. Malt is made from the best Australian barley, and hops from the best of the southern States and the island of Tasmania are well-known for their brewing qualities.

Australian brewers believe that the popularity of their product both at home and abroad is due to the fact that it is a Continental-type beer brewed by masters at most Australian breweries (many are either Germans or descendants of German specialists), and its average strength and alcohol content of 8.75 per cent.

The highly-developed Australian brewing industry possesses the world's latest machinery and techniques, which permit a unique, almost complete brewing-out of the malt, hops and sugar into alcohol.

The purity and softness of Australian water is also considered to be a major factor in the taste and texture of Australian beer.



Part of the stainless-steel lined refrigeration plant and pressure fermentation tanks in a modern Australian winery. The man in the white coat is extracting some of the processed wine for laboratory testing.

AUSTRALIAN WINES ARE POPULAR THROUGHOUT THE WORLD

More than 50 countries throughout the world import Australian wines. As well as the United Kingdom and Canada, several countries in Asia and the Pacific have increased their orders.

AMONG these importers are the Pacific Islands which, in 1959-60, imported 8,230 gallons of these fine quality wines, valued at £7,890.

Although its wine industry dates back 170 years, Australia has been in the forefront of technological changes since it first started making wines.

Its vineyards have always been abreast of the world's best and today fast-moving sets of beaters, modern machinery and white-coated scientists in well-equipped laboratories are important in the expansion of this industry.

Australia produces a larger variety of fine wines than any other single country. After only two years in open casks, vintage wines are bottled and in another year they are ready for drinking.

World wine experts acknowledge

their high quality and Australian wines have won top awards in Europe.

More than 32.5 million gallons of wine are produced annually in Australia and in 1959-60 exports amounted to 1,738,000 gallons, of a total value of £A1,257,000.

● SPECIAL ATTENTION. Many Australian exports are specially adapted to suit overseas markets. One big meat exporter, for instance, employs a Moslem butcher to slaughter animals according to Moslem rites. Representatives of the Bread Research Institute of Australia regularly demonstrate baking methods to bakers of other countries. Special varieties of butter have been developed for tropical countries.

Australia Sells to the Pacific

Australian Dried Fruits For Quick Energy

Australian dried fruits, rich in vitamins and natural sugar, have all the qualities to make them a valuable addition to diets, and are a source of instant energy.

THEY comprise sultanas, raisins, lexias and currants from the well-known grape-growing areas of Victoria and South Australia, and dried apples, pears, peaches, nectarines and prunes.

Almost perfect climatic conditions and soil qualities, combined with a fine irrigation system in the Murray Valley, which divides the States of Victoria and New South Wales and extends into South Australia, produce fine grapes.

These grow in sunny vineyards and are dried in the sun—an advantage over fruit which has to be dried artificially. It accounts for the fact that Australian dried vine fruits have a larger proportion of fruit sugar—80 per cent.—than those produced in other countries.

Fruit sugar is the only form of sugar which does not affect teeth adversely.

Dried grape products are specially rich in vitamin A, iron, calcium, carbohydrates and proteins. Every pound of sultanas is the equivalent of four pounds of fresh grapes.

For Sportsmen

Other Australian dried fruits, such as peaches and apricots, supply vitamin C, thiamin, riboflavin and are rich in iron, calcium and phosphorus. Peaches have a quick and easily-assimilable natural sugar content of 43 per cent., and every pound of them has from 1,200 to 1,390 calories.

These qualities are responsible for Australian dried fruits having had an important part in the diet of Australia's star athletes. The world-famous miler, Herb Elliott, the swimmers, Jon and Ilsa Konrads, and many others, regard dried fruits as essential in their training programmes.

Energy-giving Australian dried fruits were among the rations taken by Sir Edmund Hillary on his feats of endurance—the victory over

Mount Everest and his dash to the South Pole.

In recent years, Australian dried fruits have become very popular at home and overseas not only because of their dietetic qualities but also because of their flavour.

Quantities of sultanas, raisins, currants, prunes, dried apples, peaches and apricots are exported every year to Fiji, New Caledonia and other islands in the Pacific.

Australia's production is now valued at £12 million a year, from an investment of about £15 million a year by growers and packers, and £40 million in Government expenditure in the establishment of irrigation schemes in leading growing areas.

About 66,000 acres of land is used for growing fruit for drying. Sixty per cent. of all dried vine fruits is in



the form of sultanas, and, of the total Australian production, between 70 and 80 per cent. is exported mainly to countries within the British Commonwealth.

The Australian dried fruits industry is now more than 70 years old. During that time, its growth has led to the conversion of some 30,000 acres of poor grazing land in the Mildura area, in the north-west of the State of Victoria, which once supported a few settlers and 3,000 sheep, to a thriving centre with a population of 25,000.

The harvest, usually about mid-February, is handled by about 7,000 workers, of whom about 5,000 are seasonal employees. In six or eight weeks, they pick grapes which will be converted into 86,000 tons of dried fruits, of which nearly 67,000 tons are exported to countries like New Zealand, the Netherlands, and many others.

Exporters of Top Quality Sports Gear

In the world of sport, top performance demands the use of top quality sporting equipment.

Australia's sportsmen rely on equipment made in their own country. Tennis champions use Australian-made racquets and balls. Golfers have won many of the world's major golf contests with locally-manufactured clubs and golf balls. Australia's Test cricketers use nothing else but Australian equipment—as do many cricketers in other Commonwealth countries.

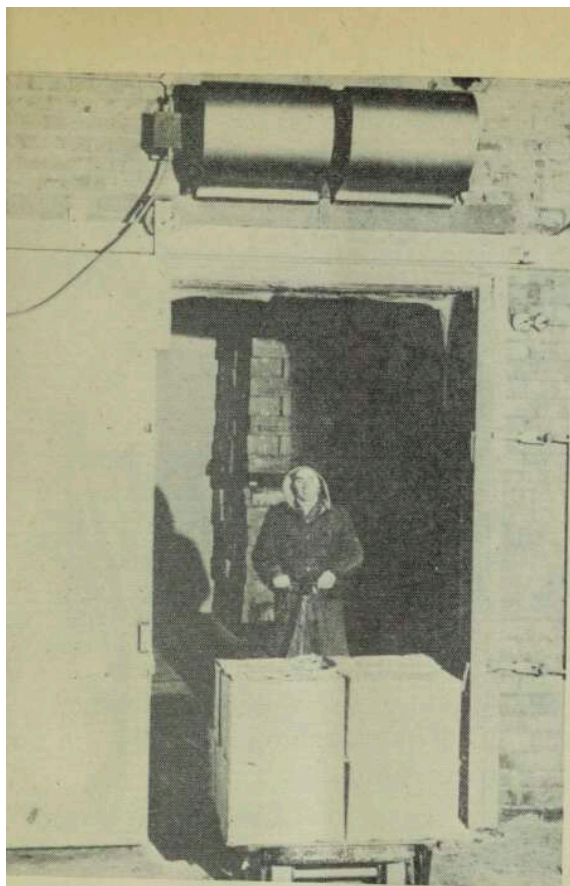
In much of the sporting equipment produced by Australia, the fine leathers used contribute significantly to the overall quality. Kangaroo hide combines lightness and toughness with extraordinary pliability, and is particularly suitable for running-shoes or spikes, soccer and rugby footballs, and boxing gloves.

Quality at a reasonable cost is the reason why Australian sporting goods are so popular in many countries for bowls, squash and badminton, baseball and softball, hockey, archery and table-tennis, to mention some of the range of goods exported.

Greatest demand is for bowls, which is extremely popular in Australia and many Pacific Islands. The export of bowls in 1959-60 earned Australia about £60,000.

Among non-competitive sports, fishing is popular in Australia, and first-rate equipment is available. Skin-diving apparatus is also made locally: spearguns, rubber suits, even underwater camera casings, aqua-lungs.

The popularity of the outboard-motor boats in the past few years has resulted in the local designing and building of fast, light and stable fibreglass hulls and water-skis.



The Australian twin air conditioner units over the doorway in a cold storage plant, seen in the photo at left, provide an invisible "air curtain" barrier against heat transfer and penetration of dust or insects. The need for closing is eliminated during the working day.

AGRICULTURAL MACHINES OR MINING EQUIPMENT: AUSTRALIA SUPPLIES IT

The Australian agricultural machinery industry was built on a modest but solid base founded more than a century ago, until today its overall output is valued at over £30,000,000.

THIS figure includes the value of tractors as well as of other agricultural machines and implements.

Factories making agricultural machinery are situated throughout Australia, with the State of Victoria as the main centre, accounting for nearly half the total output and half the employment in the industry.

About 500 different types of agricultural implements and machines are made, including models which have been, and are being used in the Pacific Islands.

The equipment includes ploughs and cultivators, ploughshares and discs, spraying machines and spare parts, tractors and parts, power driven lawn mowers and heavy duty land clearing equipment.

Other major agricultural implements produced in Australia include:

- Cultivators and scarifiers to break up the land further after ploughing.
- Harrows, seeding and planting drills.
- Light and heavy tractors.

Today, the trend is towards power driven equipment for many of the smaller and simpler machines made in Australia for small land holdings, as well as for large machines.

The agricultural machinery industry uses Australian iron and steel for most of its products. Some special alloy steels and parts are imported, but, generally, the local content is increasing all the time.

Australian-made farm machinery has been exported for more than 50 years. In recent years, exports have been valued at more than £3 million.

Mining also means machinery—and Australia produces machines that enable the country's mines to operate with an efficiency that is a byword in the industry.

Today there are comparatively few items of mining, ore dressing and metallurgical plant and equipment that are not made in Australia.

The manufacture of this equipment is based on a long-established technology that has developed and matured with the growth of the highly successful Australian mining, minerals processing and metallurgical industries.

Australia today has both the manufacturing and design capacity to produce a wide range of stock equipment and to meet specialised requirements.

Flour for a Variety of Baking

Australian wheat flour satisfies housewives in many varieties, because it gives excellent results in every kind of professional baking—bread, cakes, biscuits, etc.—and is equally satisfactory for many kinds of tropical and subtropical foods.

One of the "big four" wheat exporting countries of the world, Australia's flour exports in 1959-60 amounted to 719,167 centals, worth £A15,142,606. Exports of wholemeal, plain and self-raising flour to the Pacific Islands amounted to 700,263 centals, worth £A1,037,530. Australia has about 150 flour milling firms equipped with the most modern machinery to produce top quality flour.

Most mills have their own laboratories where samples are analysed from each delivery of wheat and flour for accurate milling.

Wheat grain goes through at least six separate processes. It is cleaned of all impurities, then conditioned to deal with moisture content for milling before it follows through huge grinders and rollers, plan sifters, and centrifugals.

Port flour (especially that sent to tropical countries) is milled with special care under special regulations, which forbids the export of flour which is more than six weeks old.

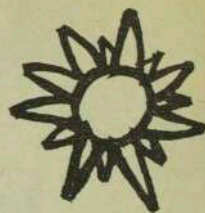
Any flour which has passed Government inspection carries the brand "Best Australian roller flour", which is a hallmark of quality.

Australia Sells to the Pacific

PACIFIC ISLANDS MONTHLY—JULY, 1961



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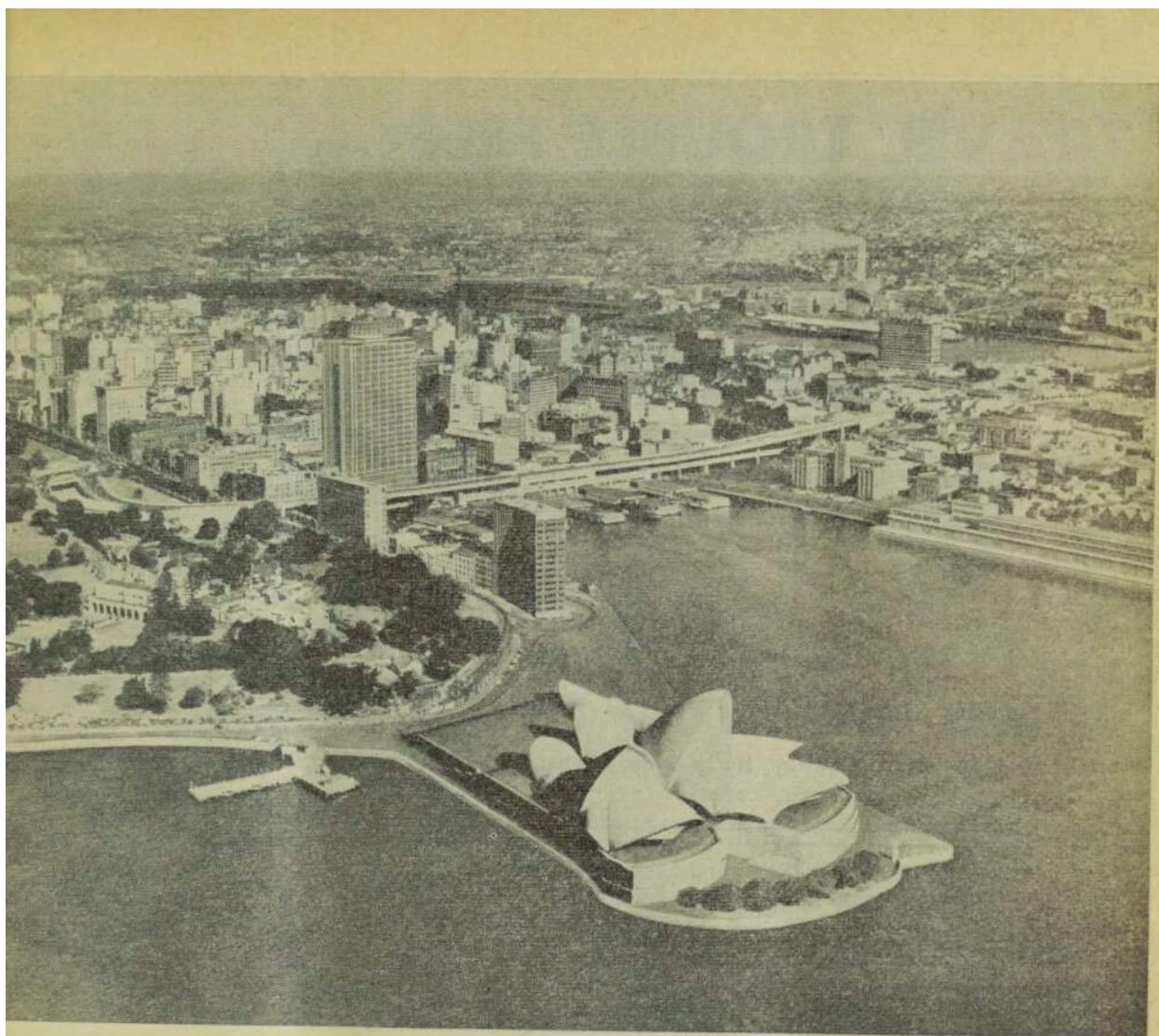
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SYDNEY TODAY AND TOMORROW: This photograph of the city of Sydney from the harbour is a composite. The Opera House, with its white "sails", is not yet completed, and is the tallest building seen in the photograph—the Australian Mutual Provident insurance building, whose steel work now frames the Quay-side skyline. Models of buildings were photographed, reduced to correct scale, and fitted into this photograph by O. Ziegler, of Sydney. Since this done, another curtain-wall building has been completed between Unilever House (at the corner of Macquarie St., immediately behind the ICI House) and the ICI building, which is up Macquarie St. The Bridge is just behind the picture, but across Sydney Cove the Opera House are the overseas shipping terminal buildings (extreme right of the photo). In this strange "new Sydney", Government House with its lawns and trees on the eastern side of Macquarie St., becomes almost an anachronism. Photograph on this month's cover was taken from the rear of the AMP building, looking towards the overseas shipping terminal and the Bridge. The shipping terminal is new, it's the glamour berth of the Sydney front. Photographs like the one on our cover are now becoming familiar to Aussies, and it shouldn't be long before Sydney is known abroad through photographs like one of "Our Bridge", and like this one of "Our Opera House".

Sydneysider At Home Base

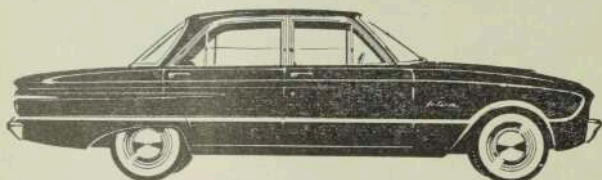
Sydney's Sin Finances An Opera House

Sydney isn't all beer and skittles (two subjects we've discussed in this column during the year). It's got culture, too. By 1964 it will have at least £7 million worth of it, all in one piece of masonry and reinforced concrete, spreading its white sail-like roof in the place where once a tram shed stood on Bennelong Point.

THE building that will cost the vast amount of money is the Sydney Opera House, the most talked-about piece of civic architecture in a city where the skyline is continually changing.

The talk began in 1954 when the idea was first mooted ("Who wants an opera house, anyhow"), and rose to a howl when the winning, unorthodox design was published in 1957. But whether or not you are

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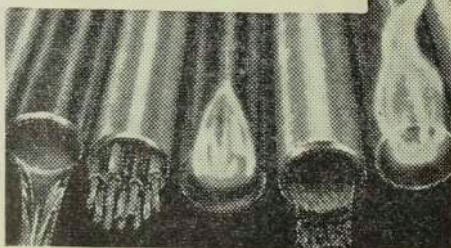
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for this "cultural centre" (and no one pretends that opera will take up more than a fraction of available letting time), as soon as those roof shells go on, probably in 1963, no one who approaches Sydney by sea or by air, is going to overlook it.

It will be as dominant a feature of the landscape as the Harbour Bridge which has been a symbol of Sydney since 1932. The top of the highest shell at 230 feet will be 50 feet higher than the decking on the Bridge; higher, too, than Unilever House, the first skyscraper immediately behind it, at the foot of Macquarie Street. The building will be over five acres in ground area and the site over six.

Passengers on liners sailing up the harbour will see it once around Bradley's Head and the arguments of those who hate it on sight with those who see it as the physical manifestation of soaring imagination will go down the years, *ad infinitum*.

The idea of a "cultural centre"—an Opera House—was conceived sometime in 1954; the site was chosen (the stubby peninsula that divides Sydney Cove, where the First Fleet anchored in 1788, from Farm Cove) and a world-wide competition for design announced in 1956.

From 223 final entries from 30 different countries, the entry of Danish architect, Mr. Joern Utzon, was chosen. Mr. Utzon got £5,000 for this, and more later as supervising architect, for an unusual design with the roof that has been likened to shells, ballooning spinnakers and numerous other less complimentary objects.

Who's Got the Dough?

The cost, it was said, would "probably" be about £3½ million, and this mightily comforted those who were opposed to it. Where, they asked, would this sort of dough come from? Pay Mr. Utzon his 5,000 quid, and let him go home. As an idea it was big, but as a reality—not for our time.

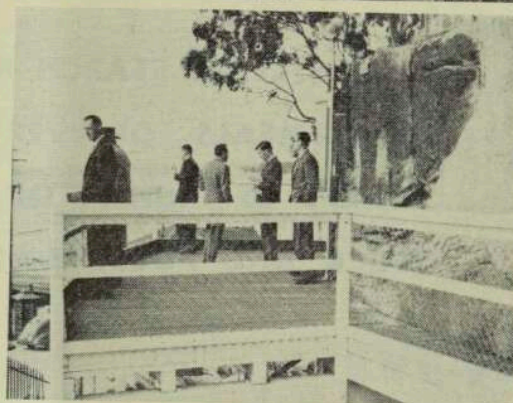
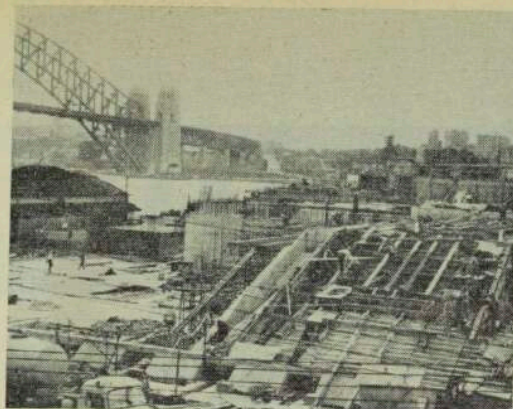
They were wrong. A Labour City Council and a Labour State Government, usually concerned with homes for the workers, jobs for the boys, and the unsewered wildernesses of outer suburbia, were determined, for once, to strike a blow for culture and posterity. The show must go on.

By then the estimated cost had risen to £4,800,000. But £3½ million or £4½ million—what did it matter? Both were large sums, and at times looked equally impossible of fulfilment.

In August, 1957, the Opera House

JUNE, 1961: The entrance steps of the Opera House (top photo) begin to take shape at Bennelong Point. Northern approaches to the Harbour Bridge and North Sydney skyline are in the background.

LOWER: Lunchtime dneysiders bring their sandwiches in paper bags and eat while watching work on the Opera House. The observation platform is built for their benefit, so they would not miss a thing. Dneysiders are already proud of the unusual building that is rising on their famous foreshores.



The opera house project nets £100,000 from each—something like £1,700,000 in a year.

The aim is still that the Opera House should open free of debt, although it is a simple mathematical calculation to see that the project that began life at a cost of an estimated £3½ million, rose to an estimated £4.8 million in 1957 and to £7 million in mid-1961, could end up at opening date, sometime in 1964, having cost about as much as the Harbour Bridge and its approaches did when completed in 1932.

Work on the project was let in two stages, and stage one, which will complete the job up to the podium at which point the shell roof goes on, should be finished by the end of this year or shortly after. Tenders for stage two will be called about the same time.

Civil and Civic Contractors Pty., Ltd., began work on stage one in

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. . . . Margaret Merrill.

al Fund was launched. The er weighed in with £100,000 on of the State Government; the Mayor promised a similar sum a five year period; £35,000 in donations were promised at the ural meeting of the Fund. But now, almost four years later, und stands at no more than 000—a slow and painful busi- n spite of devoted and even in- work by an organising com- of enthusiasts.

£500,000 is a drop in the or- a pit of a £7,000,000 Opera . it was still a long way from .8 million that was thought to ded in 1957. But the financial n was a typically Australian ou might say a typical New Wales one: Lotteries.

V started State Lotteries in the originally to finance public ds, and the lottery habit (you've be in it to win it) has become rained one with a large slice of pulation.

ies With e Benefits

Opera House Lotteries were l" in that they didn't interfere esser State lotteries, and that est prize was a fortune of

£100,000 for the price of a £5 ticket. The first one filled with moderate enthusiasm, subsequent ones did not, dragged on over four or five months and then ceased altogether while the financial wizards regrouped their forces.

Cost of tickets was dropped to £3, first prize remained at £100,000 and there were strange fringe benefits like £750 cash plus 250 £1 tickets in other State lotteries for being one off the winning number.

The new type Opera Lottery is filling at about three-weekly intervals, with number 26 currently coming up.

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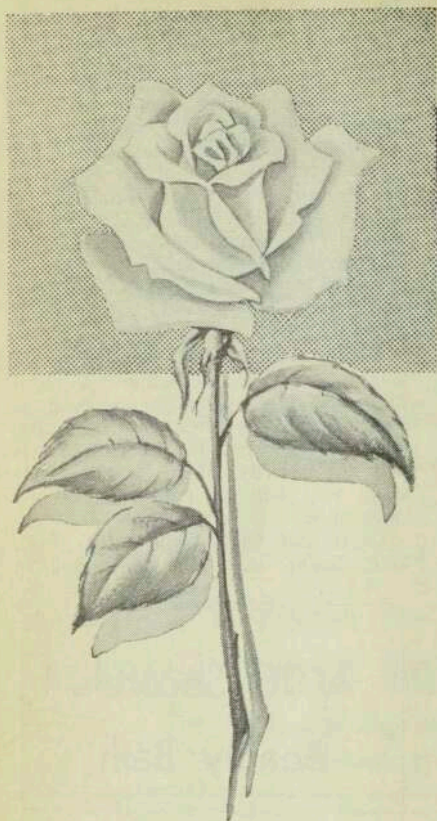
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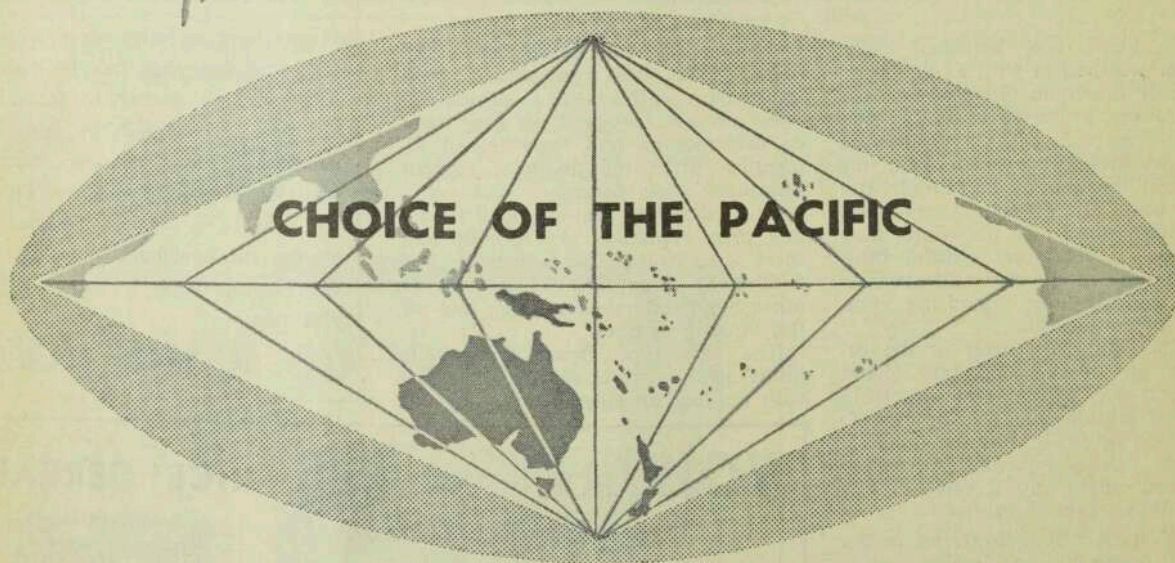




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CABLES: "WHITEROSE", SYDNEY

"Sydney-sider" on Walkabout

"Sydney-sider" (Mrs. Judy Ador) left Sydney in the "Beria" on June 30. For the next three or four months this column will be a Walkabout — in East Africa, United Kingdom, United States and Hawaii. That, at least, is the general idea — DV, weather, Mr. Khrushchev, war, plagues and pestilences permitting. In these uncertain times, of course, one never knows.

... 1959, and at one time were months behind work schedule due to expected troubles with the site. At some time, Bennelong Point has been a tidal island and in its first hundred years had been used from the harbour mud and up to take first, Fort Macquarie, then a tram depot. A storm channel ran underground through the middle of it and this and engineering difficulties were entered in providing for the foundations of a building of such weight, on 6½ acres of land which by right have belonged to it.

In the first year the Opera House lost a very large hole in the roof. Only in recent months has the shape of things to come emerged from the tangle of reinforcements and equipment that strews the site. In June, the vast flight of stairs that will lead to the landward side was taking shape. An observation platform has been built on the rock wall at the bottom of the Government House gardens and a trickle of people file on and off all day. At lunch time the younger generation comes along with paper plates of sandwiches and munches and looks. By pressing a button one can get a recorded description, from a University Professor, of just what is going on down below. When complete, the Opera House will contain one auditorium capable of seating 2,800; another to seat 1,000. There will be a small theatre (capacity) in the basement; and a meeting hall somewhere else. It will have bars, lounges, foyers, billiard rooms, storage rooms, work-rooms and a restaurant to cope with the needs of the public. It will be wired for sound

and simultaneous translation, be air-conditioned in summer and heated in winter. It will have, from its front windows, a magnificent view of the harbour; and it will have its own wharf.

But whatever the Opera House has inside it, that will always be dwarfed, as a talking-point, by the roof. Future generations of Sydney-siders may hate it or love it, according to their individual inclinations, but they'll certainly never be able to ignore it.

Rev. Clarence Luxton, former Methodist missionary in Bougainville, has been appointed chairman of the Overseas Mission Board of the NZ Methodist Church.

They All Took Part In The Census

Residents of Australian Territories in June took part in the first Commonwealth Census since 1954. In Papua-New Guinea about 28,000 forms went out to the European population. Natives aren't included.

Only NG casualty reported was to one collector who was bitten by a dog. Another census man who tried to give a form to a Port Moresby resident was told by the man that he had no intention of filling it in.

"Last time I filled one of these things in," he said, "I landed in the b—— army!"

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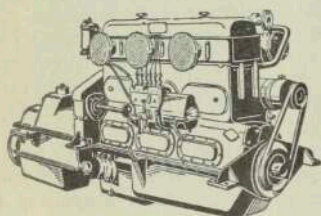
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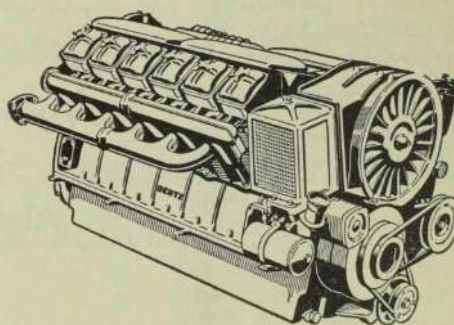
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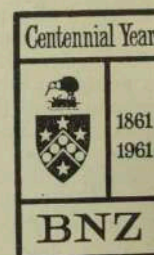
In 1861 the BNZ was established in New Zealand. A few years later—in 1876—the BNZ extended its services to the Pacific Islands. Today, in its Centennial year, the BNZ continues to give a complete commercial and personal banking service in the Pacific Islands. In addition, all branches in Fiji conduct a Savings Bank Division.

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PICI.1



Albert Park, Suva, from the air. This is the park where "Smithy" landed on the first trans-Pacific flight in 1928. The "Southern Cross" came in across the corner seen at the top left of the picture, and it is at this corner that the commemorative plaque now stands.

Photo: Rob Wright

MEMORIES OF "SMITHY"

From a Suva Correspondent

Suva at last has something approaching a proper memorial to honour Charles Kingsford Smith and his three intrepid companions, C. P. T. Ulm, J. Warner and H. Lyon who made the first flight across the Pacific in May-June, 1928.

THOSE four in their three-engined Fokker aircraft *Southern Cross* landed on Albert Park, Suva, at 2.21 p.m. on June 5, on the second leg of the journey from Oakland, California, to Eagle Farm, Brisbane.

There has been a commemorative plaque for the event attached to the small grandstand in Albert Park for many years, but according to some people this has been wrongly sited. Visitors never saw it, and many locals didn't know of its existence.

A Suva identity, Mr. Robert Farquhar, has led local thinking in an effort to get something erected that would be more fitting as a memorial, and in a place where all could see it.

Earlier Moves

About three years ago he was instrumental in getting a visiting Sydney man interested in the project, and tentative moves were made to get some funds donated so that a more fitting memorial could be designed and erected, probably on the footpath near the Grand Pacific Hotel. Mr. Farquhar believed it should be on a spot over which the *Southern Cross* passed on its famous landing. Some money was promised from individuals and organisations, but the project eventually came to nothing.

Then last year the Suva City Council decided to pull down the old grandstand at Albert Park—the one carrying the plaque.

The Council, about the time the new pavilion was almost complete, decided it had better do something about the plaque, and agreed that it would be "lost" if placed anywhere in the new structure.

(Over)

He'll Still Be Interested In Pacific Aviation

A man who flew with "Smithy"—Captain G. U. "Scotty" Allan—is to join the board of Fiji Airways.

CAPTAIN ALLAN retired on June 30 as deputy executive and city general manager of Qantas. He expected that late in July he will be named as chairman of the board of Fiji Airways, which is owned by New Zealand and Australia. It is taken as an increased interest in international routes.

At 44 years, "Scotty" has had a

hand in almost every phase of aircraft development, in Australia and overseas. He was born in Lanarkshire and joined the Royal Flying Corps as a 17-year-old cadet. He remembers training in a biplane which used castor oil as a lubricant so that the pilot was continually drenched with it, and always smelled of it. After his European dog fights, "Scotty" stayed in the service post-war, and went on patrols against hostile Arab tribesmen in the Middle East.

He went to Australia in 1929 to begin his association with Kingsford Smith, Ulm, Mollison and P. G. (now Sir Gordon) Taylor.

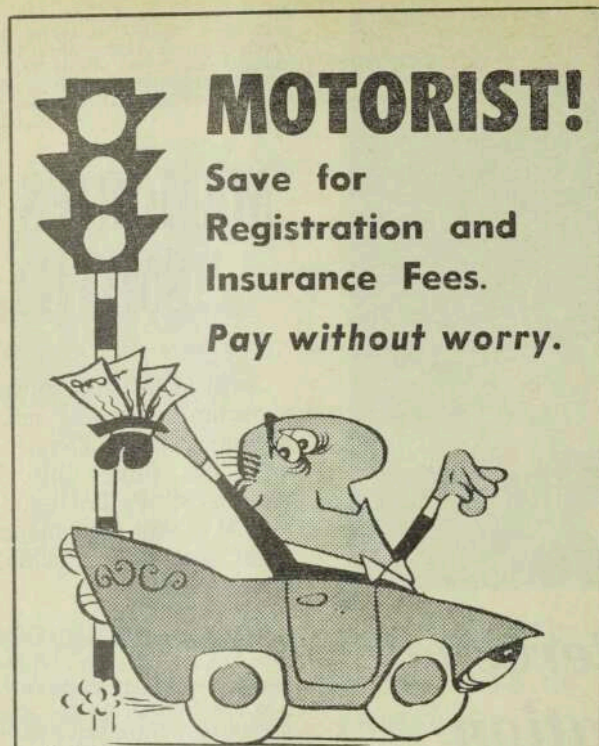
"Scotty" and "Smithy" made many flights together, forging airmail routes inside and outside the Commonwealth.

Once "Scotty" attempted a round-the-world flight in "Faith in Australia", a standard Avro 10. With him were Charles Ulm and P. G. Taylor. They got to England, broke, and flew home to Australia by setting a new England-Australia record of less than a week.

"Scotty" closed his log book after World War II with 16,000 flying hours.



Captain G. U. "Scotty" Allan.



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Mr. R. C. Farquhar, at the unveiling of the new Kingsford Smith pavilion at Albert Park, Suva.

Photo: Rob Wright

They reached the happy decision to place it on a cairn at the junction of Victoria Parade and Albert Park Drive, just about the spot where the *Southern Cross* flew over Victoria Parade into the park. So there it now stands.

A monument always attracts attention, and it is a fairly safe bet that more people will read what is on the plaque in 12 months than the total number who even passed a casual glance at it in the 32 years it graces the steps into the old pavilion.

To complete the story the Council in May decided to name the new pavilion Kingsford Smith Pavilion.

Appropriately, the new pavilion was officially named by Mr. Farquhar, who has now seen something of his dream come true.

Mr. Farquhar was with Suva Radio during that pioneer flight and he kept in contact with radio officer Warner when the *Southern Cross* left Honolulu. He helped get the emergency landing ground prepared. Some trees had to be cut down to make room for the aircraft.

With its big load of petrol, the *Southern Cross* was unable to take off from Albert Park for the final leg of the flight, so it was flown empty to Naselai Beach, down the coast, and refueled for her final flight. Harry Lyon and James Warner, the two surviving members of that crew of four, crossed the Pacific again in August, 1958, as guests of honour at the opening in Brisbane of the big glass memorial hangar which now houses the *Southern Cross*. In Suva Mr. Lyon, of Maine, and Mr. Warner, of California, met Mr. Farquhar again, and visited all the spots of that flight.

Local Builders Could Handle More Work

From a Suva Correspondent

Adverse comment on the Government's attitude in inviting outside tenders for works in Fiji was made at a June meeting of the Suva Chamber of Commerce.

MEMBERS said that the Government called for outside tenders when local firms were quite capable of carrying out the work. Mention was made of the Lautoka High School work, where bids were solicited and received from overseas firms. None was successful; the contract being awarded to Whan Construction Co. of Suva. Nevertheless, said the Suva Chamber, why call at all for overseas tenders when the unemployment problem in Fiji is getting worse every day?

The Government has made a reply to this (and it is worth noting in passing that the Government *does* say quite often nowadays to this effect, of thing, whereas in the past it usually remained rather haughtily aloof). It said that it advertised overseas only for particular projects which were not the type of work normally carried out by Fiji contractors.

It was nice to get an answer, but there are plenty of business critics who say that it is merely nonsense. There are firms in Fiji which have the know-how and in some cases most all the equipment to carry out any of the jobs which have so far been done by overseas firms—and this includes the Lautoka and Suva bridges.

All that is wanted is equipment, with the help of a forward thinking Government, this obstacle can be mounted, to everybody's benefit.

The critics ask what was especially different about the Nadi airport extension or the Lautoka wharf, which had large concrete jobs. Two big building jobs at Nadi were carried out by a local subcontractor—that is, the control tower and the sewerage treatment plant.

Both were finished months earlier than similar jobs were finished in New Zealand.

Many contractors think that the Government is unduly concerned about importing brains from overseas for work that could be done here.

Restricted Areas Are Growing Less

The restricted areas of Papua-New Guinea—the areas to which visitors are not allowed because there is still a chance of them having their heads taken by the indigenes—were reduced in June by another 11,000 square miles. The last previous announcement declaring the restricted areas was in March, 1958.

THE announcement means that a total of only 10,342 square miles in P-NG is now restricted, and the Administration hopes that patrols will bring these areas under control by the end of 1963.

The areas still restricted are the following portions of these districts: Sepik, 4,238 square miles; Western Highlands, 2,700 square miles; Madang, 400 square miles; Eastern Highlands, 718 square miles; and

Southern Highlands, 2,286 square miles, making a total area of 10,342 square miles.

The last of the big areas was lifted from the "controlled" category in June. This was the Lake Kopiu area of the West, where a new patrol post is bringing under control about 22,000 primitive tribesmen who previously had been contracted by exploratory patrols.

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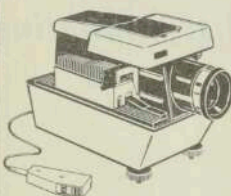
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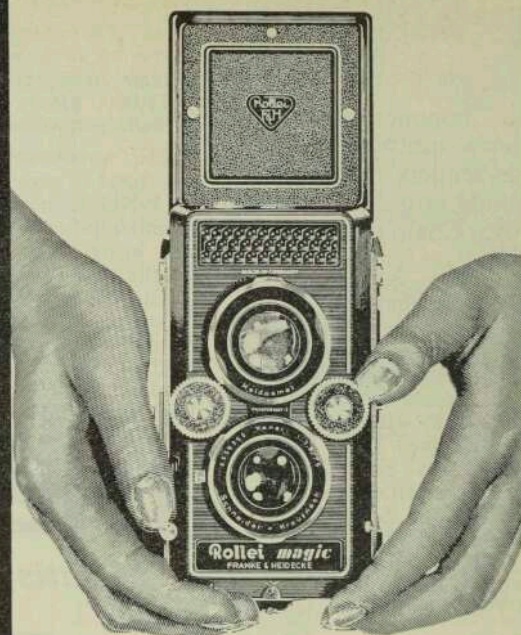
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The notorious Mt. Lamington, photographed a week after the eruption of 1951, when more than 4,000 people lost their lives. The volcano still dominates the view in the northern district of Papua, but it is no more in the spotlight. Ex-servicemen's settlement schemes, and progressive agriculture generally, have today come to the fore, as the accompanying story about the June Agricultural Show underlines.

POTLIGHT ON PAPUA'S NORTH

From a Special Correspondent in
Popondetta

The northern district of Papua pleased with itself over the publicity it has got through the Popondetta Agricultural Show—held on June 10 after a lapse of five years.

THE show was so successful, in all kinds of ways, that it will now be held every year, and plans are afoot for a permanent showground with permanent buildings to be in existence by next year.

About 9,000 natives, and 300 Europeans, most of them visitors to the area, turned up in June, and the show had virtually started from scratch again this year. District Commissioner and Show Society President Kevin Atkinson said that he was more than satisfied with the result. Since the war, the northern district has been one of the Territory's more neglected areas from the point of view of the city.

Until the last year or so nobody seemed to travel through here, as far as anybody in Australia was concerned, it is just a place that gave birth to a volcano. The show helped everyone see just what kind of recovery has been made

from the tragic Mt. Lamington eruption in 1951.

There has been accelerated progress in the rich farming areas, and the ex-servicemen's land settlement scheme, developed in the last few years, has been getting along well.

Everybody is hoping there will now be more attention focused on this area, especially when transport improves even further, and that the old days are gone.

The show itself, officially opened by the P-NG Director of Agriculture, Mr. Frank Henderson (deputising for the Administrator), included sporting events, traditional native dancing, the Police band from Port Moresby, and naturally an extensive display of district agricultural wealth.

Many of the European visitors had a close look during the week-end at the European and native land settlement scheme.

Some people were still able to remark on the scars left by flying pieces of shrapnel which still can be seen on some coconut trees, for this is the general area where Australian troops forced the Japanese back to a last ditch stand at Buna and Gona after the Japanese had reached a point about 30 miles from Port Moresby.

The settlement scheme is for people who have sufficient money of their own to start farming, or for ex-servicemen granted a loan under the Ex-Servicemen's Credit Scheme.

In the Popondetta area, 26 European ex-servicemen are already on

(Advertisement)

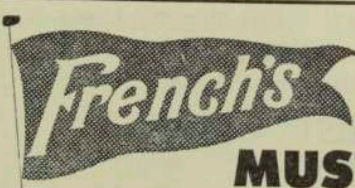
Beauty Lemons

Here is news of a certain type of beauty lemon that gives the complexion radiant loveliness.

It refines and tones the skin, fades away sallowness, removes grime, make-up and lipstick as if by magic. It unclogs pores and clears spots and blemishes.

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their blocks. Sixty natives are permanently settled on their blocks, and six natives are working part-time on their land, in preparation for moving permanently onto their properties.

A group of native ex-servicemen, settled on the land at Popondetta, through the president of the Natives' Ex-Servicemen's Association, Edric Eupu, said:

"The government put us on the land. We each have a block and we stay here. We like having European settlers in this area. They help us, especially with transport when people are ill."

Eupu said the native landholders liked the idea of having their own

title to the land. It meant that they could pass it on, instead of having to hand it back to the village under the old system.

President of the Popondetta sub-branch of Australian Ex-Servicemen's League, Mr. W. W. Casey, who is a soldier-settler at Popondetta, said: "Land is valuable to the natives, and giving them a clear title to it is the incentive they need."

Another European soldier settler, John Langhorne, who has taken up 440 acres at Sangara, six miles from Popondetta, and since January, 1960, has cleared 200 acres of virgin jungle, and now has 150 acres under cocoa, said:

"It's a sound project. There are first class relations between the native and European settlers.

"The native ex-servicemen are a fine body of men, with a good sense of responsibility. There is only one future in this country: a policy of partnership between Europeans and natives. With more bridges and roads, this will be the best cocoa growing area in the Territory."

Within two years it is hoped there will be 1,000 acres of native cocoa and 1,000 acres of native coffee plantings, in addition to the native land settlement scheme.

But roads and bridges are still wanted.

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Cooks' Cannery Industry Gets Under Way

"Orange juice has a future," said Mr. Chas. D. Baker, managing director of W. Gregg and Company, as he introduced the NZ trade to fruit juice from the Cook Islands.

Gregg and Company has recently established its canning industry at Rarotonga after nearly three years of investigation. Manager there is Mr. H. D. Baker.

The first large cargo of concentrated orange juice—10,000 cartons—reached Auckland in the *Moana Ro* on June 23.

The plant is processing orange juice as a start in 15 oz and half-gallon cans, and later in the year it will can pineapple juice and crushed pineapple. The Rarotonga subsidiary of the parent company (of Dunedin, NZ) is called Island Foods, Ltd. The brand name is "Raro".

The canning industry in the Cooks will solve the problem of what to do with second grade oranges (the ones slightly blemished that can't be sold as fresh fruit) and those which ripen between ships and rejected for export. These are mostly wasted.

More oranges will also be used from the outer islands now they can be brought into Rarotonga on new refrigerated local ships.

This in turn will mean better communications between the islands due to more regular cargoes to Rarotonga.

The pineapple canning industry will be of special interest to Mangaia which produces more pineapples than NZ consumes as fresh fruit.

Said the NZ Minister for Island Territories, Mr. F. L. A. Gotz, "The beginning of this canning industry may be the prelude to further attempts to use Islands' resources, including perhaps a tuna canning industry."



Mr. and Mrs. van Pel, photographed in Noumea a few months after their marriage. Photo: Fred Dunn

Popular Fisheries Officer Leaves

From a Noumea Correspondent

The South Pacific Commission's fisheries officer, Mr. H. van Pel, has resigned his position for reasons of health and returned to Holland with his wife in June.

MR. VAN PEL, known as "Bert", has been extremely popular in Caledonia—one of the most popular SPC officers ever to serve, in—and his resignation is a great disappointment. It will naturally be all over the Pacific, for in his years as SPC fisheries officer he visited every South Pacific Territory to study its fishing problems. Administrations have found his reports most valuable, and several have adopted them as blueprints in establishing their own enterprises. He has always been a very hard working officer, but he had not the best of health for some time, so his decision was not completely unexpected.

Since 1954

Mr. van Pel took up his post in 1954, his main duties being to encourage the adoption in the Pacific of up-to-date methods of catch and marketing fish. He was fully responsible for introducing farming to the Pacific and reared fingerlings of tilapia in ponds in many territories. He had the main responsibility for finishing the boat building course in progress in Auki in the BSIP, the nine week fisheries course which will open at Tulagi in August. He developed the basic design of the fishing cutter, of which three are being built at Auki for the fisheries training centre at Tulagi.

One of the reasons for Mr. van Pel's popularity in the South Seas was undoubtedly the fact that he was a practical fisherman. He was once a North Sea trawler skipper.

He married his New Caledonian born wife in Noumea last year. She was Miss Marthe Schmidt, daughter of a New Caledonia pioneer family.

Mr. Edward Alfred Charles Chambers, who was chairman of the 1954 committee of inquiry into living costs and hours of work for the P-NG Public Service, has been appointed Commonwealth Public Service Arbitrator.

Any Ideas For New Stamps?

Papua-New Guinea is searching for designs for new postage stamps. The P-NG Director of Posts and Telegraphs, Mr. W. F. Carter, has asked local residents if they have any ideas.

He is particularly interested in colour slides showing Rabaul and the harbour and Port Moresby and the harbour. Preferably they should be aerial views.

Mr. Carter promises that a fee will be paid for photographs accepted for stamps, and rejected material will be returned.



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Territories TALK-TALK

With TOLALA

Well, thank goodness, now we can expect something stable insofar as Administrator Cleland's title is concerned. And warmest congratulations on his knighthood announced in the Queen's Birthday List.

IN the past, newspapers have never seemed to be quite sure whether to give him his old military title of Brigadier or just the plain "Mister". All that now is at an end.

And Sir Donald Cleland sounds quite euphonious and commensurate with the position, to say the very least. At no distant date I hope that Dr. John Gunther, the Assistant Administrator, may also receive suitable recognition for the good job he is now doing. One wonders whether a Knight Bachelor now sets the norm for future Territory honours?

Honours for Administrators always remind me of an incident back in the 'Twenties when I was associated with Harry Hamilton, the printer, and who had the contract to print the *Government Gazette* in Rabaul.

An issue was about to come off the press when word was received from the Central Administration to hold the press for an important notice. The press was held, accompanied by much bad language, impatience and speculation.

What was the notice of such signi-

ficance that the *Gazette* was delayed? A day passed . . . two days. Then instructions issued to go ahead. There was no notice, no deletions, no changes.

Later we learned an Honours List had been released, but it did not affect the title of the Administrator of that particular period. Neither then nor at any later date! That was Evan Wisdom. Certainly he had his faults (who has not?), but he was not the least deserving of those to whom honours could have been given.

Sic transit. . .

Things About Trees

I was reading somewhere, recently, where the big 300-year-old oak tree in New Jersey (USA) which inspired Joyce Kilmer to write that famous poem "Trees", is showing signs of dying, and this reminded me of a couple of old-time personalities who, apparently, had a "thing" about trees and their own personal association with the life and death of certain trees.

Whether this old Celtic cult has any connection with the possible machinations of "witch doctors", *malira* or such Islands media, I would not venture. Be that as it may, but both these old-timers—brothers—J. W. and Alan Campbell—had a premonition that when certain trees died they, too, would follow.

On the beach at Soraken (Bougainville)—where Choiseul Plantations Ltd. started their first plantings in 1913—there was a giant calliphilium which J. W. admired when he first landed in 1912 and which, he said, when it died he would also go. Later in the 'Thirties when he visited Soraken as an independent planter

New Guinea natives were producing only 300 tons of cocoa in 1954—but latest figures show a rise to 1,500 tons for 1959-60—most of it grown in the Gazelle Peninsula of New Britain. There are now 3,800,000 native-owned trees in P-NG. These P-NG official photos show cocoa on the trees and being handled in the native fermentaries.

he noted the tree was dying and repeated his belief. A few months later he died.

The Burns Philp head office in Bridge Street, Sydney, was faced in pre-war years by a stately row of palms planted down the centre of the street. Alan Campbell had remarked at one time to a friend—"When they are gone, I also will go."

Came War II and shortly afterwards it was decided that the palms should be removed to make way for traffic from the Harbour Bridge. Yes, Alan died shortly afterwards. Coin-

cidence? Premonition? Celtic feyness?

Could be.

Both men had lived for many years in the Islands.

A Common Denominator

It is difficult to understand why men—or even politicians—of the intelligence of Senator Gorton (*PIM* May, p. 118) make such statements about there "being no social discrimination in the Territory". Apparently the idea is to emphasise the local trend towards racial integration,

which is undoubtedly receiving every encouragement from official sources and, over the past few years, has become a global tendency in order to trim sails to the "winds of change".

But to state there are no social levels in any country is utter gobbledegook. As everyone knows, it has does and will exist in every country whether white, yellow or black, and as most people know, it is not a matter of colour difference but cultural and hygiene. And we'll leave it at that.

As I have remarked before, Cast plays an important part in the life of primitive races—more so in some respects than in the more civilised countries.

And, what is more pronounced than the attempted social discrimination in some of the suburbs of our own Australian cities?

I ask you!

That Merger Again

It was really not very surprising to read about the Afro-Asian request at UNO last month that Papua should also be placed under a UN Trusteeship. It is one of those curl questions that could easily develop into an embarrassing situation not that the Afro-Asians have practically a majority in UN.

The Powers-That-Be have, no doubt, got it all nussed out according to their wishful blue-print. If so, they have issued no statement. Possibly because no local politicians have been interested. But it could easily present a problem. Should we not be advised accordingly? Or are we to continue with our woolly thinking and possibly wondering whether there should be a de-merger in order to protect Australia's personal property as apart from its trustee responsibilities?

Under the Microscope

From what I have read in the overseas cables it would appear that the NG delegation to the UN Trusteeship Council was put through the hoops with the usual thoroughness by the Soviet and its satellites and it would appear that Dudley McCarthy acquitted himself very well; to say nothing of Ephraim Jubilee and the screening of a well-chosen film.

In fact it would appear as though this session was well-organised in Australia for its inspection under the UN microscope. Orchids to the brass which prompted Jubilee's appearance at the Council. It was well thought

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and Ephraim had both the per-
 lity and the briefing necessary
 such a venture. The shades of his
 teacher, J. H. L. Waterhouse,
 have been gratified.
 Unfortunately the inquisitors at
 although perhaps somewhat
 fied by the answers and explana-
 received, never *appear* to be
 fied and so the wrangle goes on.

The solution put forward at the C, concerning the ultimate destiny of the people of Nauru after the island has been divested of all its valuable features does not appear to be such a happy one.

d the situation generally pre-
a challenge to our modern
and the ingenuity of scientists
t forward some other solution
the easiest way out, i.e., to shift
people who have given (or sold)
birthright for a mess of phos-
s.

At this age of research into nuclear fission it would be a happy coincidence to hear of some scientific breakthrough to bring about construction and rehabilitation of Nauru Island by the introduction of a medium to replace that which was removed. I cannot imagine the Nauruans being happy in a transfer to a country dissimilar to their native habitat. Most likely, a need to work

One could suggest various island groups in New Guinea waters such as Witu, Ninigo or Mussau, but they are trust territory and not ours to give away. Are we prepared to consider parting with portions of our own Louisiade Archipelago, Trobriand or Woodlark? I don't think so.

Therein could lie the solution!

Glancing through the Rabaul "Talk Talk" in the *Times-Courier* of May 24 (somewhat belatedly, cer-

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... Margaret Merril.



tainly) I espied a par. about the old blitz days when our planes made a practice of dropping an egg in the Tavorvur crater on their journey home. As one who had a front seat during the whole of the Jap. occupation I can vouch for the ineffectiveness of the bomb-dropping on/in Matupi.

In fact, the Rabaul area was so seismic-free during the Jap. occupation it seemed as though the Nips had some peculiar method of propitiating the gods of the *guria*.

Dust clouds from Tavorvur ceased with the Japs' arrival and after the armistice, a few days before the Aussie troops landed at Rabaul, I felt the strongest earth tremor of the whole period at the Ramale camp.

Perhaps our chaps, with their bomb-dropping, were doing just what was necessary to prevent eruptions. Over to the seismologists!

So Helpful!

Desirous of receiving a copy of the P-NG *Hansard* as it is published, I wrote to the Government Printer at Port Moresby making the request and enclosed a few bob.

This is the letter I received in reply, dated June 13, 1961:

I am in receipt of your letter of June 7th and wish to advise you that Hansard can only be purchased as printed, as we do not have a subscribers' list for this publication.

Each Hansard is ready usually a month before the sitting of the next Legislative Council and if you wrote in about that time the Hansard would be despatched when ready.

I am returning your Postal Notes and wish to advise that Hansard for April has not yet been printed but will be ready for distribution in approximately one month.

That's not very encouraging for maintaining public interest in the proceedings of that august Legislative body which has received so much publicity.

Seems to be a flaw in the machinery somewhere!

A Melbourne Visit

I took time off the other day and paid Melbourne Town a visit, where I found a crowd of old-New Guinea women keeping the flag flying nor permitting Time nor Distance to dampen their enthusiasm for "get-togetherness". Mrs. Linda Pratt, who has been president of the NG Women's Club for some seven years, has stepped down and Mrs. Lewis,

wife of Talatala Lewis of Rabaul, is holding the fort.

Mrs. Pratt, incidentally, was busy preparing for her holiday cruise in *Canberra*, the new P & O-O liner, and with her goes Mrs. Amy Gregory, visiting friends in Vancouver and Los Angeles.

While in the Southern Capital I checked up on some well-publicised visits of Papuans: Teacher McKenzie Asor and Legislative Councillor John Guise; both travelling under the aegis of the Anglican Mission.

The former appeared to have been somewhat over-played; while the latter (a protege of Bishop Strong) had made a good impression upon his audiences and was described as a strong man. Perhaps it should be spelt with a capital S.

An Anniversary

The 19th anniversary of the sinking of the *Montevideo Maru* was observed with due ceremony and dignity on June 29 at the Sydney Cenotaph by officials and members of the NG Women's Club, with Mrs. Foxcroft as president.

And, as has been the usual custom for some time, a Salvation Army band was in attendance. This is most appropriate when one remembers that the band of the 2/22nd Btn., of which so many members were lost in *Montevideo Maru*, was comprised wholly of Salvationists from Melbourne.

Older residents of Rabaul will recall the fine music rendered by this band in those days when Rabaul turned out *en masse* to witness the ceremony of the Retreat at sun-down along the Malaguna Road.

Bits and Pieces

Old friend Gilbert Renton gets a mention in Eric Baume's Contact column in the *Sydney Daily Telegraph*, and is referred to as a "Cockey from Moorebank" quoting an extract from one of Stanley Holloway's monologues: "You can do as you like, As long as you do what you're told." . . . Mrs. Annie Isobel (Nancy) Parer, widow of Phonsé Parer, died on June 3 in Sydney. . . John Middleton, elder son of oldtimers Mr. and Mrs. W. M. Middleton was recently married in Sydney to Anna Kadava, of Killara. They leave for Karkar Island in August. . . Joe Cassels, old NG identity made headline news in Melbourne recently when he "routed a band of raiders by riding his tractor at full speed at them" in the Congo. He and his wife, Rene, escaped unhurt. Joe was always lucky, if I remember rightly.

Idea Of Fijian National Party Taking Shape

By a Staff Writer in Fiji

According to proposals of the *Fijian Affairs Board*, the Fijian people will go to the polls for the first time in 1962.

AVUAMA VUNIVALU, MLC, gave some of the details of the proposals, which have not yet been approved by the Government, to a meeting of the Fijian Association, of which he is president. He said the proposals were, briefly:

- The present qualifications of voters should apply to Fijians.
- Ability to read or write either in English or the vernacular; 21 years of age; residents of the Colony for more than 12 months.)

- No property or financial qualification.

- Women to have the franchise.

- Candidates for election to have electoral qualification, plus ability to read and write English.

- No disqualification of Fijians holding positions under the Crown in election to Legco.

The constituencies at present being suitable, they should be altered to correspond with the present Administrative divisions. (This would mean an increase from five members to six.)

Members of the Council of Chiefs, if on the electoral register, should be allowed to vote both in the constituent elections and in the Council of Chiefs' election.

Adequate arrangements for postal voting, due to the wide distribution of Fijians; and also for absentee voting for persons absent from the Colony.

At the meeting of the Fijian Association, discussed the proposals at length. Avuama said: "The purpose of the Association in including the elections in its agenda is to give a start in preparing the people for a step which is foreign, and which many of them refused to accept. If we are to succeed in making the Association a national movement, action must be taken to appoint a full-time secretary to visit as many villages as possible, explain the aims of the Association and the reasons why they are requested to join as members."

After, he said: "Those who do not

subscribe to the Association's aims need not join it. They then are free to form political parties of their own.

"But the Fijians cannot afford not to be united on a national level at the present stage of development. The reason for unity is obvious."

Thus this Association of Fijians marks a further stage in the political development of the Fijian people.

Curiously enough, at the moment, other persons are playing with the idea of an All-Fiji National Party, to be a party devoted only to political purposes and with the same thought as the Fijian Association—

namely, to sponsor candidates for the next elections.

Nothing concrete has been done. PIM representatives here have been approached several times with vague outlines of a party to consist of about a dozen well-known identities, three from each race, to formulate a policy for candidates to take to Legco.

The merits of both these plans are fairly obvious; but the difficulties may be too much for any other than determined and dedicated men. However, the political party idea is new to Fiji. It is overdue. It may succeed where other remedies have failed.

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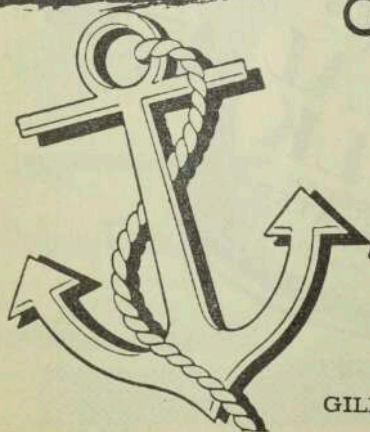
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Who Discovered Ocean Is.?

One That The US Missed!

By a Staff Writer

It is perhaps just as well that his recent discovery about the early history of Ocean Island—that very valuable lump of phosphatic rock near the Equator, in the Pacific Islands—was not made 25 years ago by Mr. E. Maude. Mr. Maude was once a high British Colonial official in the Pacific Islands, and now is the head of the Research School of Pacific Studies at the Australian National University.

MOST books of reference today say that Ocean Island was discovered in 1804 by the Captain of a British ship *Ocean*, and was named by him, and named after the ship. Consequently, when Britain included the insignificant bit of land among her Islands Territories, no one raised the point.

Naturally, when the late Sir Albert was discovered, about 1900, that Ocean Island was simply a vast lump of extremely valuable fertiliser, quite a few interests examined the title—it seemed to belong to Britain, all the same, and ownership was not challenged.

Then, in the middle 30's, when trans-Pacific aviation was developing, there was a lively skirmish between British and United States interests concerning the titles to various small dry islands in the Central Pacific and, in accordance with the known facts of their discovery, some went to Britain and some to USA. The two nations, for example, could not agree about the ownership of Ocean Island (which was coveted as a half-way plane stop between Hawaii and Fiji) so they agreed on a Condominium—and a Condominium it remains.

Now, the tireless Mr. Maude, in the course of his research work, has uncovered something quite interesting about Ocean Island. It appears from the records that Ocean Island originally was discovered by an American, Captain Jered Gardner, in 1801; and it might be possible, once thus uncovered, to base a claim on ownership by the United States. However, Ocean Island now is at a measurable distance of being ruled out. And modern planes now make mighty hops of thousands of miles by-passing those islands. So perhaps the United States now is no longer interested!

New Caledonia Worried Over Coffee

From a Noumea Correspondent

Whilst Fiji and Papua-New Guinea are increasing coffee production, and planning bigger increases still, in New Caledonia the Territory Assembly has been having serious discussions on the subject of abandoning coffee.

NO decision has been taken, and perhaps one won't be taken, because no political group is anxious to take the responsibility of voting for such a radical project. In any case no other crop has yet been found to replace coffee.

The trouble in New Caledonia is

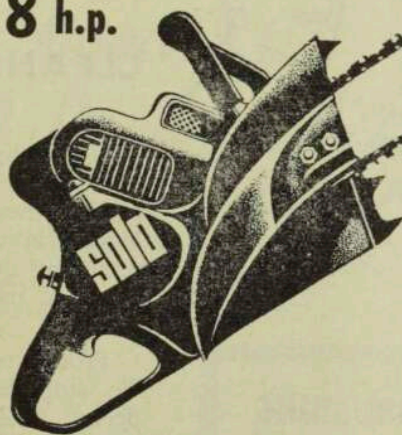
that the coffee plantations are mostly old. Quality has been declining due to this, to the lack of labour for the plantations and to disease.

For 1961-62 the Assembly has voted the amazing sum of 55 million francs as a coffee subsidy.

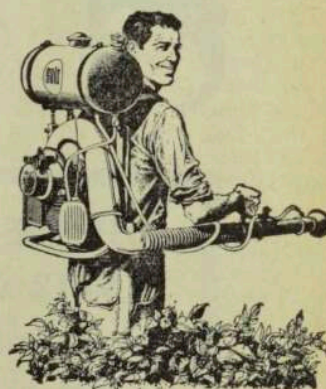
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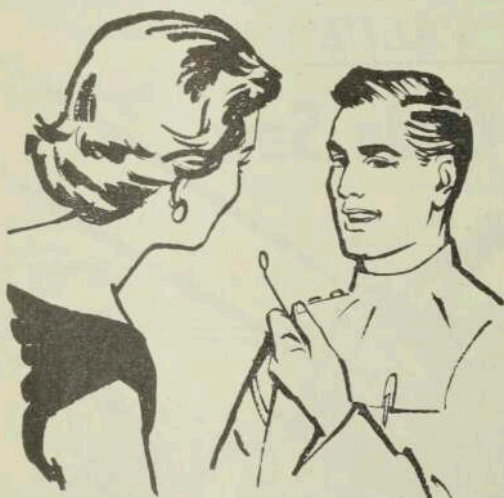
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Q171



The main street of Nadi township—shortly to attain town status.

Photo: Rob Wright

Nadi (No, Not The Airport!) Is Getting Better All The Time

From a Nadi Correspondent

The township of Nadi is shortly to attain status as a town. The township which has given its name to the famous international airport which somehow has come to overshadow it, has shown remarkable growth in the last nine years. This is something it owes more to its ahead citizens than to that airport.

In 1952, it was a main street, dusty, neglected looking, framed by old wooden shacks for the most part. Three concrete buildings were built. Scrubby plots edged the street, uneven pavements of broken stones trapped the unwary. The income of the Township Board was £1,000 a year.

Today Nadi is generally conceded, not only by Nadi-ites, to be the most progressive place in Fiji.

It claims a number of "firsts". First a Chamber of Commerce. First to complete all its footpaths in concrete. First to own its own office building. First to have a public garage with children's playground. First to have street lights. Last but not least, it gained the first bus station in Suva and also the first fountain and drinking stand.

There are only three wooden buildings on the main street and these are in process of being condemned as they are found unsuitable or unsafe. Nadi is now after another first.

Commerce Week Festival, July 15-22 is the first ever outside of Suva and locals are going to make it the best in Fiji, if trying hard can do it. Eight days of feting are planned, attractions being diverse. There will be firewalking, mannequin and Queen parades, trade shows, agricultural shows and, the definite first in Fiji, a Mardi Gras-Battle of Flowers type of masked fancy dress evening.

Organised by the Chamber of Commerce, aided by most of the large merchants in Lautoka, the Festival is being advertised from Christchurch, New Zealand to San Francisco by means of neatly designed programmes and coloured posters.

President of the Chamber told PIM that it was planned to make the Festival an annual event.

Once, Nadi-ites were referred to as the Nadi Swells. Today, with the thriving international airport close by, and in the centre of a rich district, it again deserves a nickname—possibly the Nadi "Premiers".

ARMY SERVICE THE ANSWER?

Unemployment Growing Fiji Problem

From a Staff Correspondent in Fiji

Many have been the suggestions for easing the unemployment problem of Fiji, none of them very practical, with finance the main bugbear.

THE latest, from the lips of Ravuama Vunivalu, a Fijian member of the Legislative Council, to raise an infantry battalion for service anywhere in the Commonwealth, brought no joyous response from officialdom. In fact, they ignored it.

Ravuama, a young well-educated Fijian and a fluent speaker, made his suggestion at the annual meeting of the Fijian Association, of which he is president.

If put into effect Ravuama's suggestion would mean a line battalion of about 800 strong, plus a reserve of 150 to 200 as reinforcements—roughly 1,000 men drawing a pay cheque each week. Ravuama gave no details of how money should be raised to pay the soldiers and their dependents, except that it could be paid from funds which, at present, support other Commonwealth forces.

Another snag, apart from finance, is that such a battalion would draw off the cream of Fijian youth. Only a handful of Indians could be expected to volunteer for such a battalion, and other men would be left to roam the streets of the main towns as heretofore.

Manpower Shortage

When a battalion was formed to go to Malaya in 1952 to hunt Communist terrorists out of the jungle the best of the young Fijians rushed to volunteer. Their departure for foreign shores left a large gap which was not filled until the battalion returned four years later.

Villages badly battered in the 1952 hurricane and rocked in the earthquake of 1953, had to get along as best they could with temporary repairs, until sufficient able-bodied young men became available in 1956 and 1957 to do a proper job.

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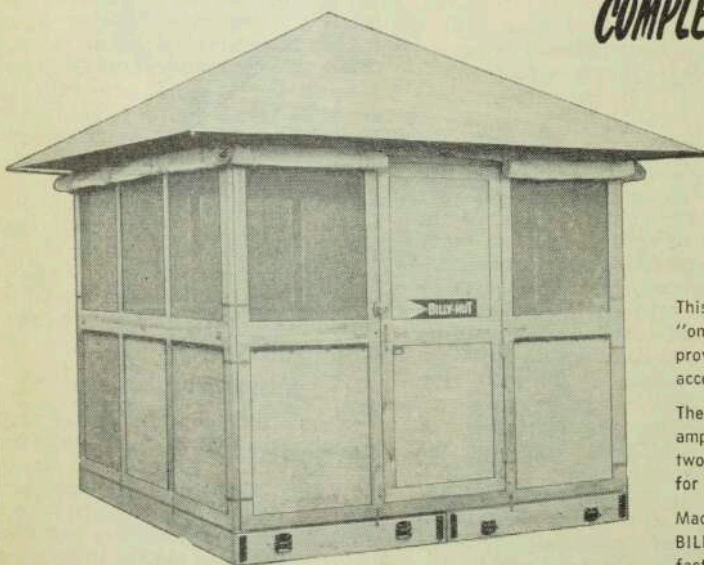
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New Chief Judge For The Cooks

Mr. J. A. Fraser, Commissioner of the Maori Land Court in Auckland, has been appointed Chief Judge of the Cook Islands. Mr. Fraser, a qualified solicitor, first joined the NZ Public Service as a cadet in the Native Land Court in Rotorua, in 1927, and has since had wide experience in working with the Maori people. He served with the NZ military forces in Fiji, the Middle East and Italy during the last war, and was wounded in Italy.

battalion were formed—for the Maoris are intensely loyal to the Crown. Ravuama himself, incidentally, was one of those patriotic Fijians who joined the colours when the war went to Malaya. In an editorial on the matter, the *Times* commented, "It may well be asked why any Fijians should be lured from their homeland by the prospect of a swamping population in the islands, due principally to the persistently high birth-rate of a non-Maori community."

The pressure of unemployment will ease shortly when several major projects get fully under way. The Suva scheme, which will cost about £10,000 and which has already started, will employ about 500 men. The Lautoka high school will take about 150, and other projects of a similar nature, will absorb a few more. However, these projects are not sufficient. When they are finished, what next? Fiji is not likely to get a steady stream of funds from the Government for development.

Not Enough Industry

Secondary industries in the Suva and Lautoka areas would take in some of those who now roam the streets. New secondary industries are not far between. Fiji Industries, which will operate a cement factory, may take 80 or 90, but this will merely drop in the ocean compared with the figure of more than 1,000 who leave school each year.

Suva Chamber of Commerce suggested a land battalion for all as a means of solving problems connected with youth delinquency, where the Government to make it available, if there is any to be had, this would go a long way towards solving the problem.

There would have to be ready employment for the young men

men who hang around the streets of the main towns. They would have to be prepared to work hard to develop virgin holdings, completely unroaded.

The Chamber suggestion has gone to a committee which is dealing with the problems of youth, and no doubt it will receive earnest consideration.

In July, Fiji will also introduce Employment Exchanges, which will enable the Government to assess accurately the degree of unemployment in each centre as well as finding jobs for those needing them. There will be 10 exchanges on the main island of Viti Levu, and at Labasa, Vanua Levu.

Meanwhile, Mr. Ayodha Prasad,

general secretary of the Fiji Kisan Sangh, which is a canegrowers' organisation with over 3,000 members, has complained bitterly to a *PIM* staff correspondent that he could provide work for at least 300 cane-cutters at very good rates, but can't get them.

Mr. Prasad thinks the most probable cause is that Fiji labour "does not like really laborious tasks" such as cane cutting, and prefers lighter employment.

He might have real cause for complaint. Will the hundreds of young, able-bodied lads hanging round the pubs and street corners register with the exchanges? It will be interesting to find out.

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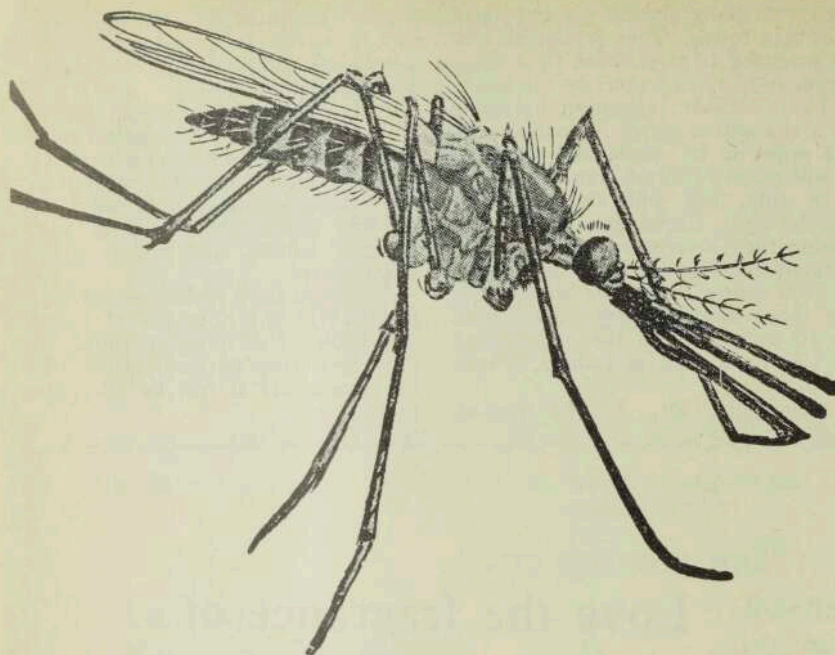
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Dried Banana Market

WHY THE TONGANS HESITATE

By a Staff Writer

It's doubtful if many people are awaiting the latest developments on the Tongan dried banana front with held breath—but for those who are, we have to complete the record.

IN January we published the opinion of a Mr. A. Van Impelen on the course he felt his negotiations with the Tongans was taking on a projected dried banana industry. He seemed to think the Tongans were procrastinating.

According to the Tonga Produce Board, from whom we received a very long letter in June, referring to this article, there were several inaccuracies in what was said. The Board made it clear that, if the Tongans were hesitant, as was stated, they had their reasons.

Mr. Van Impelen, the Board letter says, visited Tonga in May, 1960, and subsequently discussed the prospect of establishing a dried banana processing plant in Tonga. The proposal called for an initial capitalisation of £60,000 (not £15,000, as mentioned by Mr. Van Impelen in the January article). What precisely Mr. Van Impelen proposed to do in raising the amount is not stated in the Board letter, but the Board considered his proposals and then made some of its own. They were that the Board should contribute £22,000 towards the initial capital requirement, with 50 per cent. interest in management (not a controlling interest).

Counter Proposal

The Board's proposals were put in writing and Mr. Van Impelen returned to New Zealand to discuss them with his associate. At the end of June he wrote to the Board expressing disappointment at the outcome of the discussions, and offered a counter proposal—which limited his and his associate's interest to sales promotion on a commission basis and a readiness to act in a supervisory capacity for the initial establishment of the project—this latter to include negotiations with overseas manufacturers of dehydrating machinery.

As the Board already had over-



Pioneer's Death

This recent photo shows Papua-New Guinea pioneer Mrs. A. H. Bunting—whose death was reported in "PIM" of June—with her son, Mr. R. F. Bunting, of Goroka, NG, and daughter Meg (Mrs. E. Ashton, of Lae, NG). Mrs. Bunting was 83 when she died in May. She had first gone to Papua as a mission teacher at 22.

ts itself, it could see no point to and as the extent of overseas cets for dried bananas was an own quantity, it seemed a good if expenditure were restricted it was seen if profitable markets available.

Board says it wrote Mr. Van len to this effect, and he replied e end of December, 1960, that ries made about the quantities of bananas, whole or in powdered, marketed through the United s or British countries were tically negligible". However, if the Board went ahead and aced promising results, he and artner would still come in on sales promotion on commission

Secretary of the Board states in etter:

he statement made in the (ary) article about a counter-osal for the Government of a to take over the project com- y after two years' operation on t plus 25 per cent. basis is no- e recorded in minutes of dis- ons held with Mr. Van Impelen subsequent correspondence. In vent, the Government has never ny direct interest in the project, atter being one which has been ject of attention and considera- y only this Board and the other s named."

at apparently it all boils down that the dried banana industry looked promising in theory, seem to add up when it came rketing possibilities. Therefore, board asks, in effect, can any- blame them for being hesitant?

Fiji's Hotels And Critics Are On The Increase

From a Fiji Correspondent

Hotels are very much in the news in Fiji. After years of planning and talk, hotel building programmes are finally going ahead, with several new ones up, others on the way—and still more planned.

LATEST reported is a new one for Nadi—the Coral Hotel. It has a minimum accommodation of six rooms each with a shower but no toilet. The toilets are to be communal. Some critics appear to be concerned that the hotel might develop into a drinking shop, and point out that drinkers already are accommodated in Nadi by two clubs and the Nadi Hotel. Only four miles away are two more clubs and three hotels.

But apparently the new hotel is designed for Indian travellers.

There was an interesting development when Coral Hotel applied to the Nadi Licensing Court for a publican's licence. Counsel representing Northern Hotels Ltd., Mr. R. G. Kermode, lodged two objections. He pointed out that there was no provision for interim licences to new applicants and that they could only be granted at the annual licensing in November.

Women Barred!

He also argued that if Mrs. Rosemary Jamnadas, English-born wife of Kessor Jamnadas, Nadi solicitor, were to be granted a publican's licence, she would commit an offence every time she entered the building! No woman is allowed in a bar under Fiji laws, or in any place where drinks are served from a servery hatch. The hotel plan shows it would be difficult to get into the ground floor without involving this law.

Mr. Kermode remarked that the old law might be an ass, but that it was law.

The magistrate, Mr. Saunders, decided not to make a decision for the moment and adjourned the hearing until July 14.

In Lautoka, the South Pacific Hotel, with all air-conditioned rooms, has established itself as "a place to go and eat"; but Cathay Hotels Ltd., which bought the rights at Saweni Beach from the Northern Club, Lautoka, for a reported £8,000 or so, has not proceeded any further with the project. It could be marking time to see what the renewed effort

of the Visitors Bureau to attract tourists brings forth.

Close observation of the hotel industry in the Northwest suggests that for at least half the time the hotels are not booked out; but at times, particularly when aircraft from overseas are delayed at Nadi, there are not enough rooms.

Overflow passengers have been sent as far afield as Korolevu Beach Hotel.

The Mocambo

Barry Philp's new Mocambo at Namaka Hill is rising in surprisingly fast time, and the design is now emerging. When this hotel is finished, it should justify the name "luxury hotel"—although its publicity officer, Mrs. Heather Philp, says that luxury hotel is definitely not the word she wants to apply.

It is to have wall-to-wall carpets, air-conditioning, barber shop, store, 24-hours coffee lounge, dance-floor in the dining-room, swimming pool, fountain—these are some of the features of the Mocambo.

Among the names given some of the lounges and bars are Frond Retreat, Kava Korner, Village Room, Bure Bar. In the Bure Bar the decor is Fijian, with a display wall of about 30 Fijian timbers in random widths, all effectively polished and glowing. Polished damanu support-piers in the Village Room are another feature.

Behind the main structure are the two bedroom blocks, with about 60 rooms and suites.

The dining-room will be adorned by six paintings of village scenes by Alfred Stone, the noted artist who has made Suva his home.

The Skylodge

Mrs. Philp says that extended meal service will be given to guests, the meals being all *a la carte*. The tariff is to be £3/12/6 single and £5 double, for accommodation only.

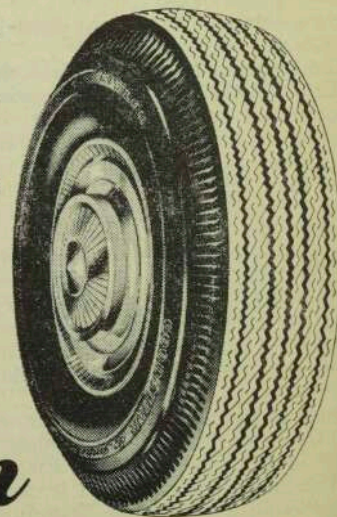
Downhill from this new Mocambo is Skylodge, a motel-type run by American interests, who also have the Airport Terminal catering concessions. Accommodating over 40



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ple in air-conditioned bedrooms, lodge also features a pitch-and-golf course, volleyball and tennis courts, and plans a swimming pool this year.

Informality cloaks the atmosphere of the lodge, the lounge being decorated in Fijian style with beautiful paintings executed by Paddy Doyle.

Nadi itself is the Nadi Hotel; the first link in the chain of Northern Hotels chain of hospitality in Viti Levu.

Hotel Chain

With this hotel chain, carrying on from Sigatoka, Korolevu Beach, Beachcomber Hotel at Deuba Beach, Club Hotel at Suva (airconditioned rooms, bar, and with hotels to complete the chain at Raki Raki, Tavua, Ba and Sigatoka, it appears Northern Hotels are equipped to take care of all.

There are three hotels, one in the more remote style, in Vanua Levu, the northern island of the Fiji group and one at Levuka, Ovalau, the capital of Fiji. So far nothing has been done to attract visitors to the northern parts of Fiji, though the hoteliers there claim they can offer more of the real Fiji than can the main island, and probably they are right. Are there enough hotels of international standard in Fiji? is the question often heard here.

On the other hand, the answer is no, if the tourist trade is to be exploited to its full potential, it almost Fiji's number one industry, which it could easily be.

Locals fight shy of some of the "tourist hotels" because of the high prices of accommodation, meals and drinks. They prefer to drink in the bars, prices being as much as 25 per cent. cheaper.

Locals are forced to seek hotel beds at the cheaper hotels, and put up with the inferior accommodation, the bars and occasional squalor in the bars and lounges.

Price Argument

Prices are a source of argument. Tourists say the prices charged are reasonable for what is offered. Locals, on the other hand, point out defects in the service, bad hot-water services, mosquitoes in the lounges, unscreened stifling bedrooms in summer and many other shortcomings.

Hoteliers retort that it is not possible to provide these services at the prices charged. And so it goes on. The complaints of tourists that they hear suggest that many of the hoteliers, with the exception of the resort hotels, do nothing for

guests except to feed and accommodate them. Tourists tell of reheated food, slow or haphazard service in some places.

It is certain that if tourists do come to Fiji in the required thousands, some hoteliers must get their standards of service up to better than the present level, or give up the business.

There are some hoteliers who defend themselves by insisting that many tourists are middle-aged and do not ask, or require, much entertainment.

Tourist agents, however, differ,

and say these people need quiet organised entertainment, preferably with a Fijian and Indian slant to it. They want to see the people of Fiji, not other Europeans.

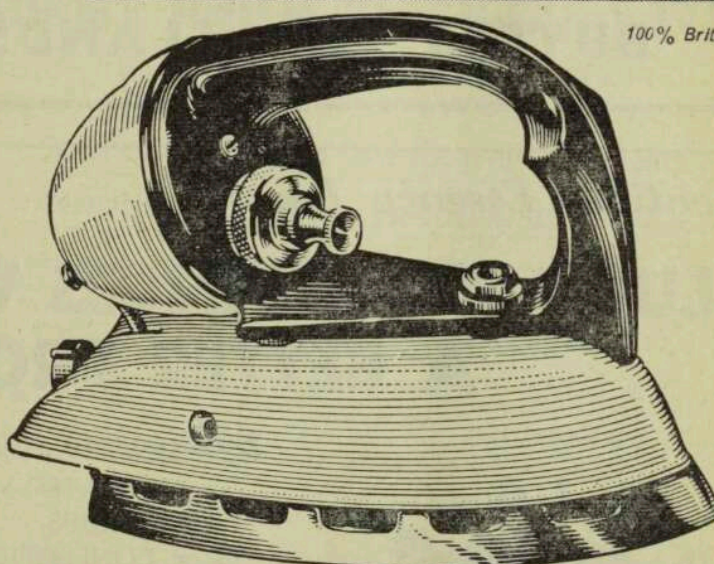
Perhaps there is an outlet here for Fijian village industries selling direct to visitors? Visitors Bureau, please note!

● WELCOME VISITORS: More than 1,000 tourists went ashore in Suva in June from the P & O Cruise Ship *Strathnaver*. Trade was very brisk during the two days the ship was in port.

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DEATH OF SAMOAN OLD HAND

One of Western Samoa's best-known citizens, Mr. Arno Max Gurau, MLA, died suddenly—peacefully—at his home in Suva on June 1. He was 75, but appeared in good health.

Mr. GURAU had a most interesting life. He was born and grew up in the timber industry, Berlin. When he was 23, his employers sent him to Russia. Later, after two years' training in the German army, he went to German South-West Africa, in 1911, and was a rail-construction clerk.

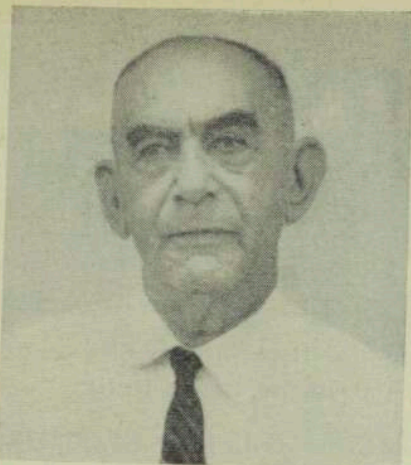
In 1913, young Gurau spent a few months in New Zealand and in Tonga, then arrived in West Samoa (then German Samoa) only a few months before the outbreak of World War I. He remained in Samoa and, after the war, he made it his permanent home there, and lived there for the rest of his life.

For the next 20 years, Mr. Gurau was successively a clerk in the service of F. Nelson and Co.; a cocoa merchant at Lesea; a Government official, dealing with banana shipping; and accountant and office manager for the old firm of P. C. Schuster. When that firm was sold, he entered business on his own account as a commission and import agent and agent for the well-known firm of William Breckwoldt, of Hamburg.

During all the latter part of his life, Mr. Gurau took a keen and active interest in public affairs, and was in and out of the Legislative Council on a number of occasions. He held innumerable positions on various bodies and was widely known and highly respected.

Mr. Gurau was one of the first correspondents appointed by *Pacific Islands Monthly* on its foundation in 1952, and he held that post until his death. His commentaries were sometimes forthright, but always well-considered, kindly and tolerant, and always written with the interests of the community at heart. He acted as correspondent for various New Zealand and Australian newspapers. His work as a public man and publicist will be missed in the new Samoan *Monthly* to which he gave 48 years of service. His big funeral cortege was a remarkable demonstration of public affection and friendship.

Mr. Gurau had six children, and 23 grandchildren, and left behind him. Only his widow and



The late Mr. A. M. Gurau.

his youngest daughter (Mrs. Greta Percival) now live in Samoa—his four sons and one daughter are residents of New Zealand.

They Want the Airport at Suva Point

DESPITE opposition by the three Government representatives on Fiji's Regional Airport Committee, the committee in June decided that an airport should be built on the coral at Suva Point.

The Suva Chamber of Commerce also in June decided to support the Suva Point site, which according to a recent survey (*PIM* June, p. 126) would cost about £500,000, compared with a cost of £300,000 to reconstruct the existing airport at Nausori, about 15 miles out of town.

The Chamber of Commerce said only a minimum amount of money should be spent on maintaining Nausori meanwhile. The matter of a new airport site has been a bone of contention in Suva for some time.

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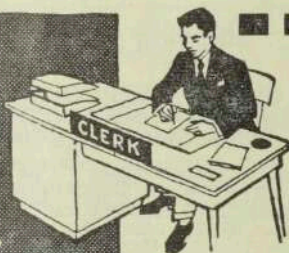
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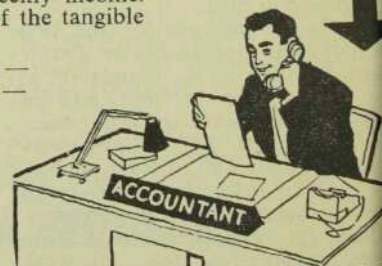
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*Pacific Islands
Monthly*

MAGAZINE SECTION



They're Becoming Rather Crowded In The Happy Isles

Atafu, Nukunono and Fakaofo are three atolls which form the Tokelau Islands—the furthest north and most distant of all New Zealand territories. It is doubtful if any Pacific islands have had less contact with European influence.

From a Special Correspondent

THE islands were in the news in June with the visit by NZ's Minister of Island Territories, Mr. F. A. Gotz.

Life on the Tokelaus is simple, and the people are happy people, as *PIM* correspondent J. P. Shortall pointed out in an article in August last year, after visiting them.

The islanders have no public debt, no prisons, they give their labour for public projects, and may not sell their land to outsiders. Nor do they need social security, unemployment benefits, or old age pensions.

There are no motor vehicles—not even a bicycle, no newspapers or radio stations, and one telephone.

The only Europeans on the atolls are a Roman Catholic priest and a mission sister.

It is that doesn't mean that life in the Tokelaus is idyllic.

Now that the population of the group is about 2,000, the spectre of eventual overcrowding leading to poverty is looming. Emigration to New Zealand is one solution, although only families able to adapt themselves are encouraged to emigrate.

An atoll can be as uncompromising an environment as a desert, or an Arctic waste. In the Tokelaus, each atoll comprises several tiny islets from 10 to 15 feet in height set in a coral reef surrounding a lagoon.

Small Islets

The largest islet is only four miles long and 300 yards wide. The lengths of the atolls vary between three and seven miles, and the widths between 2½ and 6½ miles, but they contain very little land.

Fakaofo, which has the largest

population (about 850), has an area of 650 acres, just over one square mile. Atafu (about 600) is 500 acres in extent. Nukunono, the largest atoll, has an area of 1,350 acres and a population of about 550.

The only serious overcrowding problem is on Fakaofo where it has been necessary to persuade 40 families to set up a "suburb" to relieve the pressure on the very tiny islet where the original village stands. Elsewhere the people still live on one islet.

Naturally the Tokelau Islanders' diet is restricted, with fish and coconuts the main item.

Agriculture in the Tokelaus entails more than simply tilling the soil. It is also necessary to create it. The tiny islets are covered with coarse coral sand or rubble, which is sufficient to sustain certain vegetation (especially the coconut palm) but requires constant mixing with vegetable compost to support root crops.

Plenty of Fish

Fortunately the lagoons are well stocked with fish, and the timbers of the indigenous tauanave and the pandanus palm are suitable and sufficient for building houses, furniture and canoes.

The islanders earn sufficient income from the sale of copra, carved wood-

(Continued on p. 99)

They're Catching Up With The Joneses

From an AAP-Reuter Correspondent in Port Moresby

The Toms, Dicks and Harrys of Papua-New Guinea are considering catching up with the Joneses by adopting modern society's custom of permanent family surnames.

FOR centuries, this dependent Territory's 1,800,000 native people have managed to get along quite well with christian names only.

Living as they did in the isolation of scattered villages, there was no need for more than one name.

The extreme likelihood of a native having his head lopped off if he moved outside the boundaries of his tribal area kept contact with neighbouring groups to a minimum.

Consequently his social circle was limited to his own clan and those within his village and, as such, everyone knew everyone else.

On those occasions when a native had to identify himself to some outside group then he became so-and-so of such-and-such a village. This was sufficient to make known who he was and from where he came.

The coming of the white man and his civilising influences in the late 1800's began to change this.

In expanding areas such as Port Moresby and Rabaul, important Administration centres, constant European contact was maintained with the native people. Gradually old tribal barriers and prejudices crumbled and the native's sphere of social contact widened. The more advanced natives came to realise the necessity for some means of identification other than just a single name.

Too Many Names

The Australian Administration instituted the first means of meeting this need when it took control of Eastern New Guinea from the Germans after World War I.

It discovered that with two territories under its control there were too many natives with the same name. To make identification easier it linked a native's name with that of his father. A native therefore became Willie Oviga, his son Joe Willie, his son Ugu Joe, and so on.

The scheme was introduced as a stop-gap method for administrative purposes only, but, although rejected by some groups, is very popular in many parts of the Territory today.

The scheme's biggest setback from

a practical point of view is that surnames change with every generation. This makes official records such as births, deaths, and marriages extremely involved and hard to follow.

The 35,000 Tolai people of New Britain favour an even more complicated system under which up to a dozen surnames are likely to be used by the one family.

New Guinea's first native delegate to the United Nations, Mr. Ephraim Jubilee, appointed in May to act as advisor to Australia in the Trustee-

ship Council, is a Tolai and his five children all have different surnames.

Only one carries the surname Jubilee (which Jubilee claims is really his christian name) while the others bear names in honour of close relatives, or which are a mixture of their parents' christian names.

The Administration realises that sooner or later the native people will have to introduce permanent family names or future administrative processes will become chaotic.

The Administrator, Sir Donald Cleland, however, while declaring his officers will fully encourage the natives to make the changeover, says the issue will not be enforced.

"It is something which the indigenous people of this country will have to decide themselves," he states.

Last year the Administration put the suggestion before several of the Territory's 40 Local Government Councils, including the Hanuabadi Council in Port Moresby.

(Continued on opposite page)

Judy Tudor Joins the Discussion

YOU NAME IT; WE'LL BUY IT

I can remember the time when it was quite polite to call New Guinea natives "Kanakas". (It is a Polynesian word, anyhow, and merely means "Man".) If you wanted to be nasty, there were several other terms you could use. If you were very refined, you could say "native".

WHEN I first went to Fiji, in 1945, I was very refined and called the particular brand of Melanesians they have there, "natives". The then Director of Agriculture put me right. "We never call them 'natives', he said, "we always refer to them as 'Fijians'."

That was the first time I heard that it was rude to say native.

But back in P-NG it was still polite, although the term was later superseded by "Papuan" (which was easy); and "New Guinean" (which was not). Time marched on, while Administration Emily Posts sat up nights beating their brains out thinking of even politer terms, and finally came up with the current model—Indigene. ("A native animal or plant"—*Webster's Dictionary*.)

While all these metamorphosis had been taking place, the "European"—indicating a white skin—remained just that. But in the Territory in the past year it has become strictly Non-U to refer to one's skin colour at all, so the experts went into solemn conclave once more and produced the beautiful, sonorous term "Expatriate". ("An exile"—*Webster's Dictionary*.)

These days, when official handouts are written, when members get up in the Legislative Council to speak, they refer with terminological exactitude to "expatriates" and "indigenes". (The Chinese and Malays, of course, gave up being "Asiatics", to become "Asians", sometime during the last war.)

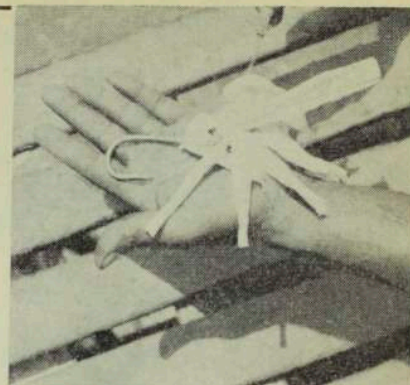
But even these terms seem to me to be but a passing phrase, more suited to the 1960 theme song of self-determination, than to the 1960 urge to have a multi-racial society.

Sooner or later the P-NG Emily Posts of the Top Level Etiquette are going to have to coin another term that will embrace all P-NG Territorians, so that future visiting British Wigs will be able to address the assembled populace as "Ladies and Gentlemen, Conglomerates of the Territory . . ."

After walking the tightrope of polite names in Port Moresby for a while, it is always relaxing to come back to Australia where people still say "Ow you doin', mate"; or "A right, lady, just pass down to the end of the bus, will yer?"

The Bait's The Thing!

The old method of spearing fish is gradually being replaced in Netherlands New Guinea with more modern methods aimed at bigger catches. And here is one of the methods—bait consisting of strips of white cloth. It's regarded as pretty efficient if you are after barracuda and tengiri, and as a matter of fact, the particular bait in the top photograph caught the particular fish in the bottom photograph—and that's good going for any fisherman anywhere! The Netherlands New Guinea people are also being encouraged in net fishing.



Photographs:
NNG Information Service

he councils were asked to inquire
ng the people within the council
s to see what they thought of the

ll except the Hanuabada Council
still considering the matter, while
Hanuabada people have accepted
the principle but are disputing its
implementation.

senior Administration officer, Mr.
lant, of the Department of Native
Affairs, explained: "Apparently they
decide what names are to be

The younger people want to
keep their present names while the
older people want to go back several
generations and take the names of
forefathers."

Census

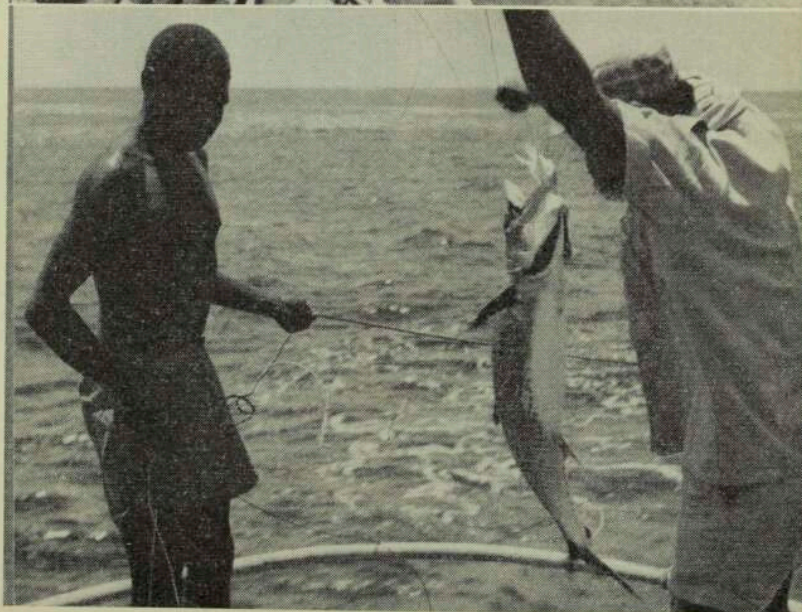
Mr. Plant said that as soon as this
had been argued and a final
decision reached the Administration
would take a census and record the
names chosen for each family.

This will be a first step in a most
important aspect of Papua-New
Guinea's social development," he
said.

The issue, meanwhile, was raised
at a recent meeting of the Port
Moresby District Advisory Council,
a government-appointed body which
includes two native members.

The council agreed that many areas
of the Territory were not yet ready
for any changeover to permanent
names, and that any changeover
might even the more sophisticated
names would take time.

He said the council in a recom-
mendation to the Administration, a
country must have united
names and every available source
should be utilised to foster the
change.





Beachcomber in the Astrolabe Lagoon

Dublin-born author Leonard Wibberley arrived in Fiji in June as Press liaison officer on the "Oriana".

He left the ship to have a look around, promptly fell in love with Fiji, went back aboard and asked the captain to relieve him of his post. Surprised—but co-operative—the captain agreed. Wibberley played his part by providing enough Press material in advance for the remainder of the voyage.

The more he has seen of Fiji, the more enraptured he has become. He has even cabled his wife in California asking her to make arrangements to have their six children cared for so she can fly out to Fiji for a holiday.

Wibberley left Dublin as a boy and at 17 was the youngest reporter in Fleet Street. After reporting for newspapers in London, Trinidad, New York and Los Angeles, he decided five years ago that he had done enough writing for employers and would write for his own profit. He started writing books. He has had 42 published, and one of them, "The Mouse that Roared", has been made into a movie.

Wibberley, to get material for a new book on aqualung diving, lost no time in getting out to the beautiful coral gardens of the Great Astrolabe Lagoon, Kadavu, where he was photographed by Rob Wright in a beachcombing mood on the lovely, uninhabited Yaukuve Island.

When You Helped Yourself At the Tulagi Pub

By Bill Baverstock

Everybody expects a dose of gush in a women's magazine, but a vivid word picture that a Sydney women's magazine recently painted of Honiara's Mendana Hotel really got me excited. According to that story, the new Mendana is a vision of immaculate bar-boys serving tourist sundowners with a plentiful supply of crushed ice, while chefs from Hongkong prepare Cordon Bleu banquets in an atmosphere of giant baskets of hibiscus.

ALL I can say is, if this is true—what a change from the old days!

There were only two pubs in the Solomons in the '20's—Tom Elkington's at Tulagi and Fred Green's at Gizo.

Tom was a bearded figure who'd catch your eye even in a crowd of colourful characters. The gatherings on the verandah outside his tiny bar any evening when a few schooners were in the anchorage would have provided Somerset Maugham with material for a whole volume of stories.

I met Tom frequently in a two-year sojourn in the Solomons and never saw him dressed in anything but an immaculate "trade" singlet and white pants. He kept a good pub with a reasonable table, and a spotless bar in which he alone presided. There was some archaic law forbidding natives from handling liquor (I suppose it is past history now) and all the beer was bottled and kept in an ice chest infrequently replenished by the ice-works the butcher Johnson had just started near Chinatown.

As the men came up from the anchorage and joined the group you'd

hear some marvellous tales of the Islands—tales for the most part related quietly, but redolent of the history of the development days of the Western Pacific.

There was no electric light anywhere in the Solomons and not even a road. We'd walk along the compass path and light our way with a hurricane lamp which we'd park on the top of the steps onto Tom's verandah. There'd be quite an array of them when all hands were present.

Some good poker schools had their endurance sittings in Tom's pub and I remember that one recruiter who had



This old photograph shows the Chinatown section of Tulagi, capital of the Solomons before the war.

lived in Tulagi the day before with a schooner-load of recruits had left broke and minus his ship and go. That's the sort of stakes they'd lay for!

You could visit the pub in working hours and find nobody there, yet the pub would be open. They seemed to have forgotten about closing hours when they framed the Solomon Islands liquor laws and the pub was in fact open seven days a week, 24 hours a day.

Waiting to join the old *Vella* as mate, I walked up to Tom's one day with one of the Buffets (I think it was today). He, too, was waiting for a ship; probably it was McBarron's, which he took back to Ramadara. McBarron had fallen overboard at sea and drowned.

We found nobody about the pub, but on the bar was this pencilled note:

"All out. Help yourself."

On our way to Tom Elkington's one evening for a before-dinner session they weren't called anything as late as "sundowners"), we called at a small house the Government had on the beach near the boat-dock.

It was occupied by a popular resident who had fallen foul of the law and was doing a six weeks sentence. As there was no white man's house he was put in the spotless house in its peaceful verandah and glass doors!

"Come on Paul, have one before dinner," someone invited.

"No boys, not tonight," he called back.

"Oh come on, you can do a couple of."

"No, fair dinkum; I'm giving it a

miss tonight. We made it a bit of a late sitting yesterday and when I got back, blow me down if I wasn't locked out!"

So now all that has been replaced by immaculate bar boys and Cordon Bleu banquets, eh?

No wonder, "many planters and Government officials speak nostalgically of the old pub", and what a shock Tom Elkington would get if he could see it!



Bigmouth!

He's a Giant Frogmouth, known as a mopoke in Australia, and until recently he was the pet of Mr. D. W. Paxton, of Awar Plantation, Madang, New Guinea. The natives call these birds big-mouth, but Mr. Paxton called this chap Cuthbert. Cuthbert was quite fearless, although he also liked to put on an act. Cuthbert died after his wing broke.

More Clues On The Trail Of Lawson

Small items of evidence in the "Captain Lawson/Armit" case (*PIM* magazine section, April and May) keep cropping up. In the last few weeks, one of *PIM*'s editors has come across references to two separate men named Armit who were in New Guinea within the same decade.

THIS gives us cause to doubt, once again, whether the ex-Cooktown policeman Armit, who in 1883 led the *Argus* newspaper expedition in the Astrolabe Range, Papua, was "Captain Lawson" who wrote *Wanderings in New Guinea*.

The references were in the *Australian Handbook*, apparently published by Gordon & Gotch Ltd. in 1887. In referring to early attempts in England and Australia to settle New Guinea (by which, of course, they meant the present Territory of Papua) the *Handbook* states:

"On 11th May, 1875, a large and influential meeting of the leading men connected with the trade and commerce in Sydney was held in the Sydney Exchange, in favour of a similar project, but on a more extensive scale.

"Later on, an association, called the New Guinea Colonisation Association, was formed in London; Lieutenant R. H. Armit, RN, formerly engaged in surveying on the coasts, taking an important part in establishing it; but, as the Government declined to countenance its proposals and plans, the scheme fell through."

The Two Armits

Later, in the same old *Handbook*, this time discussing exploration, this was said about an entirely different Armit:

"The interest aroused throughout Australia by the annexation of New Guinea induced the two leading newspapers in Melbourne—the *Argus* and the *Age*—to send special commissioners to the island continent to report upon its resources and capabilities for colonisation. The *Argus* expedition was commanded by Mr. W. E. Armit, for some years an

(Continued on p. 97)



A Brett Hilder Profile

VETERAN RADIO OPERATOR

KEVIN MINOGUE must rank as the most constant user of the ether between Australia and New Guinea through the years.

HE was born in Napier, New Zealand, and educated at the Sacred Heart College in Auckland. In 1932 he got his first radio ticket in Wellington and made for Sydney to find a job. Owing to the Depression, the only one available was in trawlers, and there he served a rugged apprenticeship for 2½ years.

After that he graduated to interstate vessels for AWA but soon transferred to their station at Bita Paka near Rabaul, where he arrived in 1935. When the new station was built at Rabaul, Kevin went relieving at Kavieng for a year, followed by periods at Manus and Wewak. He spent a lot of time in Rabaul, where he took a keen interest in tennis, golf and cricket, as well as becoming a

committee-man of the New Guinea Club.

Just prior to the Jap invasion he was recalled from Rabaul to Wewak. The civilians were evacuated after the fall of Rabaul, and one by one the AWA out-stations fell silent, Wewak being the last to close.

Kevin remained with the Administration officers, as they shifted from village to village in the Sepik area, setting-up and dismantling his radio at each place and maintaining contact with HQ at Port Moresby. They returned to Wewak but were forced to close down when the Japs landed in December, 1942.

He Went Bush

Kevin went bush again with the officials and a large party of Chinese, men, women and children. After a two-months' hike via the Sepik and Ramu, and over the mountains to Bena Bena, they were flown to Port Moresby.

Here Kevin joined the AIF NG Lines of Communication, but later switched to the RANVR, to serve in the Allied Naval Communications and later in Darwin.

After the war, in 1946, he returned to New Guinea but he left again in 1950 after a period with OTC at Moresby and Lae. Kevin went back to sea. In 1955 he left to join a broadcasting station, 2KA (Katoomba) for two years, but once again returned to the sea service, trading to Indonesia and Singapore.

He joined the *Malaita* in August, 1960, and is enjoying meeting his old friends all around the Territory of Papua and New Guinea. Kevin is married and has his home at Katoomba, in the NSW Blue Mountains.—BRETT HILDER.

Sydney Gets Old Noumea Photos

Sydney's famous Mitchell Library has acquired a valuable collection of big glass photographic negatives of early New Caledonian life. More than 100 of them, in an excellent state, depict native life and many views of Noumea and New Caledonia in the early days of the century.

They were taken by one of Noumea's early photographers and should make an interesting addition to the Mitchell Library's Pacific collection.

Yesterday

The US Naval base at Pago Pago was expanding, Mr. E. G. Theodore had injected enthusiasm into the Solomons with a gold mining venture, Robinson and Ballantyne taxis closed down in Suva because of competition from Indian cabs, the Fiji Government ship "Viti" was given naval status, and APC was 2,000 ft. down in its first deep Papuan test oil well. All of this was reported in "PIM" in July, 1941.

Here are some other extracts from that issue of 20 years ago this month:

By a decision of the NZ Supreme Court, Mrs. Takau Rio Love, elder daughter of the late Makea Nui Tinirau, was finally awarded the title of Ariki Nui of the Cook Islands. The case had been in the courts of both Rarotonga and Auckland for more than two years, and appeals were made by both Mr. W. P. Brown and his wife, Tuvaime Rangatira, against the judge's original decision to grant the title to Mrs. Love.

Clouds of pumice dust rising from Matupi volcano in Rabaul were making local conditions "most intolerable", reported a correspondent. Cars were ploughing through it in the streets. It was in the water, the food and everybody's lungs, and some locals were saying it was so bad that Rabaul might have to be evacuated if it continued.

New Guinea finally got itself a Copra Control Board, and correspondents everywhere reported that the whole South Seas copra situation had improved considerably since the elaborate central plan had been made six months earlier for pooling South Seas copra.

One of Papua's best known and most popular residents, Fred (Brassey) Evenett was killed accidentally on Goodenough Island in a premature explosion of dynamite.

Suva was shortly to be a regular call on the trans-Pacific air service operated by Pan American clippers. Britain and NZ had agreed to share with Fiji the cost of establishing a seadrome, with facilities, at Laucala Bay, although the clippers would call as soon as temporary moorings were put down.

New Guinea was shocked by the murder in Wau of a beautiful 28-year-old Australian girl, Miss Jean Wilson, who was hacked to death with an axe by somebody who entered her bedroom. A native was blamed for the crime.

A Papeete correspondent, in answering some criticism of tourist possibilities in Tahiti, commented that it was "an unpleasant truth that American tourism to Tahiti in the past 20 years has been navigated on the sea of alcohol and chartered to a course of unbridled license. It began with Prohibition, and with publication of books representing the islands as a Utopia of unrestraint."

From Apia came complaints of further instances of offensive behaviour on the part of young German-Samoans. From Vila, came reports that Free Frenchmen from the Condominium were among those who had volunteered for de Gaulle and joined the battalion of French Pacific volunteers organised in Noumea.

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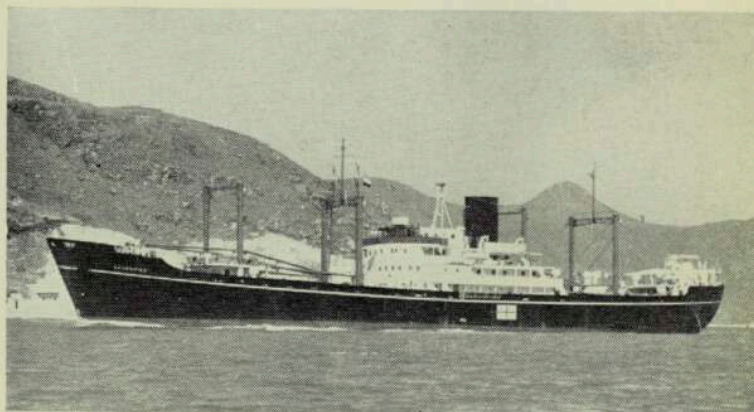
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NOUMEA: Etablissements Ballande, Rue de L'Alma, Boite Postale
18, Noumea.

SONIARA: British Solomon Islands Trading Corporation.

LA: Les Comptoirs Francaise des Nouvelles-Hebrides.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka,
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Some Samoans Are Weird, Too

Ioane—Johnny in English—of John O'Grady's third book has a lot in common with Nino Culotta, the larger than life Italian character who turned the first two books into a riot for the customers and a financial bonanza for publisher and author.

BOTH were catapulted into alien society—Ioane into the *papalani* society of Apia, Western Samoa; and into the working-class environment of Sydney, where nothing had worked out exactly as he had been led to believe that it would. Both

had a talent for putting the wrong interpretation of circumstances and events and for getting into bad trouble; and both were men of considerable determination in spite of a babes-in-the-wood exterior.

But there most resemblances between Number 3, *No Kava For Johnny*; and Nos. 1 and 2, *They're a Weird Mob* and *Cop This Lot*, ends.

Because John O'Grady, Australian pharmacist, was working in Apia hospital at the time his first book was published in Sydney it was natural that he should write another about Western Samoa. And it was also natural that his publishers, after the phenomenal success of *Weird Mob*, should insist that a sequel to this be written and published next. That explains why *No Kava For Johnny* has been on ice for over three years and has just now seen print.

Ioane was a small Samoan who was born prematurely because his mother tripped over a pig, and in size he never quite caught up. His father was not precisely known—an act of gross carelessness on the part of his mother, it was felt—but Samoan fashion, this was otherwise not held to be any great blot on the family honour. All children were accepted into the enlarged family group and Ioane was no exception.

Although his body remained small there was nothing wrong with his brain, but the respective size of each set him apart in a category of his own, and a crossed-up system of reflexes produced a rare talent for creating confusion worse confounded in his village.

Life really began for Ioane when it was decided by his *matai* (family head) that as his lack of size and other characteristics would not make him an asset in the village, the best thing was to send him to Apia where his brains might be put to some use.

He became, therefore, the lowest grade assistant in the hospital dispensary which was ruled over by the odd-speaking, beer-drinking Austra-



Samoa's Ioane.

lian called William Neil (or more usually, Uiliamu) who is, of course, John O'Grady in thin disguise.

Uiliamu and his wife Betty have unconventional ideas on creating a multi-racial society, on beer; on New Zealanders; and ancient Samoan customs, and it isn't long before Ioane is putting his own and shattering interpretation on all of them.

It is quite obvious from his Nino Culotta books that John O'Grady could have been a great deal funnier in *No Kava* if he had wished—but at the expense of the Samoans.

As it is, he leaves a slightly off-beat Samoan to tell his story only at the expense of certain ingrained Samoan customs. Ioane is allowed to buck the *matai* system of family obligation and set himself up as an individual in Apia. He is allowed to criticise Western Samoa's cockeyed liquor regulations which make beer, wine and spirits available only to Europeans and certain influential Samoans on a points system; and to wonder about the corollary to this—the wholesale manufacture of wash-tub home-brew.

O'Grady, you feel, has no respect for ingrained tradition—feudal Samoan, or otherwise—but the background from which Johnny emerges, and his head-on encounter with European society is authentic enough. Someone of less perception could have turned it into slap-stick comedy.

Whether the 400,000 people who

Unless otherwise stated, all book prices quoted are in Australian currency.

George, Inc.

In 1960 an American, Max Wilk, wrote a best-selling novel. This is it, called "Don't Raise the Bridge—Cross the River".

That's another way of saying there's more ways than one of doing everything. George Lester, self-styled hero of the narrative, has problems taped—up to and including the early afternoon seduction of a respectable matron clothed in jodhpurs and knee-high riding boots.

That he could do. Buying off his wife, who was determined to sell the chain of cafeterias the control-interest in their joint enterprise, flourishing road-side Connecticut was more difficult.

That leads George into a life of wild and complicated intrigue. While his on *bleu* chef is whipping up the French dishes in the Inn's kitchen, and luggage-less philanderers occupying upstairs Suite A at prices, George is going to the probable lengths of stealing blueprints for a secret device and having a micro-engraved onto a piece of ge-work worn by an airline steward who flies to Portugal—all the purpose of finding \$50,000 George's ex wife, of course.

The whole whacky story reaches a climax and a surprise *denouement* on the night the Inn is taken over for party purposes by the Vacation Bureau for Tenement Kids, Inc.

Good fun, if you like your humour sophisticated and can spare the time for the daily grind.

DON'T RAISE THE BRIDGE, ETC. Edited by Heinemann. 20/-.

bought O'Grady's two Australian books for a laugh will find this Samoan epic to their taste is a different matter—some sort of background knowledge of Samoa is certainly a help to full enjoyment.

Numerous Australian book critics who fancy themselves have dissected *Weird Mob* in an attempt to find out what makes it tick. Few have come up with the honest opinion that O'Grady has a genius for creating atmosphere, although some of these are already discovering that *No Kava For Johnny* has more literary merit than its predecessors. It costs no money to wonder if this could be because, as the book is about Samoa, they find it slightly more difficult to understand.

For my part, having no culture to speak of, I found *Weird Mob* a tonic when I first read it and a pick-me-up every time I have dropped into my favourite parts since. If any excuse is needed for this, all I can offer is another New Zealander and an Englishman (a KCMG, to boot), who got the same sort of enjoyment out of the late Lennie Lower's *Here's Luck*; and the thousands who still read C. J. Dennis' *Sentimental Bloke*.

All three writers, in three succeeding generations, wrote about Australian urban life, yet came up with a product as authentically Australian as eucalyptus oil or koala bears.

O'Grady is an ingrained Australian with no pretensions of being anything else. He writes naturally in this way. For his Samoan story he was just a shrewd Australian observer looking in—and that is the essential difference in the two sets of books. You need a built-in, literary-merit detector (which I apparently haven't got) to give one marks over the other two in that department.

(NO KAVA FOR JOHNNY. Published by Ure Smith Pty. Ltd. 18/9.)

NO THANKS FOR AMERICAN MILLIONS

Since the end of World War II, and since the Cold War became sticky, the United States has given unimaginable and incalculable sums in "aid" to most of the non-Communist nations—and has got in return an enormous, active and growing amount of international ill-will.

"THEY grab our cash—and pay for it in hate," remarked one puzzled American commentator.

What is even more remarkable is the way in which a huge proportion of this "aid" has been wasted.

Almost without exception, the arrival of this massive cash gift in countries which observe no standards of political ethics—and they are the great majority—simply has opened for those countries a new era of waste, nepotism and wholesale corruption. The money which the Americans intended for development of industry and social service, so as to produce a higher standard of living and less likelihood of Communist

breeding-grounds, simply has been diverted to create new classes of human parasites.

William J. Lederer, Far East editor of *Reader's Digest*, with his base in Honolulu, has been travelling for years among the Asian, African and European countries which thus have wallowed in United States generosity. He has marvelled at the stupidity of the American bureaucrats who have permitted this thing, and of the Amer-

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If only you realise it, nothing stands between you and a \$35,000,000 fortune other than the original \$100 stake and a book by Napoleon Hill and W. Clement Stone!

THE book is called *Success Through a Positive Mental Attitude*. Napoleon is already an author (*Think and Grow Rich*); and W. Clement is the fellow who actually once turned \$100 into \$35 million.

Putting aside for a moment the manifold blessings that have come to the world through the United States, it is also the country where almost anything can be achieved by mail-order or by reading a book. And it's the piece of earth that has bred such phenomena as Amy McPherson, Billy Graham, the *Reader's Digest* and Dale Carnegie.

Only America could have produced that array of talent, or produced *Success Through a PMA*. Just reading its 17 chapters on how to Get Up and Go is like entering a commercial concrete mixer. You emerge either vibrating all over, your teeth bared and muttering the 17 principles of success; or as deflated as a bust inner tube, convinced that you are just an old NMA (negative mental attitude) after all, and there's nothing to do but crawl back under your stone.

Nothing stands between you and success, say Napoleon and Clement, but you. You are the Most Important Living Person. By adopting PMA, instead of NMA, you can change your whole world; clear the cobwebs off your thinking and (in two chapters), explore the powers of your mind.

That's in Part I. In Part II, five "mental bombshells" for attacking success are outlined; Part III gives the key to the Citadel of Wealth; Part IV tells you how to raise your energy level, enjoy good health, attract happiness and get rid of your

guilt feeling. Part V rounds off the programme by giving you a Success Quotient Analysis (if you score 30 you're perfect; if only 100 you better cut your throat); a list of books for further reading; and thoughts to steer by.

In this war with yourself to rise above the ruck of your poor, floundering fellows you are advised to cry on God; on OPM (Other People's Money if you haven't any of your own to start with); to kick sex balls into its right place; to have a Magnetic Obsession (like making a couple of million); and not to be square peg in a round hole.

That's just a cross-section of the advice that comes by the bushel in the 254 pages of this extraordinary document which is calculated to leave the average reader on the point of exhaustion. If it could be shipped in bulk to the USSR, and distributed free among the Russians, it would undoubtedly prove a most effective American secret weapon.

We can just see all those Iva putting OPM to work for them, then coming into conflict with the Serge who are shattered beyond hope by the discovery that they have a NMA while Mr. Krushchev, filling in for Success Quotient Analysis questionnaire founders on Section 8, subsection C: "Are you liked by the with whom you work —Yes? —No?"

Personally I've never wanted \$35,000,000. I'd settle for the \$100 not to have to go through this searing revealing ordeal again.

(SUCCESS THROUGH A POSITIVE MENTAL ATTITUDE. Published by Angus and Robertson Ltd. 30/-.)

people who condone it and ally he has written about it in a book which he has called simply and aptly *A Nation of Sheep*.

This issue was timely. USA's new president actually was on the war-torn concerning America's wasted years before the book was published, and the "sheep" were waking

since then, the US public has been reading Lederer's forthright, well-documented, fiercely-told but engaging account of what the world's political teddy-boys and vengeurs have been doing with American money. The book tops the fiction sellers in the US, and deserves to.

Bill Lederer is well-known in the Pacific Islands. He spent some time in Fiji late last year, observing the local scene. Some wag who knew of the pending book remarked he was going to separate the sheep from the goats.—RWR

A NATION OF SHEEP. Published by W. Norton and Company, New York. Price, \$3.75.)

OVER THE ARNO IN CINEMASCOPE

Most people know Peter Ustinov as a screen actor and not as a writer, although he has several volumes of short stories to his credit, and half a dozen plays. *The Loser* is his first novel.

ALTHOUGH usually referred to as British, the bearded Ustinov face, as well as the name, conjure up Slavonic images. His novel does likewise as it pursues, with sardonic humour, flashes of sentiment and starkness, the career of Hans Winterschild from the cradle to the firing squad.

Hans was born of a mother who had pretensions to aristocracy, and of a father who was a soldier of the old school, whose brief period as a fighting man was compensated for by rhetoric. Hans was born in 1920. As he grew into adolescence so did the Nazi Party grow into power, and the

boy was prodded along in the right direction by his Storm Trooper brother-in-law.

Because of the time of his birth, Hans was ready to go to war at the same time that Hitler did. He saw service in Poland, Russia, Greece and finally, Italy.

By the time he reached Italy the Germans were in retreat on the Arno, and Florence was besieged. This seemed to be of less personal interest to Hans than the fact that in Florence he met Teresa who showed him that sex and love were not two entirely unrelated things as he had hitherto suspected—although Teresa was, in the very best tradition, a prostitute.

It was during this time that Hans, now a Major, sacked the Italian village of San Rocco and in so doing extinguished over 100 lives. It was this act that made him a target for local Italian enterprise after the fighting had rolled away, and which brought Hans ultimately before a firing squad.

But this is not before he becomes involved with a fantastic enterprise run by a mysterious individual called Erhardt, who makes a good living smuggling German soldiers out of Italy on forged passports, and into neutral countries where their technical qualifications, or the local dislike of Anglo-Americans, make them welcome.

Erhardt also bought war scrap and arranged other deals. In the process of both, he gathers Hans in with numerous other Germans and presents them to an American film company that has arrived to re-enact, four times larger than life, the rape of San Rocco. This put the final nail in Hans' coffin but provides also the most entertaining part of the novel.

Ustinov has produced a Cinemascope-sized, complicated novel that in the matter of terrain leaps around all over Europe like a grasshopper, and through which fighting types of every nationality stride or creep according to individual temperament. Its message is that all life is futile; most men are puerile; and that men at war are both.

(*THE LOSER*. Published by Heinemann. 20/-.)

Stratosphere of Love

In close on 40 years of writing novels, Susan Ertz has continued to expound her belief that love is a strong and elevated emotion in which sex raises its ugly head only as an afterthought.

ER characters therefore tend to fall into two categories—those who are capable of lofty emotion, on the one hand; and Other Ranks, on the other. The individual with the admirable character plus a lusty interest in sex for sex's sake, doesn't fit, not in the Ertz book of writing novels.

Her novels have an other-worldly quality and her characters an unusual society in this age when sex with the girl off is one of the most used literary props.

Susan Ertz began her writing career in 1923 with *Madame Claire*. She has been a prolific writer but the reason for so novels she has produced have all owed something to her trans-Atlantic background as well as to her convictions about life in general.

In *The Cool of the Day* is carried through on this tested-and-tried recipe. Murray Logan, 37, has recently been appointed to the board of a publishing company that has branches on both sides of the Atlantic. On his business visit to the United States he meets Christine, wife of the son of the American founding member of the firm.

Because of the unsatisfactory nature

of their separate marriages, they form an attachment that both imagine can be kept on a high moral plane.

The background of the novel swings between the homes of the landed gentry in Connecticut; the semi-detached villas of outer London suburbia; and the classical remains of ancient Greece. Most of the characters adhere to principles of positively dizzy altitude, with the two most important representatives of Miss Ertz's Other Ranks being Christine's mother, and Murray's wife, Sybil. These two characters are so unrelievedly black, that bitch is the only word that can describe them.

The author allows the childlike innocence of her two principal characters to run themselves into such a jam that there is only one passable way out for her. She takes it, finishing her novel in such a way that poor Murray faces more trouble than even the most high principled of characters should be expected to enjoy.

Miss Ertz is a sure and practiced technician and this book will enhance her reputation amongst her admirers—even if it does, at the same time, show once again that virtue has no particular rewards.

(*IN THE COOL OF THE DAY*. Published by Collins. 20/-.)



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A Short Course in the Empty North

If you want a short course in why Australia's empty north is way, we can recommend a novel (*The Interloper*) by a new writer, Noni Braham.

writing of a chain of vast cattle stations in the gulf country of Queensland, she paints of her clouds with glamour—even during the Wet.

Even the Flying Doctor Service, which usually comes in for the best mention in novels of the Outback, produces only a Flying Doctor who is "cranky". The hospital from which he operates is rickety, dirty and run by a staff that is overworked, confused or sullen.

And the book-keepers, on all the stations are dipsomaniacs; the cook is likewise, and here and there, so is the manager. Where the managers don't drink, they have psychological disorders. Their patients are neurotic, have fixations or are a full-time job of simply enduring.

But, perhaps, is no ordinary "empty north"; it is, in fact, the six million-acre cattle kingdom of a pastoral company where shareholders are mostly British and which receives inspiration and orders from an omnipotent general manager in Melbourne.

These acres are held on lease, and expiry of the lease and an agitation for cutting up the big holdings as closer settlement arrive together, the company, to make its marbles with the authorities, decides to spend a very large sum of money on "improvements".

It is these "improvements" that provide the theme of the story—the friction between the conservative old men who have evolved their own methods of coping with the far-off company with least trouble to themselves, and the newcomers with their new-fangled notions designed to make the North a better place to live in.

This clash is seen through the eyes of Margaret, herself an interloper. In an attempt to escape the monotonous sophistication of city life, she marries the manager of one of the company properties while he is on holiday in Melbourne.

The romantic ideas she had at the time are quickly dissipated as she is up against hard reality in all its natural hazards of climate, isolation and poor living conditions.

In addition there are the psychological hazards—the old hands' fatal attitude to the company, and

their policy of non-co-operation with the "experts" it sends to put its brilliant new plans into effect. There is, too, the station managers' indifference to intolerable living conditions and to the welfare of the native people.

Because of these fundamental differences of view point, a rift develops not only between station folk and experts but between Margaret and

Colin as well and both come to a climax towards the end of the novel.

The author, at times, lays on her effects with a heavy trowel—it is difficult to imagine a general manager quite so lacking in human qualities as the one described here; or that two aristocratic shareholders who visit a station at one part of the story, could be so comic-opera English upper class.

Nonetheless it is a good story, its occasional lapses from good technical craftsmanship compensated for by the fact that it is fast-moving and interest holding.

In its own way, it is an indictment of the pastoral company system

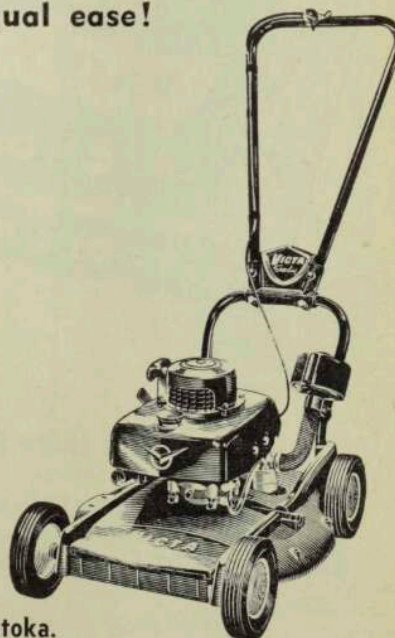
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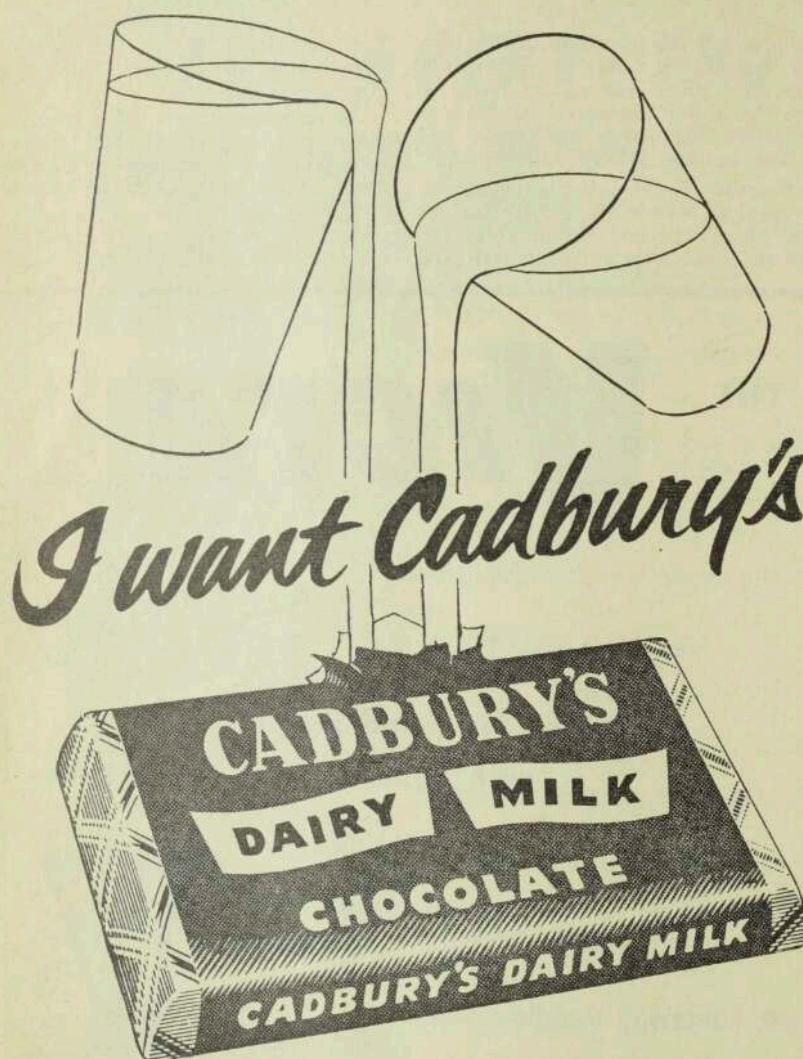


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which allows large areas of land to be subordinated to the business of providing regular profits to overseas shareholders. It is a system—at least as it is described here—in which nothing is put back into the properties (except under duress) and leads inevitably to a war of attrition between employed and employer.

Such areas can be used in this way only when the size of the holdings is vast enough and the number of them large enough to allow the company to shuffle stock from one to the other as fire, flood and drought dictate. If disease carries off half the stock on one property, there is still enough left on a dozen others to pay normal dividends at the end of the financial year.

In the past it has been only the big landholding companies that have been able to afford this type of "farming". If the system is to be changed in the future and the big stations cut up for closer, individual settlement, who is to supply the astronomical amount of money that will permit the change over from one form of land-use to the other? It is the North's \$64 million question.

For the purposes of this novel, however, the result is compromise—between conservative and "new fangled" and also between the conflicting beliefs of Colin and Margaret. (THE INTERLOPER. Published by Heinemann. 20/-.)

The Greeks Probably Had Words For It

Lydia Holland is probably better known as a translator (The Woman of Rome, etc.) than as a novelist, although "The Honeyed Life" is the fourth of her works of fiction.

PRESUMABLY because she has specialised in classical Greece, this novel's background is modern Athens. It allows her to employ a collection of strange international characters who doubtless would be out of place in Brighton or London, Arkansas or New York.

All of the characters have, in one way or another, sex problems, some of them eccentric, some of them just run-of-the-mill kind. The marriage of Sonia and Harold, for example, had never been consummated (on account of Harold). He was a newspaper correspondent although, so far as we know, what ailed him isn't an occupational hazard of the journalistic profession.

Because of her "unsatisfied need for affection", Sonia has affairs with

men which are arranged for by Harold, who takes a vicarious pleasure in same. In the early chapters, as a result of one of these encounters, there is a long description of Sonia having what is politely termed an "illegal operation" in the room while Harold cosily gets on for the Bulgarian abortionist in the adjoining kitchen. He could bear the assorted unfactory sex lives of these people, their conversations, interspersed as they are with antiquarian jargon, isn't so infernally boring. The author writes as though she is still translating, and for our part we'd settle for it in the original Greek.

THE HONEYED LIFE. Published by Davies Ltd. 20/-.

Life Amongst the Ancient Monuments

needs the particular talent of the English to get away with a novel like *A World Fit for Grimsby*—and the Englishman has got away with this one Hilary Evans. It's his first book, although he has written for English periodicals.

EVANS is the same sort of writer as William Cooper, whose two novels were reviewed in April *PIM*. He depends on gentle satire and the hard English background that is of vicarages; sweet-william and hocks in summer gardens; the being irrevocably separated from Nons; and a classical education. He has the same background that makes Englishmen believe that the right is still important—although Englishmen worry about this; that they are still the salt of the earth, although the country can now be considered no more than a second power.

With the Evans and the Coopers, the background is ground-up, brewed-distilled and hung on the slendest of themes—and *voilà*, a novel. The result is nonsense—but amusing nonsense, even artistic nonsense, born of the Englishman's vast superiority complex.

The theme that Evans hangs his fiction on, is Nicolas Grimsby, 17th century North of England, who apparently existed. He was known to your reviewer—which is surprising; and also to the two encyclopaedia which were consulted which is slightly more so, but that

Nicolas did have his being somewhere between 1617 and 1671 is established fact. But that doesn't matter.

According to Evans' story, Grimsby's supposed birthplace is the mythical town of Riddleford, where, in modern times, also according to the story, a whole Grimsby industry has grown up. In the summer months, tourists from all corners of the globe arrive by motor bus or mammoth whale-like American car to view the Birthplace (50 mins.), St. Bridget's Parish Church (where Grimsby was supposed to have attended, 25 mins.); monuments and museums. There is a vast trade in picture post-cards, buns, fish and chips, souvenirs, beer, sandwiches and entrance fees.

American tourists festooned in cameras and dollars; cyclists; hikers; matrons by the bus load; school girls in crocodiles—all converge upon it and although all are not driven by a desire to acquire culture at second-hand, the result is sufficient in Riddleford to tide these good folk over the period of winter hibernation.

Grimsby has also been taken up seriously by one American multimillionaire to the extent that a Foundation has been established to allow deserving students from all over the globe to spend two years in Riddleford studying English literature, in general, and Grimsby's contribution to it, in particular.

It was over this comfortable Riddleford horizon, just as it was emerging out of winter sleep and looking forward to a new tourist season, that the first dark cloud appeared in the shape of a book that purported to prove that Grimsby was not born in Riddleford at all—but in the neighbouring industrial town.

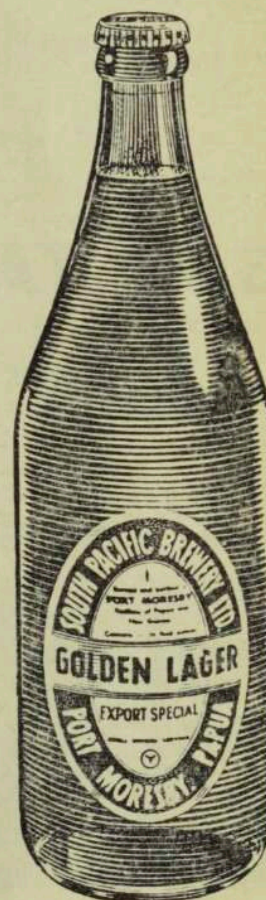
The struggle for the long departed spirit of the poet and his somewhat bawdy verses is the theme upon which Mr. Evans works all his considerable talent for English-style comedy.

(A WORLD FIT FOR GRIMSBY. Published by Macmillan. 20/-.)

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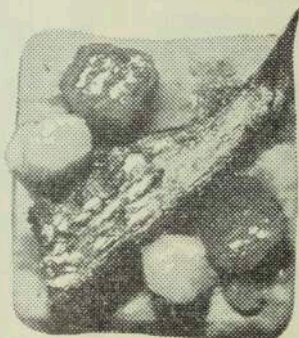
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Webster's

chief book reviewer for the ABC. He the war and return to UK he edited in all the best places, as as writing novels and other rted non-fiction works. *The Man Who Loved Chocolates* is second thriller—and if the first supposed to be too terribly y, this one is too complicated. The victim was far too rich and too wicked; he had too many intimate children and too many rmal, legal ones. There seems to o good reason why a wild expe- n to California should be in- ed in in the middle of proceed-

ad the sleuth, Detective- irector Johnson, is a bad case of ed snobbery in so far as he have read Nancy Mitford's ise on U and Non-U and there- is continually saying and doing Non-U thing and being covered confusion thereby. nally, we are sure that Mr. elor contravenes the Whodunnit ers' Code of Ethics when he lets inor character, who gets only ing treatment, turn out to be guilty party. We naturally ex- d it to be the butler. *THE MAN WHO LOVED CHOCOLATES*. ed by Heinemann. 18/9.)

gh Adventure d History r Youngsters

THOUGH he has written some adult factual books of the sea, ain Frank Knight has been most ic with his studies for children. latest of these *The Slaver's Ap- ice* is also a "novel for boys and ", which, as well as providing fast action and pages from 18th ry history, stresses the fact that very hot questions can rarely tirely white or extremely black. e to the time that slavery was shed in Britain, the traffic in s between Africa and the New d was a respectable occupation ed in by honest mer- s and seafarers. It was open and e board and the conditions of aves on the ships which trans- d them, although bad on pre- day standards, was no worse— sometimes a lot better—than of the seamen of the period. one, of course, raised a voice ottest against conditions for sea- although their food was shock- their wages miserable and they completely at the mercy of the ins of the vessels they sailed on. was after Mr. William Wilber- had managed to have the anti-

slavery laws passed in Britain that the lot of slaves really became bad. Then they had to be smuggled across the Atlantic, respectable people no longer engaged in the trade and the slaves were at the mercy of the worst type of men.

But Knight's story is of the "re- spectable" days, and his young hero, Septimus Abercorn, has numerous adventures with press-gangs, aboli- tionists, a French privateer and the African people before his first voy- age in the brig *Wolfhound* is over.

(*THE SLAVER'S APPRENTICE*. Pub- lished by Macmillan. 17/-.)

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YOUNGSTERS like stories of war even when the moral at the tail is in the best interests of peace. *The Perilous Road* fills all specifications, as it covers the period of the Ameri- can Civil War and shows young Chris Brabson, who was all for the Confederacy, that a little tolerance can be a good thing.

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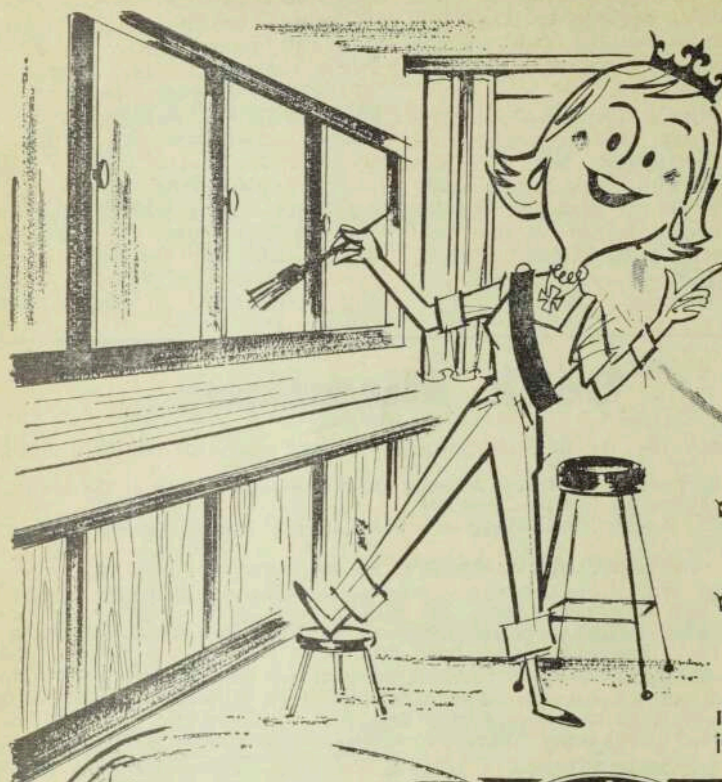
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in a valley, he finds that his brother, who is fighting on the "right" side, is probably with it. Now Chris gets himself out of this cement is the climax of this long story for younger readers. **THE PERILOUS ROAD**, Published by Allan & Co. Ltd. 15/-.)

It's New in Paper Backs

OLD FINGER, by Ian Fleming. A professional tough man, James, meets an adversary of the calibre—or almost. There is a usual quota of beautiful girls, much rushing about in the United States and Europe during a gold-barrs appear and disappear in mysterious fashion (Great

THE HOURS AFTER MIDNIGHT, by Joseph Hayes. Another suspense of the "tough American" variety. It covers a little over two years in time, during which Charles Helen Elgin sweat it out while a teen-age daughter is held to him by a 17-year-old delinquent. The "love" and psychological distances must begin young in the United States (Great Pan).

THE NURSING HOME MURDER, by Ngaio Marsh and Henry Jellett (latter for technical reasons). This is one of Ngaio's earlier models, published in 1935. The British Secretary is taken ill in the middle of introducing a controversial bill. He is later operated on for appendicitis by a surgeon who threatened to do away with him. Was it murder in the operating theatre? Or an even more cunning crime? (Fontana).

DOWN, by Richard Jessup. A young age idol, a style like Frankie's, a million-dollar record sales, smash hit. Then at 33 an old burnt-out through too much sex, grog, living it up. That was the story after Alise. (Great Pan).

THE EIGHT OF SWORDS, by Dickson Carr. Crime can still be a gentlemanly thing—in the United Kingdom. There is none of beat-'em and bash-'em in the hands of Dr. Gideon Fell has to solve; he is diverted from business by the endless bed-worthy blondes make life difficult for transatlantic sleuths. Colonels, bishops, seller writers gambol through the story, in which most of the characters are from the upper classes. (Great Pan).

THE ROAD, by Jack Kerovac. A "electrifying" novel of the Beat generation, it tells how these super-ated delinquents rove all over the United States *looking*. What they are looking for is far from clear, but that they get by the way is sex, music, grog, drugs and new experiences. It's the kind of novel that makes you think there might

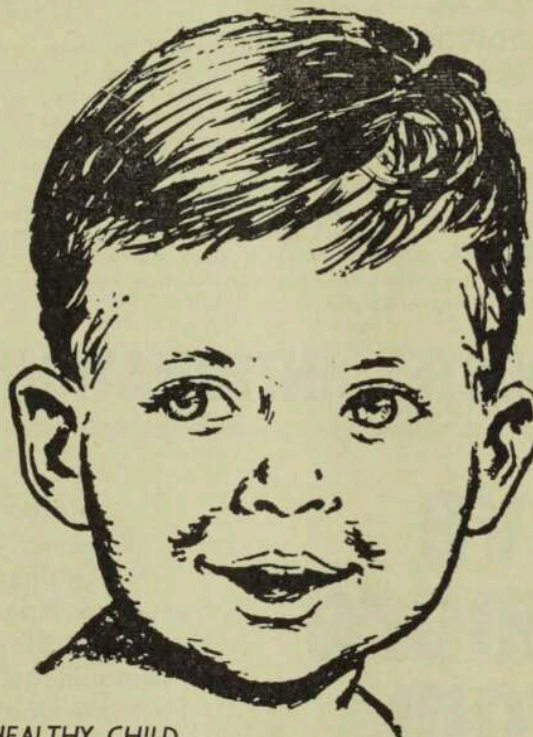
be some sense to the nuclear bomb after all. (Pan Giant).

THE CHRISTIAN EXPERIENCE OF FORGIVENESS, by H. R. Mackintosh. This was first published 34 years ago, but its author is still recognised as a distinguished theologian. In his day he studied religious thought in Germany and was for many years Professor of Systematic Theology at Edinburgh University. He believed that Divine forgiveness was the very centre of religious belief (Fontana).

THE CARMELITES, by Georges Bernanos. This also is from the

Fontana religious series, but is written as a play. As such it has been staged in nearly every European country and was made into a film in 1960. In time, it is shortly following the French Revolution. The characters are mainly Carmelite nuns whose convent has been dispersed by decree, and who are sent to the guillotine. (Pan).

SAY I'M IN CONFERENCE, by Nicole de Buron. In its original French it won the Prix Courteline for the most amusing novel of its year. It is about Penelope, a two-finger typist who becomes personal assistant to the managing director of a



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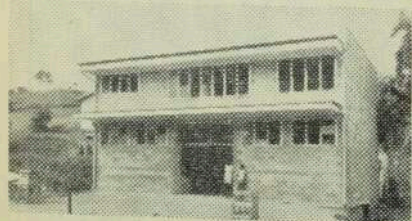
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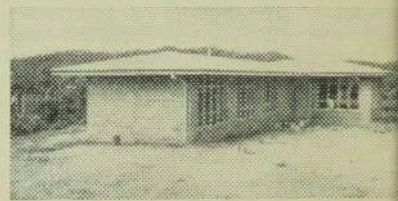
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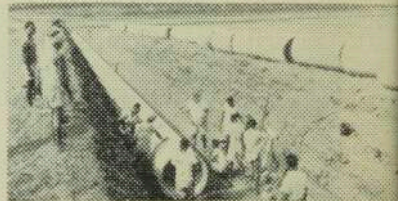
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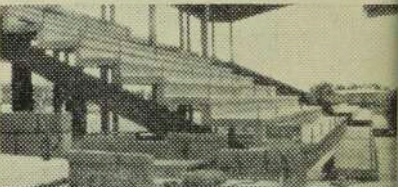
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lar magazine. She swiftly led her way up to a room of her and a secretary to whom she said, "Say I'm in conference", never anything threatened to disturb her peace. (Fontana).

THE INTRUDER, by Charles Fort. The assimilation of the African South's negroes by decree not by inclination is the theme of his novel. The people of the sleepy town of Caxton were asked to accept the principle of integration in their schools because as the law; not because they lived in it. Then came a stranger on a mission and whipped the community into racial violence. (Giant).

SORRY YOU'VE BEEN KIDNAPED, by Peter Cheyney. The formula plus a £40,000 insurance claim, two beautiful females, a man that could have been murder suicide. First published 1942. (Fontana).

UNMANNED SHALL BE DESIRE, by Stephen Coulter. Guy de Maupassant brilliantly portrayed France of the late 19th century rose that disturbed the Puritans of his day. Much of the same literary realism has been employed in biography of de Maupassant, writing wizard who, through and dissipation, wore out body and mind at the age of 43. (Pan).

LOMON'S VINEYARD, by John Latimer. More Americana about a Private Eye named Karl and a blonde with curves, breasts like Cuban pineapples. (Pan).

CTOR MAYS, by Elizabeth Fort. As you might guess—about cars, love, etc. (Fontana).

THE INSCRUTABLE NYMPH, by Duffield. Also about Love (as you didn't guess). Place: India. Period: 1940 (Great Pan).

THE ACHILLES AFFAIR, by Ely Mather. Peter Feltham had in war-time adventures in the East, but back home and decided he was prepared to forget. Less compelled his return to it, and there he discovered that "Firm" was still in business and a long memory. (Fontana).

KEN AT THE FLOOD, by John Christie. Comparatively new for a Christie reprint—circa Five people wanted Rosaleen's body—five people with a motive. It wasn't Rosaleen who was mysteriously shuffled off this mortal coil. (Fontana).

THE BATTLERS, by Kylie Grant. A story of the Australian session years and the tough men rougher women who meandered town to town living on their little work they could pick and Dole rations. It's a world

that has vanished since the Second World War, and this combined with the author's own philosophy puts it into the classical period. Australian writers once felt the necessity of producing social documents as well as novels, and this comes out strongly in all of Miss Tennant's writing. (Pan Gant).

(Our copies from Wm. Collins (Overseas) Ltd. Aust. prices: Great Pan, 4/-; Pan Giants, 5/-; Fontana, 4/- with the exception of "The Christian Experience of Forgiveness", 5/-.)

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FATE causes a mass of unrelated human threads to converge and tangle at a given moment of tragedy—why we know not, except that it has afforded numerous novelists a convenient scaffolding on which to hang a story. Patricia Ledward does it with considerable technical skill in *The Long Summer Day*, a novel of contemporary London.

The immediate action of the novel occupies one summer day and culminates in a traffic accident that affects a number of individual lives.

For Jennifer, the runaway wife, it was a process that reached right back to war-time evacuation to Australia. For Jack, the lorry driver, it included an eccentric mother who had seen better days and the public disgrace of a son who was hanged for murder. But for each of the people who were immediately concerned in the accident, there were many others who touched them at some point, and had a bearing on the ultimate event. For that is one of the themes explored by the writer—the idea of human interdependence. Are we just metaphorical, converging rings produced by stones tossed into the pool of life?

(THE LONG SUMMER DAY. Published by Macmillans. Aust. price, 20/-.)

The Lawson Mystery

(Continued from p. 79)

officer of the Queensland Native Police. It consisted of seven white men, an Australian half-caste and some 50 native bearers who were engaged in Port Moresby. Professor Denton, a geologist of some note, also attached himself to the expedition from a love of science. On July 14, 1883, Mr. Armit left Port Moresby for the Astrolabe Range, and passed through many villages, of which he has given a graphic de-

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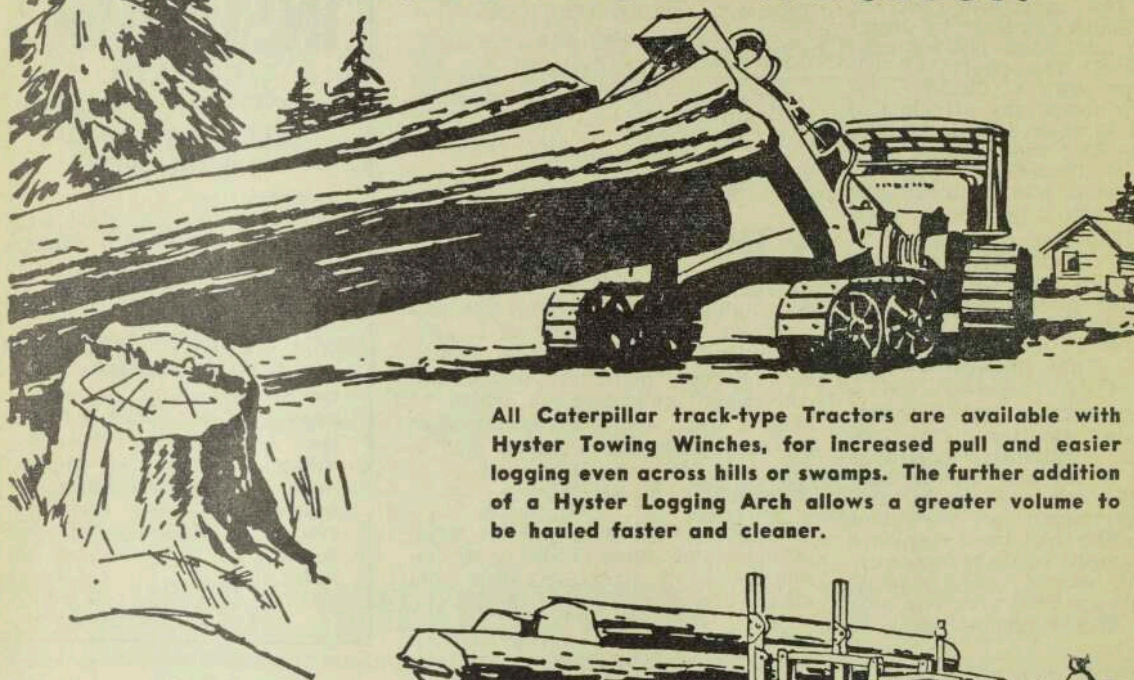
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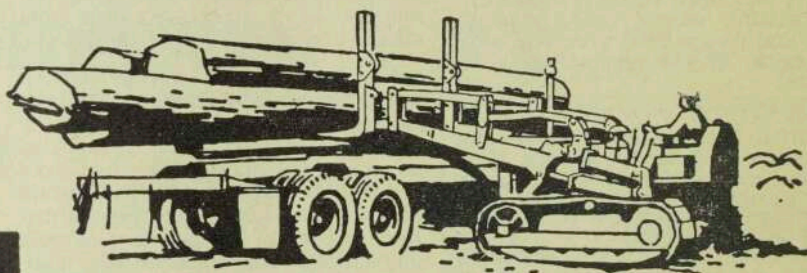
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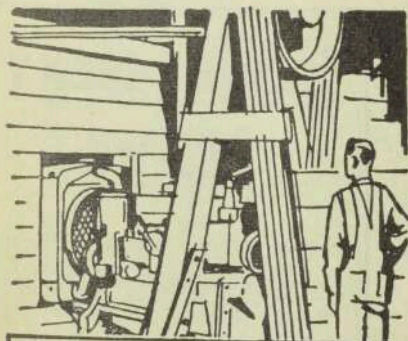
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the beautiful Tokelau Islands, and some of the 61 islets that make up the atoll of Fakaofu. The lagoon is on the right. This atoll is the largest population and the most serious overcrowding problem.



tion. Owing to native wars, it was found impossible to proceed further inland. On the way back, an enemy attacked the party and carried off Professor Denton. He died at Fakaofu on August 26. The expedition returned to Port Moresby thence to Queensland."

There are the two Armits—Lieutenant R., and ex police officer. One was in Papuan waters prior to 1875, as an officer of a Navy ship (perhaps Moresby's); and the other, 75 or thereabout, was prominent in promoting an organisation for NGM. The other went from Port Moresby in 1883 to lead an expedition into the range SE of Port Moresby.

Who was most likely to have written in 1875, an imaginative, fictitious account of what Papua was like in 1875 from what is now Daru? Who has answered, so promptly, the letters to the London newspapers of 1875 which criticised Captain Lawson's account of his findings?

The odds are that it was Lieutenant R. and not ex-Police Officer. The trouble is that at the moment we know even less of R. than we do of the other—but we hope to fix that soon.

The Tokelaus

(Continued from p. 75)

and plaited mats and fans to the islands. Flour, sugar, rice, kerosene and other goods, to supplement the products of the land and sea. The amount

realised from the sale of copra each year is usually about £8,000, approximately double the value of the goods imported.

Unfortunately the islands do not have enough revenue to support essential Government services. Export and import duties, charges for radio messages, and proceeds from the sale of the group's own set of three postage stamps, which are popular collectors' items, earn a little over £1,000 a year.

The cost of essential services is many times that amount, and an annual subsidy from New Zealand of approximately £20,000 is needed to make up the deficit.

But while the islands are not financially self-sufficient they are almost so in administration. The day-to-day control of local affairs is carried out by Tokelau officials.

Village councils comprising one representative of each family periodically assemble to deliberate upon communal affairs. They also present their views and offer their advice to the Administrative Officer for the Tokelau Islands.

Also known as the District Officer, he is stationed in Apia and is responsible to the New Zealand High Commissioner for Western Samoa, who is himself responsible to the New Zealand Government as Administrator of the Tokelau Islands. The Administrative Officer visits the islands whenever transport is available and supervises local trading and administrative activities.

As in most Pacific territories transport is a problem. It is also the bottle-

neck preventing full development of the Tokelaus' limited resources.

RNZAF flying-boats, which occasionally call to check the emergency landing facilities on each atoll, bring Government officials and other visitors. Three or four times a year a ship chartered by the Administration brings supplies and takes away copra and other products. Passengers are also carried. Warships of the Royal New Zealand Navy occasionally create considerable interest when they call during Pacific cruises.

The vagaries of the weather sometimes foil even these intermittent attempts to break the isolation of the islands. Sudden rain squalls, unfavourable winds or rough seas may make it dangerous to work whale-boats through the reef passages. If this happens loading or unloading of the ship becomes impossible, and if these conditions persist, it may be necessary to postpone or cancel the ship's call at that island.

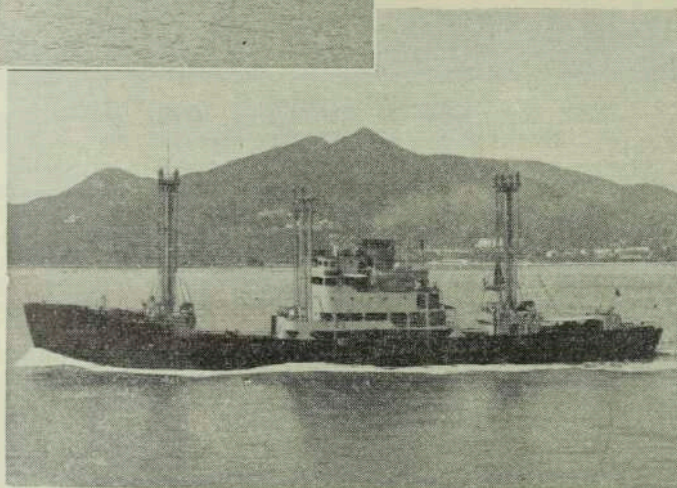
In some respect the isolation of the Tokelau Islands is a blessing. It means that the islanders are left alone to live more or less in their traditional manner, and more or less as they prefer—which is why they are happy, no doubt.

The distance of the islands from other land makes it probable that they will hold the honour of being among the few remaining Pacific paradises for some years yet. It is in fact doubtful whether the people will ever be required to adapt their traditional way of life as much as the inhabitants of larger and less isolated territories.

TAIKOO DOCKYARD HONG KONG

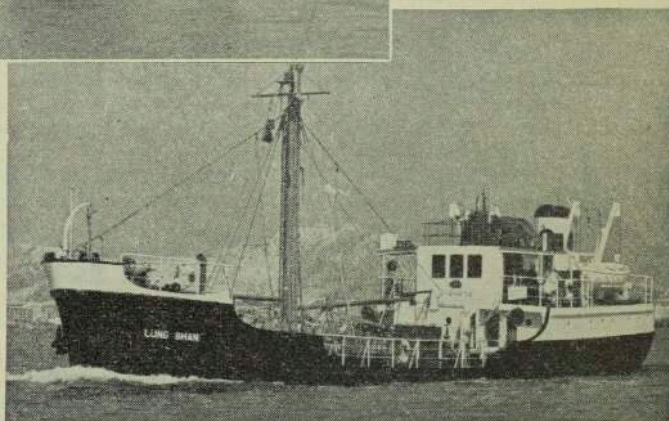


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.



Left: M.V.
"TARAWERA",
all refrigerated
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vessel built for
the Union Steam
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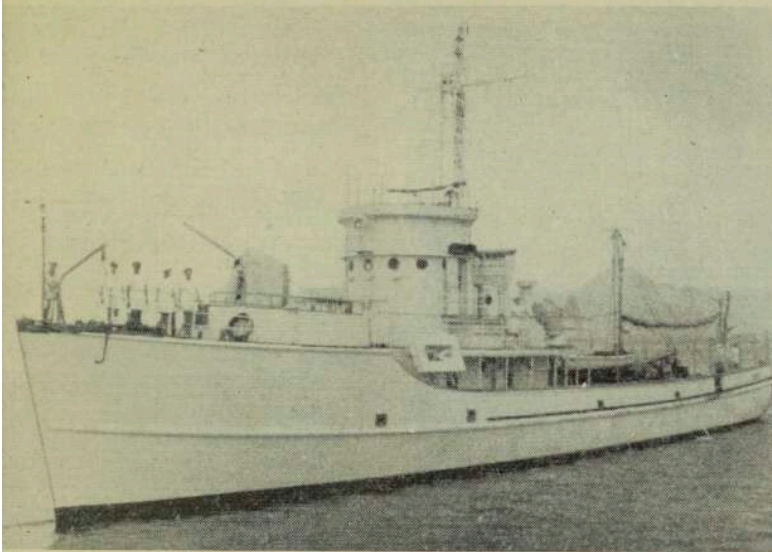


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PACIFIC SHIPPING AND CRUISING YACHTS



A photograph of the "Volontaire", which sank in New Caledonian waters in June, was taken when she was the French navy patrol boat "Tiare".

The wooden motor ship *Volontaire*, 270-tons loaded displacement, sank off the island of Mare, in the Loyalty Islands, in June on a voyage from Noumea to the Loyalties—and almost became another unsolved Pacific maritime mystery.

The vessel, owned by Captain H. Helbig and registered at Noumea, has since this year been making government-subsidised voyages to the New Caledonian coast and the Loyalty Islands. She left Noumea on June 20 on her third government voyage which was due to take her to the Loyalty Islands, then across to the New Caledonian coast and down via various islands to Noumea. She had a crew of 12, with Captain Helbig himself in command, six passengers and about 250 tons of cargo.

Early on the morning of the 21st *Volontaire* contacted Noumea and reported a leak in the stern. It was thought on board that the leak could be contained as she was fairly close to Mare Island. But several hours later the ship reported the leak was gaining and sent out distress signals.

The French Fleet Arm Lancaster, the Tontouta quickly located her. The coaster *Manava*, lying at Mare, was ordered to go to the stricken ship's assistance. The Lancaster found the rescue ship by radio, and the passengers and crew were taken off. Some time after, the *Volontaire*

It was a lucky save. If the leak had developed during the night the consequences could have been grave, with a good chance of the ship sinking without trace. The *Volontaire* was 20 miles off Mare when she sank.

Volontaire was originally a US Navy minesweeper which was given to France at the end of the war and re-named the *Tiare*. She was well-known in the Islands as a patrol boat.

Captain Helbig, who is a Noumea resident, bought her in 1959 and re-named her, but did not immediately put her to work. She lay idle at the Noumea wharf until late last year when she was sent to Suva to slip and to be converted to cargo carrying.

● **VITI SOLD:** The 700-ton Tasman Steamship Company vessel *Viti*, in receivership to the NZ State Advances Corporation for a £15,000 debt, has been sold to Canadian businessman C. A. Odell.

Viti was the subject of a legal battle in Sydney in June when she was placed under arrest following the financial troubles of Tasman's main shareholders, H and S Credits Ltd., of Sydney who in turn were caught

up in the crash of the Standard Insurance Company of New Zealand.

Mr. Odell's tender of between £20,000-£30,000 was the highest received. He will keep the ship on the frozen food trade between NZ and Australia.

He plans to add another 100 tons to the 300 ton refrigerated cargo space but meanwhile *Viti* is under charter to the NZ Department of Scientific and Industrial Research. The charter is to be continued for another two years, then to be reviewed by the NZ Government and the owner.

Mr. Odell, who has been in NZ less than six months, plans to add another ship, probably smaller, at a later date for the export trade.

● **CANBERRA ARRIVES:** Britain's newest passenger liner, the P & O-Orient vessel *Canberra*, of 45,270 tons, was given a big welcome when she berthed at Sydney Cove on June 29. On board were Sir Donald Anderson, P & O chairman, and 2,238 passengers, including 750 migrants sailing to a new life in Australia.

Built at a cost of £16 million, *Canberra* is the last word in passenger comfort, with a service speed of 27½ knots.

She was under the command of Captain Geoffrey Wild, the new commodore of the P & O Fleet in succession to Commodore H. P. Mallet. He first joined the P & O company in 1923 as a fourth officer.

● **MARITIME MUSEUM FOR SYDNEY?:** Some 100,000 Sydney people were estimated to have

In The News This Month

Balclutha	Outward Bound
Blue Peter	Patsy Jean
Canberra	Rona
Carla Manus	Southern Cross
Colorado del Mar	Sea Fever
Doris Crane	Shamrock
Esmeralda	Staghound
Francis Garnier	Tiare
King Charles	Trianon
Malaita	Timbarra
Melbourne	Tempest
Mayflower	Tamure
Manoora	Tahoe
Mariposa	Volontaire
Makoa	Viti
Manava	Voyager
Mangaru	Whence
Northern Star	Waria
Oriana	Wakaya
	Yankee Doodle

CARGO VESSELS

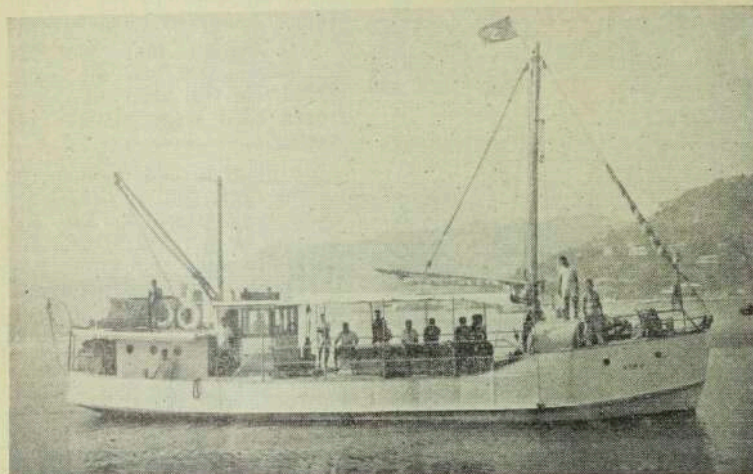


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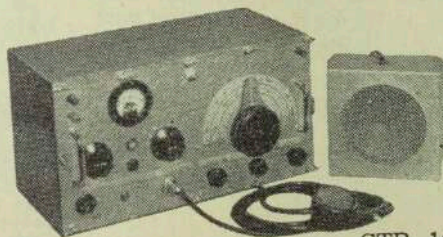
John Street, North Sydney, N.S.W.

Cable Address: "BERRYSBOAT", Sydney.

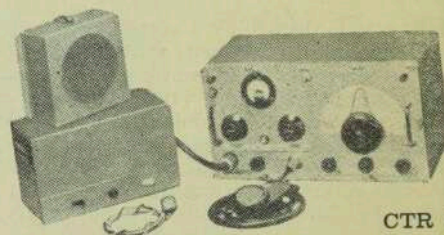
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CTR 14



CTR 8

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FLY NOW, FISH LATER

The newly formed Rabaul Aero Club is the only aero club in the world with a boat but no craft.

A New Britain plantation owner donated the boat, a 40 ft yawler, to the club in June. Club organisers are now trying to sell the boat to raise funds to buy Tiger Moth aeroplanes. Perhaps a deal could be struck with Switzerland. The club might start a Navy by buying surplus aircraft with Rabaul boys.

led headlands and boarded craft in the harbour to farewell Chilean sailing ship *Esmeralda* here. We use the words "sailing" guardedly, as retired naval personnel of all vintages, and every back-sailor, indulged in writing letters to Sydney Press denouncing each other for incorrectly describing the ship as a barquentine.

The nostalgia of Sydney for the old days of sail has brought suggestions for a maritime museum from as far away as San Francisco.

Mr. Kortum, director of the San Francisco Maritime Museum has been urging Australians to restore some of the old sailing vessels now used as coal hulks. He quotes his Historical Society's restoration of the square rigger *Balclutha* as an example. The only survivor on Mr. Kortum's list of Melbourne hulks is the *ona*. Built in Belfast in 1885, she was described as "the prettiest ever launched".

She was 648 tons, 192 ft long and 30 ft in beam and used to carry cargo to South America, copper to New Zealand and traded to Australia. She was built off Wellington, NZ, in 1885 and was converted by the New Zealand Steamship Company in 1900 into a hulk. As an iron hulled ship, Mr. Kortum thinks she could be restored to her former rigged glory. Models of many sailing vessels used on the Australian coast can be seen in the Australian Maritime Museum, College Street, Sydney.

Mr. Klebingat, research associate at the San Francisco Maritime Museum sent *PIM* a picture of the *Crane* (April, *PIM*) early this year which he described as the most beautiful island schooner ever built.

MISSING SHIPS NOT LOST: The *Crane* which went out in June

for three small new BP vessels for RAN service, feared missing on a voyage from Hongkong to Rabaul, was premature. Nothing was seen or heard of the ships for 13 days, last radio contact being three days after they left Hongkong.

Burns Philp took delivery of the ships on May 26. One is of 50 tons and the other two, 100 tons. Crews totalled 25 on the three ships which were supposed to report every 24 hours.

Following the shipping alert, radio silence was broken by the "missing" vessels which gave their position as north of the Admiralty Islands. All

was well on board and the ships reached Rabaul, middle of June.

● **CARLA MANUS**, 66 ft New Guinea schooner, formerly *Amchine*, becomes eligible for our small world award. She is docked at Alameda, across San Francisco Bay. John Wotherspoon who bought her from Jack Thurston, sailed her across the Pacific with wife, son and small crew.

When Wotherspoon docked *Carla Manus* at Alameda, he pulled in alongside the only other yacht he had ever owned, one he had sold years ago in England! If you can bear further illustration of the

CAPTAIN W. L. KENNEDY

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CARGO VESSEL, about 200 tons dwt., diesel, 2 holds/hatches, good cargo gear and accommodation. Owners definite sellers, £10,500 Australian.

TRADING VESSEL, built to high standards 65 x 18, Gardner Diesel, copper sheathed, carry 600 bags copra below decks—good deck accommodation for 12, radio, two surf boats with outboards, £13,650.

WORKBOAT, 45 x 16 x 5.6, built 1956, 100 h.p. Diesel, flush deck, in full Survey, £6,300.

WORKBOAT, 33 x 11.6, heavy duty diesel, large cockpit and cabin, auxiliary sail, £2,500.

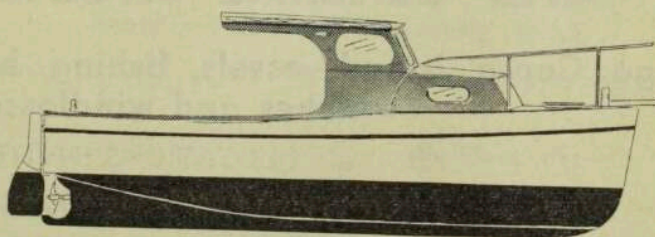
WORKBOAT, 30 x 10, large cockpit, wheelhouse, Lister Diesel, £2,250.

NEAR NEW LAUNCH, 19 x 7, twin Simplex, strong, £850.

WE HAVE SEVERAL HULLS, under construction, from 38 to 45 ft. In some cases these can be finished to buyers' requirements. Further details on application.

We shall be pleased to obtain independent surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

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- This solid craft is powered with the famous SL3 Lister Diesel Engine.
- Suitable for cargo, transport, fishing, towing, etc.
- Decks and cabin tops sheathed in fibreglass.

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When in Rome

Whilst the British freighter "King Charles" was recently in Noumea, a seaman decided to steal a car. Choosing a luxurious model parked near the wharf he set out to enjoy a comfortable ride around town. He was soon picked up by the police when they saw the car being driven on the wrong side of the street! He was suitably taken care of and no doubt in the future will first study the traffic rules of the port before borrowing a car.

By a remarkable coincidence, Wotherham is a client of a US advertising agency man Paul Durham, who is one of PIM's Californian fans.

CRIME TO LIVE ON A YACHT? Harbour authorities in Honolulu in June made a determined effort to prevent people living aboard yachts and houseboats, which is done aboard about half the vessels moored in the harbour. A mass protest meeting was scheduled to be held at the office of the authorities to fight for the right to live aboard a yacht.

TARZAN'S SISTER: Sydney Michael ("Tarzan") Fomenko, who hit the headlines a year or two ago when he sailed a primitive dug-out canoe up the Queensland coast, is at present living "somewhere near Timor" according to his sister, Renee. Miss Fomenko, back in England as an interpreter for Qantas Airlines, plans eventually to write a book with her brother about his travels. No doubt, taking inspiration from "Tarzan" Fomenko, Sydney University students in June successfully crossed Sydney Harbour by a up-turned, multi-coloured beach umbrella. A voyage in an old bath-tub came to nought when the wash-bowling passing ferries threatened to sink the enamelled craft, and the students put her back to port.

NEW LINER FOR PACIFIC: The Savill liner *Northern Star* was launched on June 27, at Newcastle by Queen Elizabeth the Queen Mother. Built at a cost of £10 million, *Northern Star* will carry 1,000 class passengers only and will be the sister ship to *Southern Cross*. On this ship, engine and funnel are aft which leaves large deck space for passengers. No cargo will be carried on the 22,000 gross tons which will have a speed of 21 knots. Among passenger facilities are swimming pools, with one shall-

low one set aside for children, two restaurants, cinema lounge, seating 600, and two observation decks for the convenience of amateur photographers. The vessel will be air conditioned and fitted with stabilisers. Large library, lounges and writing rooms have been specially designed by interior decorators.

Maiden voyage from the UK of *Northern Star* will take place in August, 1962, and there will be four complete round voyages each year calling New Zealand, Fiji, Tahiti, Panama, Curacao, Trinidad, Southampton, Las Palmas, Cape Town, Durban, Fremantle, Melbourne, Syd-

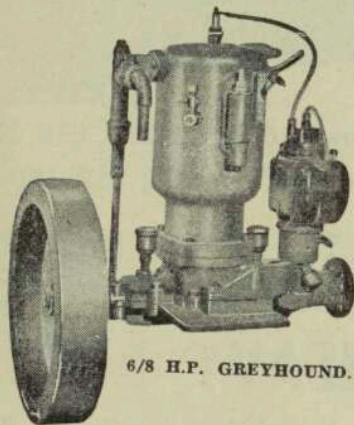
ney. Because there won't be any cargo delays, the company intends to encourage passengers to book their tours up to two years in advance.

● **NEW MOTOR VESSEL:** During June, MS *Trianon* arrived in Australian ports on her maiden voyage from Scandinavia for Wilh. Wilhelmsen Agency. The new vessel raises the fleet strength to 60 liner vessels and 10 tankers aggregating 784,000 d.w. tons. Average age of the fleet is nine and half years.

Trianon's vital dimensions are: Length BP 471 ft 4 in.; breadth, 68

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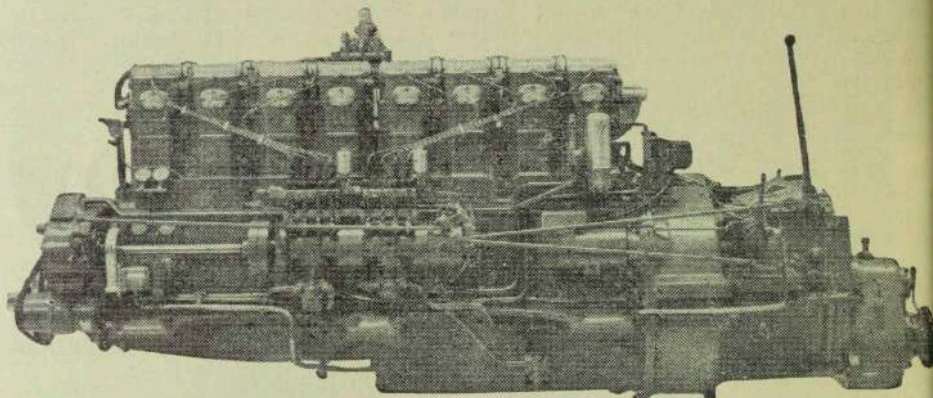
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This world wide preference for a proven engine can be accepted as a sure guide when selecting an engine for your craft. A wide range of GARDNER engines suitable for craft of all sizes is available, of which the two illustrated are popular examples.

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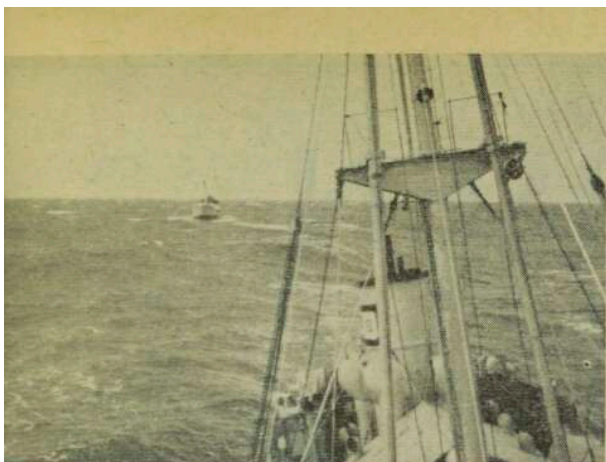
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total cargo capacity, 661,000 tons; service speed (about), 17½ knots. Five refrigeration compartments total about 33,700 cubic feet. Cargo handling facilities include ten-ton derricks, 2 five-ton derricks, one 100-ton and one 25-ton cranes. In addition four electric cranes are fitted, lifting five tons, operating to either side of the ship. Wilh. Wilhelmsen have been engaged on the Europe-Australia run since 1911.

REAL ECONOMY CLASS
RAVEL: Two stowaways, a Fijian and a German, tried to get to roman places by ship in June without success. Both found 30 days' hospitality in the cheapest hotels in town and in gaol. The *Colorado del Mar* on her way to the Islands picked up an extra passenger, Samueli Palekaubile, in Suva. He was found after the ship had entered Fijian waters and turned over to Noumean authorities. *Malaita* picked up her stowaway in Cairns on her way to New Guinea. The German, Jurgan Seibert, 19, was in the rope locker because he could not find work in the Islands.

OFFSHORE OIL SEARCH: The interest than ever before is being shown in survey activity to locate the oil exploration possibilities of Australia's offshore seabeds. The first official geological party to go under water in Australia recently tested sedimentary deposits at depths of 20 ft to 40 ft in St. Vincent, South Australia. The area is under permit by Geosurveys of Australia Ltd. After examination of the deposits it was suggested that oil-bearing strata could lie below the

entire Northern Territory, almost all the Queensland coast, and Port Phillip Bay, Victoria, have been included in marine

gravity surveys by the Bureau of Mineral Resources in the last four years.

Camelot Nominees Pty. Ltd. has agreed to pay £250,000 for an underwater survey of 9,600 square miles in the Gulf of Papua.

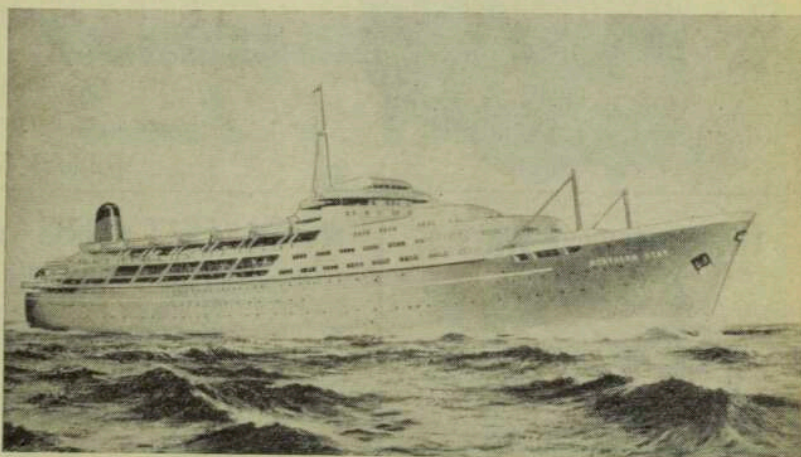
It seems inevitable that some oil exploration companies in Australia will seek oil under the sea but although 1,000 offshore wells were drilled overseas last year it may be several years yet before Australians will see under-water drilling in progress.

● **NEW GUINEA CALL:** Flagship of the Australian Fleet, *HMAS Melbourne* visited Rabaul in June after calling at Manus on her way home from four months tour of duty with the British Commonwealth Strategic Reserve. *HMAS Voyager* also accompanied the aircraft carrier. Both ships arrived off Sydney heads in time to take part in ceremonial fleet entry on June 15, of 11 warships and flagship, celebrating 50 years of the RAN.

MESSAGE FROM JIM SHORTALL: Islands man Jim Shortall, photographed above in the radio room of the old "Maui Pomare" when she towed the "Herekino" to Hongkong earlier this year (the "Herekino" is seen in tow, somewhere in the Pacific) is now radio officer of the "Shaukiwan", care of Wallem and Company, Hongkong. A message from Jim says they have been loading copra around the Philippines, and by this will probably have discharged it in San Francisco. Jim is not in a hurry to get back.

● **FRENCH VISIT SOLOMONS:** The French navy ship *Francis Garnier*, bearing the flag of Rear Admiral Martinet, was destined to pay a call at Vanikoro on June 1 and 2.

● **FREIGHT TARIFF UP:** Burns Philp (New Guinea) Ltd., Colyer Watson (New Guinea) Ltd., and A. H. Bunting Ltd., in June increased freight tariffs for cargo carried between Australian ports of Melbourne, Sydney, Brisbane, Townsville, Cairns and Papua-New Guinea. The rates increased generally by 5/- a ton from July 1. No increase has been made on carriage of refrigerator or cooler cargo.



The Shaw Savill line's new "Northern Star" which was launched on June 27 by Queen Elizabeth the Queen Mother. The liner will be seen in the Pacific about August next year when she makes her maiden voyage. See page 105.

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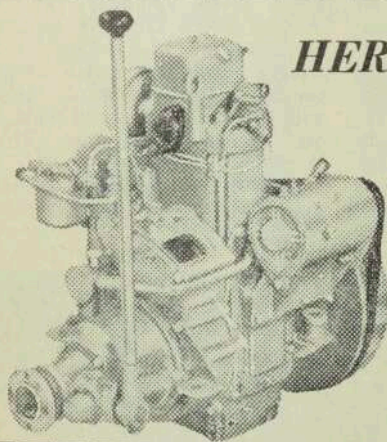
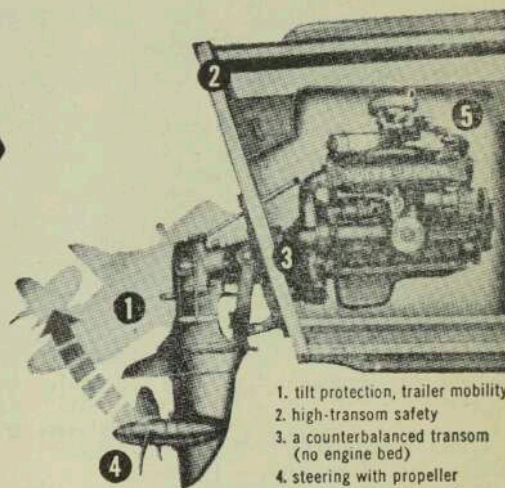
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The **HUSKY BABY PENTA**

— Ideal for boats 16 to 21 feet long —

Here is a full 5 B.H.P. heavy-duty true lightweight marine DIESEL with reverse and 2/1 reduction, turning a 14 in. prop. at 1,000 R.P.M. Runs for hours on 1 gallon of diesel fuel.

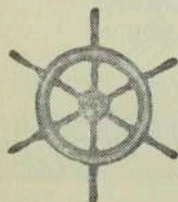
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Electric or hand start, so easy.

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Ideal for Island conditions

TEAK STEERING WHEELS



Quality English wheels with genuine teak wood, brass centres and bands.

Sizes: 18, 22 and 24 ins.

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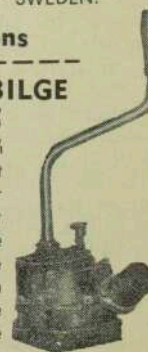
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VORTEX BILGE PUMPS

This pump will shift the largest amount of water with the least effort at the shortest possible time. A high capacity bilge pump will move 30 gallons per minute.



A BIG MOVER

SUGAR TO THE STATES: The first shipment of Australian sugar to the United States was shipped from Townsville in June on the Australian National Line vessel *Barra*. This CSR sugar is the first of the 90,000 short tons allowed now under the US agreement.

PAYMENT BY CANOE: The Australian Outward Bound Foundation has offered 12 bursaries to New Guinea natives in exchange for two weeks worth locally about £100. The bursaries will enable 12 New Guineans to attend 28 day courses at the Hawkesbury River School near Sydney. Outward Bound, the offshoot of the English organisation, has a curriculum which emphasises healthy activities from sailing to mountain climbing. The canoes, 35 feet long and fully rigged, will be used for seamanship and sailing instruction at the school.

LAUTOKA WHARF: A report passed at a recent meeting of a Lautoka tourist advisory committee, that large ships such as those used by tourist catering companies, such as the *Southern Cross*, *Manoora*, *Maia*, *Mariposa*, cannot get to the wharf if a ship happens to be up at the CSR wharf.

If this is true, Lautoka as a port of call for tourists is OUT. It will also revive a storm of recriminations about the site chosen for it. At the time of planning there was a paper war for some months over this site, chosen over the heads of Lautoka advisers by Suva and Government interests. Just after the war in 1948, the site for a wharf at Lautoka was chosen by Wilton Bell about a mile north of the present position and test piles were laid. This site was abandoned later on the part of advisers from Suva who chose the other site. The decision was bitterly criticised by the Lautoka Chamber of Commerce, among others, which raised this point of inability.

"I told you so", might be much more comment very shortly, according to the locals. Already there has been a full spat about the non-dredging of the northern end by the contractor whose price for this work, for their equipment on the spot, has been much below what it cost the P.W. This dredging, it is hoped, would enable ships of the *Matua* to berth there even on the front face of the wharf applied.

LAUTOKA SCHEME: A new era of promise, as yet only in the infancy, has been started at Lau-

toka, Fiji, by Tom Pickering, old Lautoka identity in the shipping and fishing world.

Pickering operates a fishing launch, with about three tons of ice refrigeration. He plans to ship, by airfreight, both live crayfish and frozen tails to Honolulu.

No result has been received from his first effort, but Pickering will undoubtedly reap the benefit if he can keep up the supply. He is using both nets and traps plus spearing at the right time.

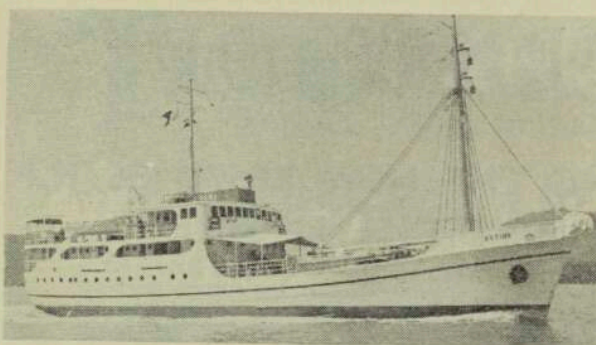
This is the second small venture, of recent days. In early June, Harold

Storck, of Suva Storck Cruises, sent a consignment of 500 small tropical fish to Los Angeles.

The first were of 25 different species and were shipped airfreight in specially designed plastic oxygenated tanks. Storck hopes for good results from this venture. He formerly shipped another batch of 150 to USA, and only three died.

All the fish are caught off the Suva reef, and flown to Nadi, where they catch the same night's northwards plane. From the reef to the tank at the other end, in 48 hours, is good business. (Over)

Specialists in Building all Kinds of Vessels Up to 300 feet in Length



M.V. "AKTINA"—Lighthouse and Buoy Vessel for the Federation of Malaya, Penang. Delivered to Penang on 25/6/1958.

Since the War over 270 vessels and small ships have been built for: Singapore, Thailand, B. N. Borneo, Brunei, Solomon Islands, Korea, United States of America, Malaya, Indonesia, Sarawak, Vietnam, Australia, Marshall Islands.

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Marine & General Engineering & Steel
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WOODS POINT, DEVONPORT, TASMANIA

● **ONE SHIP NAVY:** The Papuan-New Guinea naval vessel motor refrigeration lighter No. 252 was expected to arrive at the beginning of June in Brisbane on a 3,000 mile voyage to Australia. Seven RAN men and 16 New Guinean sailors make up the crew.

● **TUAMOTU ISLANDS FISHING:** The pearl diving season is ended again in the Tuamotu Islands. The village of Hikueru, normal population 100, has been sheltering 700 persons, including 150 divers and their wives and children, all living, eating and sleeping in a vast temporary camp.

An average diver can plunge a

hundred times each day in depths of 60-80 feet, staying under water between two and three minutes. Their ages vary from the early twenties to mid-fifties, with veteran divers claiming 30-35 'seasons' in the Tuamotus.

A diver's harvest on a lucky day varies between 40-50 kilos of mother-of-pearl shell, which is sorted into three grades. The pearl diving season in French Polynesia lasts for only three months, from March until June. It is a hard and hazardous life which may or may not bring its rewards. Veteran divers will stay until the end, regardless of the quantity or the quality of the shell, but others, 'fiu' with the privations and the life on a remote island of the Tuamotu

group, will return to Papeete or to their country villages long before the end of the season.

● **TUNA SURVEY:** The commercial potential of tuna fishing off the south west coast of Australia is to be investigated almost immediately. A period of 12 months will be covered in the survey financed by the Fisheries Development Trust Account, established by the Australian Government. Tenders will be called for the charter of a suitable vessel. Australian production of tuna was estimated at 10 million lbs, half of which was produced on the south coast of NSW and half in South Australian waters. Present Australian consumption, one-fifth lb per head, is well below that in the UK and the USA.

● **TOUGH OLD SALTS:** When the Royal Australian Navy began its search (PIM, May) for survivors of the 370 officers and men who were in the RAN when it was formed on July 10, 1911, it expected that it would get, at the most, 50 replies.

To its surprise, it has found that nearly a third of the men who founded the RAN 50 years are still alive.

And another 50 or so men who were serving in RN ships in Australian waters before that time also answered the call.

The old salts will be the guests of the Navy at jubilee celebrations in July.

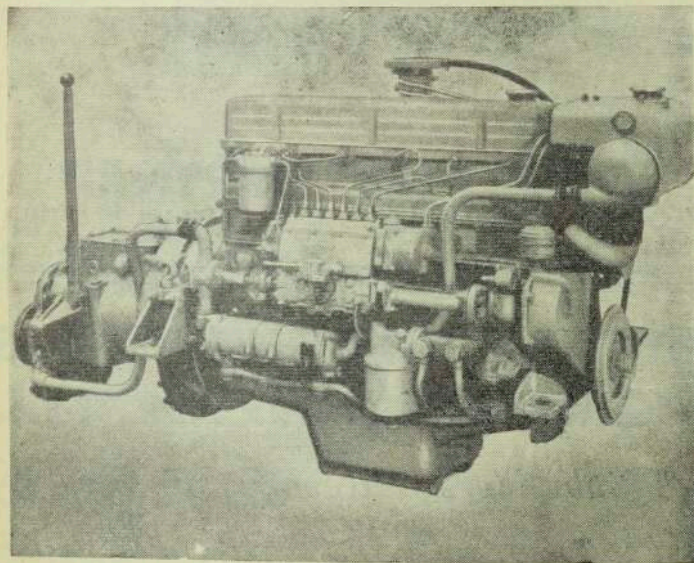
● **NEW SHIP FOR HEBRIDES:** The launching of a 45 ft service boat in Sydney, June 29, for British Government use in the New Hebrides, represented a blow struck for those who care about travelling with a reasonable expectation of arriving. Built by Lars Halvorsen and Sons, *Mangaru* is a good example of what a modern Islands craft should be. Captain H. Kirkwood, OBE, DSC, RN (Retired) officer-in-charge, British Marine Section, New Hebrides, went to Sydney to supervise the trials of the vessel, which will be stationed at Santo. She can do nearly 9 knots, is fitted with four L-3 Gardner, and has a 15 ft beam, and is 45 ft long. *Mangaru* was to sail from Sydney for Vila on July 2. Crew was to comprise "Trig" Halvorsen, director of the boat building firm Magnus Halvorsen, Stan McCreagh and Don Browning.

● **TWO MEN IN A BOAT:** Two men and a small boat left Launceston, NG, in May to sail to Perth, Western Australia. The men were Charles Hyland and Lee Hall and the boat the *Waria*. In escort with another

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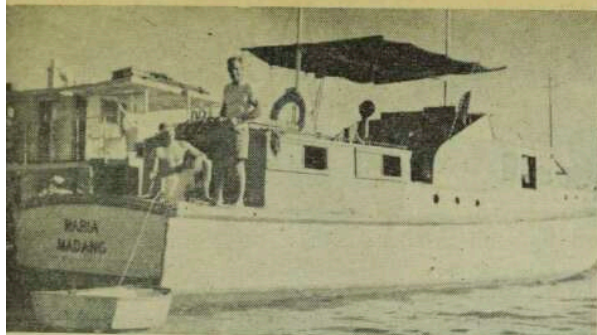


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Charles Hyland and Lee Hall in the "Waria", photographed in Lae before leaving for Perth, WA, in May. See story below.

the *Bev*, the men went as far as Killerton—Popondetta's port—from there expected to go by stages to Samarai, Port Moresby, across the Papuan Gulf to Mable Cay, Daru and then down through Australian ports, including Sydney.

Mr. Hyland said the *Waria* was based in Madang, was equipped with a radio, and plenty of food and drink was aboard. They expected to do a bit of fishing through the Barrier Reef.

On arrival in Perth Mr. Hyland said he was going to outfit *Waria* as a luxury cruiser and charter vessel.

CRUSADER LINE LUCKY: Good luck for Australian pig farmers expected to good fortune for the Crusader Line which recently put into operation a direct service between New Zealand and New Guinea.

Because of an outbreak of swine fever in NSW, a ban was placed on imports of pig products from Australia. All pork, bacons and hams now be imported into P-N-G from New Zealand for at least 12 months, according to the Department of Agriculture.

The trade between Australia and New Territory for pig products was valued at £150,000 last year.

News of Cruising Yachts

VALKYER, 24 foot Danish built yacht with Major Hayter aboard left Lyding, England, recently bound for New Zealand via Panama. Major Hayter's first book, which was very successful, concerned the voyage he made on an easterly course, via India to Britain to New Zealand. The manuscript of his second book is now present with the publishers. Major Hayter took on board his new type of lifejacket made of plastic over special net which is air between the ribs of foam rubber.

● **STAGHOUND**, a 39-foot ketch owned by Paul Hurst of Santa Barbara, California, was in Bougainville

in June. She left Santo, NH, in May with Mr. and Mrs. Hurst, Ray Wraight (mate) and Colin Jack-Hinton who had chartered the vessel for the voyage. *Staghound* sailed via the Banks Islands, Vanikoro, Santa Cruz and San Christobal to Honiara thence to Nggela, San Jorge, Yandina, New Georgia, Gizo, Simbo, Vella Lavella and the Shortlands. When last heard of *Staghound* was in Keita, Bougainville, where it is understood Mr. Hurst had suffered a fractured rib in an accident and was temporarily out of action.

● **OUTWARD BOUND**, with John and Mary Caldwell and family

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Owners and crew of the "Tempest", which has lately been in Rarotonga in the Cooks—below. In the photo are Brent Alston, McGregor Nell, Gerry Chaillet and Richard Jones. Photo: Don Silk

rd, looks like staying in British Indies for the next couple of . The Caldwells have sent the ren to school and intend to er their boat from English Har- Antigua. Maybe John will find t to write another book length ac- of their travels (*Family At Sea*,

PATSY JEAN, 28 ft. ketch, was tuled to leave Rarotonga in June onolulu, via Penrhyn and Christ- Island, returning via French esia. Most of the last two years been spent in Rarotonga, and four months of the hurricane n the ketch was hauled ashore.

TAMURE, 36 ft. Bermudan d yacht owned by Robert Robe- s at present fitting out at Rams- England, prior to making a three round the world voyage, "sailing ard", via Rio, West Indies, US, na, Peru, Chile, Easter Island, Australia, Indonesia, India, Suez, erranean ports to France. alist-photographer Robelus, will ecompanied by his wife and e, making five aboard. He will nd write about the voyage. Robelus is a Belgian from Ter- and searched southern France suitable boat, at last to find oneolland. He then sailed it to nd in 1960 to fit her out. re has an interesting history. as buried in occupied Holland e builders because the Germans looking for steel. For 12 years 1946 *Tamure* was sailed for fun Dutch family in the Channel.

TEMPEST, 28 ft. fin keeler, arrived in Rarotonga during was 21 days out of home port

of Auckland. Her crew of four included owners McGregor Nell and Richard Jones, with Brent Alston and Gerry Chaillet.

Later *Tempest* made a rush trip to Aitutaki with a doctor and medical supplies. The third yacht to enter the lagoon at Aitutaki in recent years, *Tempest* drawing 5 ft. 6 in. touched bottom twice while negotiating the long narrow passage. The other two yachts, also 28 footers, which have navigated the same passage were *Patsy Jean* and *Kehua*. A RNZ Navy team spent the latter half of May surveying the passage and anchorage outside.

● **TAHOE**, 36 ft. schooner, home port Vancouver, BC, is moored at CYC Sydney, with Mr. and Mrs. Reg Blake aboard.

● **MAKOA**, 32 ft. Marconi cutter, with Mr. and Mrs. Fon Gillun, left Honolulu late June for Tahiti.

● **SEA FEVER**, 38 ft. double ended ketch, also bound for Tahiti with Mr. and Mrs. Larry Alexander aboard sailed from Honolulu June 17. They built the boat in Japan and sailed it to US mainland.

● **YANKEE DOODLE**, 40 ft. steel centre-boarder, left Honolulu in June bound for New Zealand with first stop at Fanning Island. Apart from owners Jack and Diana Marston, crew is made up of John and Marlene Smith, Auckland, who sold their NZ yacht *Revel* in Honolulu.

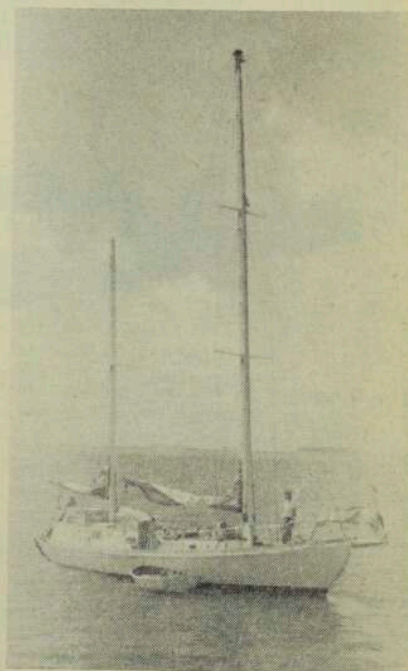
● **WHENCE**, owned by Gordon and Roberta Lopez, was slung aboard a freighter in Sydney for its return voyage to the States in June. Be-

cause of Gordon's illness, he and Roberta sailed with daughter Liza Anne, and baby son, as passengers. While in Sydney, Gordon managed to go "bush" and do some shooting.

● **BLUE PETER**, 63 ton American yacht is now a familiar sight in Hollandia Bay, NNG. Owner, Bill Philips (57) is American businessman and staff commodore of the San Diego Yacht Club. *Blue Peter*, built in Hongkong is on its way to the US Pacific Coast, originally via the American Pacific Islands. However, US navy manoeuvres in the Yap-Truk-Midway area caused change of plan. Mrs. Philips came aboard again after short inspection of her home in San Diego, California. Mr. Philips is chief director of the Philips Ramsey Inc., Public Relations and Advertising, San Diego.

● **SHAMROCK**, 28 ft. gaff rigged yawl, arrived Russell, NZ, end of May, nine days out from Norfolk Island. On board were owners, Mr. and Mrs. L. R. Smith, Wellington, NZ, and Mr. Smith's father, Mr. E. Smith and Mr. R. McCulloch, Gisborne.

Shamrock made Russell her last port of call before going overseas cruising last year on April 17. Visits were made to Fiji, French Polynesia, Loyalty Island, Brisbane and Sydney.



Seen recently in Nukualofa and Suva—the "Wakaya", from Auckland, with owner Ted Hay and his wife Hala, and a ship mate. She was here photographed in Nukualofa. Photo: D. M. Blakely

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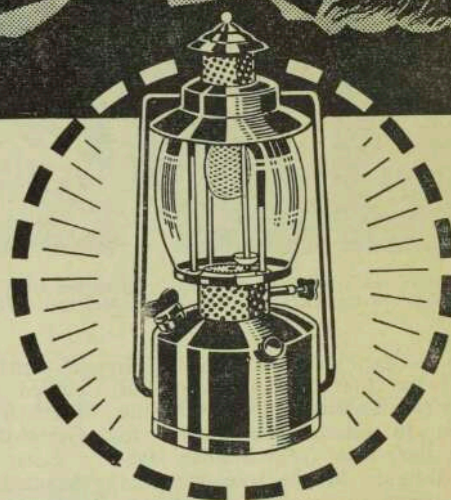
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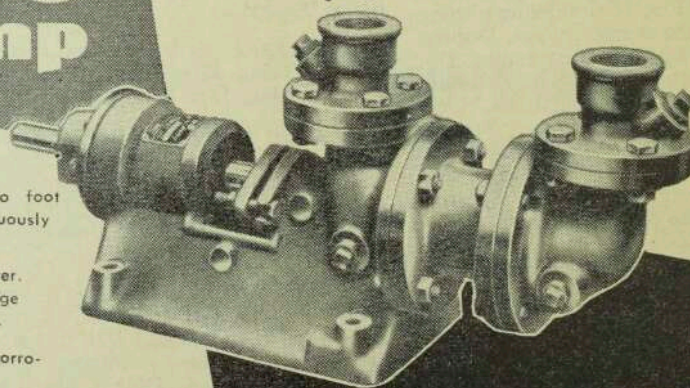
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

War-time Bombers Give Their Dead

An Australian-United States Air Force team in New Guinea in June recovered bodies from two wartime bomber wrecks sighted in March during an air search for a crashed American Air Transport aircraft. By July the team was on the trail of two more aircraft it had sighted during an aerial survey.

The team comprises Wing Commander K. W. Rundle, of the RAAF; Lieutenant W. J. Wheeler, of the RAAF, and Sergeant First Class H. J. Ho, of Honolulu, both based at Port Moresby.

The three men recovered the remains of nine American airmen from a C-54 Mitchell and a C-47 aircraft, both of which had been lost against the Japanese in 1944. They then went on a search for two other aircraft, thought to be an Anson and a B-27. The wrecks were north of Port Moresby.

Men Golfers in Pacific Islands Tournament

Men golfers from Fiji, Papua-New Guinea and West Samoa in June arranged the play-off for the Pacific Islands Golf Trophy—the only regular inter-territory golf tournament in operation in the South Pacific.

The Lux Trophy is organised by Messrs. J. H. H. and Sons, and the competition is played stableford against a normal club handicap over 18 holes.

The winner at each club receives a prize bought locally by an executive of the ladies committee, and the over-all winner takes the trophy.

This year five Fiji clubs, eight clubs in Papua-New Guinea and the Apia Golf Club took part in the tournament. Mrs. Arthur Thomas of Fiji's Vatu-koula Club took the trophy with a 10-hole stableford points. Mrs. Thomas started to play golf only last

year, and ended the year by reducing her handicap to 11. She comes from a well known sporting family.

The Vatu-koula Club arranged its play for the 1961 tournament for June 28, but most clubs will be playing in July.

Irishman McCuaig's American Win

Two Fiji friends were on hand recently when a former *Fiji Times* editor, Tom McCuaig, was presented with a \$100 cheque and gold-and-

They're All In The Act!

When the *Fiji Comptroller of Customs*, Mr. R. A. Emery, retired on May 29, the Deputy Comptroller, Mr. D. W. Logan, was appointed to act in the top job—and the move thus brought the number of Fiji senior administrators who are now "acting" in their jobs to 11. It was almost like a theatre workshop, there was so many actors.

The temporary top promotions had, of course, brought in their train the usual crop of temporary promotions lower down the scale, but the full list of the top appointments (acting) early in June was:

Acting Governor, Mr. P. D. Macdonald; Acting Colonial Secretary, Mr. Eric Bevington; Acting Financial Secretary, Mr. H. P. Ritchie; Acting Chief Justice, Mr. Justice Hammett; Acting Director of Audit, Mr. O. Clark; Acting Accountant-General, Mr. B. J. Smith; Acting Director of Lands, Mr. R. H. Regnault; Acting Conservator of Forests, Mr. G. Watkins; Acting Director of Agriculture, Mr. N. Lamont; Acting Chief Geologist, Mr. R. E. Houtz; and Mr. Logan.



Winner of last year's Lux Golf Trophy, which is now being competed for again throughout the Pacific Islands—Mrs. Arthur Thomas. See this page.

marble trophy for writing a feature judged best in Southern California for 1960.

At a banquet at Los Angeles International Airport on June 9, when the awards were presented, were Mrs. Dolores Costello, wife of Mr. Vince Costello, proprietor of the Garrick Hotel in Suva, and their daughter, Miss Dolores Costello.

Mrs. Costello and Dolores were in Los Angeles for a few days before starting a tour of the United States. They looked up family friend Tom McCuaig (who is columnist on the *San Gabriel Valley Daily Tribune*, a 50,000-circulation newspaper in the Los Angeles area) and Tom took them to the banquet organised by the woman's journalism graduates of South California.

Irish-born Tom McCuaig, who was a journalist in Wellington and Sydney before going to Fiji in 1956, won the first-place award over more than 250 entries. His column, "For the Love o' Mac!" is now syndicated among 10 daily newspapers in several States which comprise the Brush-Moore chain.

Tom plans to return to Europe this summer to begin a nationally-syndicated column for American newspapers to be called "Window into Europe". He was quoted in an April issue of *Life* magazine, and was also the subject of a 1,000-words story put out by American Associated Press last June (1960) because of an expose early last year in the *Daily Tribune* of rackets in the importation of girls from Europe to the United States, to work as domestic



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servants. McCuaig's campaign secured him a nomination for the coveted Pulitzer Prize award. Tom retains a close interest in Fiji affairs and is a subscriber to *Fiji Times* and *Pacific Islands Monthly*, of which he quotes occasionally in his column.

Native Carving For Sir Donald

The P-NG Administrator, Sir Donald Cleland, in June, was presented with a sample of some of the wood carving work of the natives of the New Ireland district.

Sir Donald and Lady Cleland were making an official visit to New Ireland and called at Taskul, on New Plover, to open a new Local Government council. Some hundreds of natives travelled for up to two days to see the Administrator.

After the opening Sir Donald was presented with a wooden statue of Moses holding the tablets of the Ten Commandments — symbolising a fine impression of "The Law-giver". A native named Atakuk, of Taboi village, carved the statue in a week's hard work, and later posed for a photograph with Sir Donald. An illustrated article on the carving that and the Manus area—written by Captain Brett Hilder—was published in *PIM* of April, 1960.

Tourist Increase Not Enough

Mr. Charles Stinson, had something to say about the tourist trade in June.

He said the rate of increase of tourists to Fiji last year was a little more than 12 per cent., which was not enough. Some other areas had risen by as much as 27 per cent.

Mr. Stinson said that Fiji was in strong competition with other South Pacific territories, which were getting increasing numbers of tourists, and the support simply had to be given to the Visitors Bureau if Fiji was to get its share of the trade. The Bureau wanted more money.

Mr. Stinson deprecated the lack of support by local businesses, and said the businessmen still did not realise the benefits of tourism to their communities.

Mr. Stinson said unless more help was given to the hotel industry, tourists could not be kept in line with overseas competitors.

Mr. Stinson's comments were received, as usual, as being intelligent and valuable, but many people in

Fiji don't see new hotels as the complete answer to increased tourism. They would like to see more organised entertainment for the visitors, and more things done to make the visitors welcome.

Samaritan Was A Casual Visitor

When the US Coast Guard cutter *Ironwood* visited Pago Pago, American Samoa, earlier this year, a Hospital Corpsman, Vincent Gentiluomo, of Texas, paid a casual visit to the hospital.

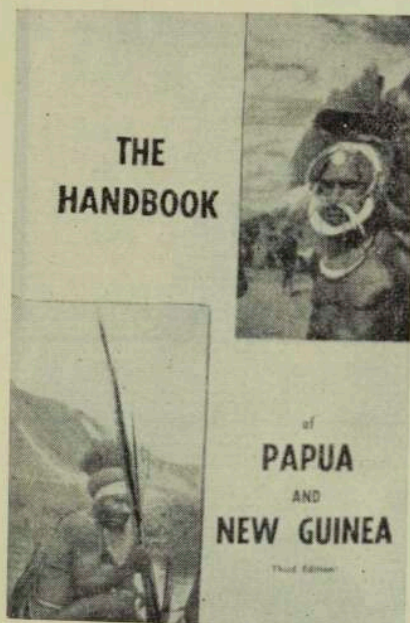
There he saw an 18-years-old

Samoan girl, Tifitifi Liufau, who was having her third heart attack. She suffered from a special heart condition and was in need of surgery.

Gentiluomo was told the only place near enough to provide it would be Hawaii, but the cost of such an operation might run into thousands of dollars, an amount which the girl's parents could not pay.

Gentiluomo took the girl's medical history back to Hawaii with him in the hope that he could have something done.

There he heard that a columnist on the *Honolulu Advertiser* had



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Comprising over 300 pages, with special map of the two Territories, it contains all details of the Administration and commercial organisations in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—shipping and air services, radio-telephone networks, etc.; lists of fees and taxes; Customs tariff.

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helped raise a heart bank known as the Eddie De Mello Fund, named after the first boy who had benefited from an operation, thanks to donations from the public.

This fund was almost depleted but the staff at Queen's Hospital became interested in the case and offered to do the operation free.

Tifitifi was flown to Honolulu on June 4.

In mid-June, news went back to Pago from Dr. Lawrence Klein that Tifitifi had been operated on on June 13 and that the operation was completely successful.

Australian Leader On P-NG's Future

Leader of the Australian Parliamentary Opposition, Mr. Arthur Calwell, said in Port Moresby on July 1 that he could not envisage P-NG ever gaining representation in the Australian Parliament.

"When independence comes, the closer associations between Papua and New Guinea and Australia will be as fellow members of the Commonwealth of Nations," Mr. Calwell said.

Mr. Calwell and his wife arrived at Port Moresby in the liner *Orsova* for a ten day "Meet the People" tour of Eastern Papua and New Guinea. There is a Federal election in Australia at the end of this year.

Mr. Calwell told a Port Moresby Press conference that the people of Australia had to continue to help financially the Territory of P-NG. It had to assist "to the extent of millions".

Mr. Calwell said: "Australia is not a Colonial Power.

"A Colonial Power is one which

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Mr. Arthur Calwell.

Papuans Have a Dress Sense

Australian Parliamentary Opposition Leader, Mr. Arthur Calwell, thinks young Papuan girls have dress sense "as good as that of any Australian girl".

He told a Press conference this in Port Moresby on July 1.

"Improved dress sense and taste in the clothes of the young native girls is one of the first things that I noticed," Mr. Calwell said.

He said that young ones and young mothers particularly seemed to have chosen clothes with great care.

"They use bright colours in their dress wonderfully. Some were even wearing hairnets."

After this statement, some local people wondered if Mr. Calwell had been correctly reported!

There has been an improvement in Papuan dress in the last few years, but it's hardly up to the Australian mainland standards yet—nor would anybody expect it to be.

loits. Australia has never done

le said he estimated it to be generations before the people of Territory are ready to rule themselves, despite some United Nations delegates who believe self-rule should be granted earlier."

Mr. Calwell, the day of his Press conference, visited Sogeri, a rubber tapping area near the beginning of Kokoda Trail. He was, said a respondent, "impeccably dressed tropical white".

Nice Crowd' For Pacific Bowls

For the second year in succession, bowler Archie Gardner, in early , won the South Pacific Singles Bowling Championship. Playing on a green in Suva he won the final against New Zealander K. Potter.

The tournament, which included teams from Australia and NZ, was hampered by atrocious weather, at one stage the organisers were doubtful if the contests would be completed.

It apparently the weather didn't ruin any of the fun out of the trip for the visitors. They told a PIM respondent at Nadi airport before

flying home: "It was great, and so was the hospitality."

Said Suva Bowling Club vice-patron, Mr. V. J. Costello, in presenting the trophies: "This is the best overseas crowd in the history of the tournament."

New Lautoka Store Rises from the Ashes

The Lautoka, Fiji, branch of Burns Philp (SS) Co. Ltd. moved into their new store building in June. The previous building caught fire at 2 a.m. one day last March and in about an hour had burned to the ground.

No damage of any consequence was done to the new store, which had been partly completed around the

old one. Steel windows were twisted and ceilings burned out but the concrete work was found to be sound.

With £60,000 stock destroyed in the fire, store manager Les Pearson drew stores and stock from other branches, and in three days was again in business in an old theatre building on the opposite side.

Since then, the contractors have been rushing to completion about 3,000 square feet of the new building, and by erecting partitions, have prepared a fairly good store section, despite some temporary make do and mend.

When fully completed, the store will cover a triangular block with very long frontages to three streets, and the existing service station, which



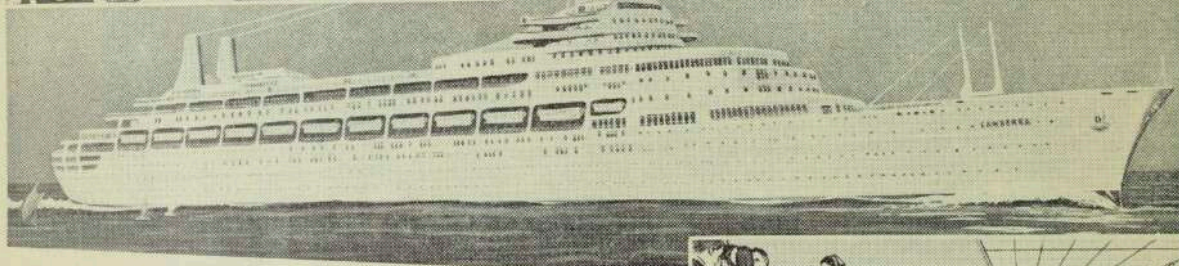
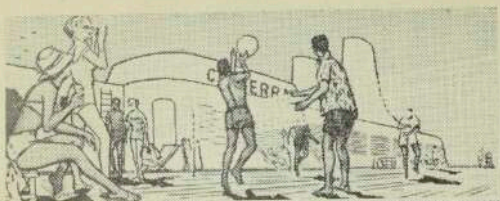
Sand castles are an expression of a child's desire to build, to create something solid. Their castles in the air — their dreams of the future — will have much more chance of coming true if they learn to save while they are young.

It's always easier to realise ambitions if you have some money behind you, and the surest way of achieving this is to start saving now.

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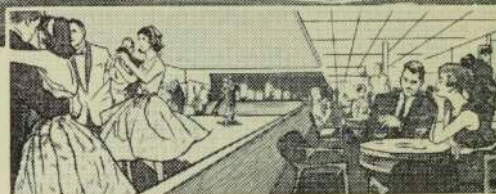


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"Canberra" is 820 feet long and has accommodation for 550 First Class and 1,685 Tourist Class passengers.

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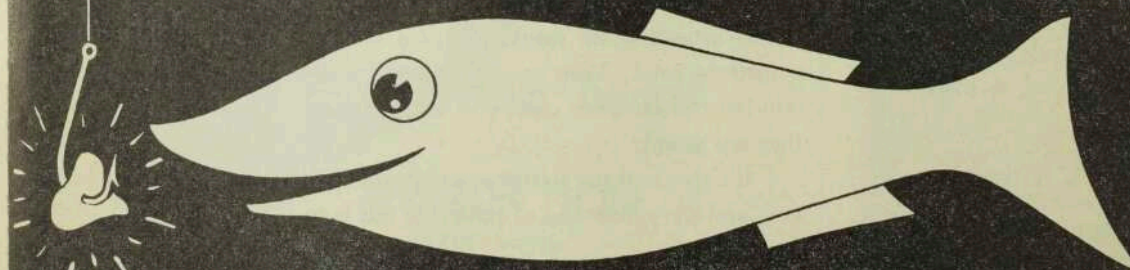
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The new Lautoka store of Burns Philp, as it looked in June.

Photo: Akbar

zingly escaped the fire, on the r. Burns Philp has had bad luck with es being burned down in Fiji. asa, Ba and Lautoka have all ed down. An unusual coincid-, and one which has resulted in h friendly bantering, is that in case Albert Waddingham was ormer manager of the burned es, having left each about a year re the fires. r. Waddingham these days is busy 'uda, retired from business, but engaged in light farming, bee- ing and poultry raising, as *PIM* reported recently.

nt of the Month— New Police Station

ent of the month in Lautoka, in June was the formal opening he town's new police station. ilt by the Fiji Public Works rtment, designed by Govern- architects, the building is cer- a modern addition to the Great hwest. Opening ceremony was rmed by the Acting Governor, P. D. MacDonald. ervisor of the job was Mr. Price, who also built the ter- building at Nadi airport. e police station has two floors, includes a well-equipped radio

icer in charge is S/Superin- nt J. Beatt, who has with him intendent D. Saint, D/Supt. Ian A/Supt. Brian Finch and ant/Supt. Walli. Total staff is ver 50 Indians and Fijians of nks.

his address, the Acting Gover- alk on the role of the Press nacular as well as the English age Press. He said it could do at deal to build up, or harm the e of the force, and he hoped the would use its good offices to

foster good relations between the force and the public.

About 200 official guests were present.

Different Slant to Hibiscus Festival

Fiji's Miss Hibiscus 1961 will probably be named from the bridge of the liner *Mariposa* this year.

And furthermore, she will be named early during the Hibiscus Festival celebrations, instead of having to wait until the evening of the last day of the festival. This will enable Fiji's glamour girl of the year to be guest of honour at Hibiscus Week functions.

According to a tentative programme drawn up in Suva in June, the naming will be on September 18 aboard the *Mariposa*, which is bringing tourists for the festival.

The programme starts on September 16, with a march through the city and an official opening at Suva's Albert Park.

The procession of floats will be on September 23, after a full week of festivities, including concerts, exhibitions, fairs, receptions, sports meetings and demonstrations.

Hibiscus Week is quickly becoming the kind of popular tourist attraction that Bastille Day is in the French Pacific.

Festivals appear to be on the increase in Fiji, with the Northwest putting on the Nadi Commerce Week Festival and the Lautoka Junior Chamber of Commerce planning an event of the same kind just before the opening of the Suva Festival.

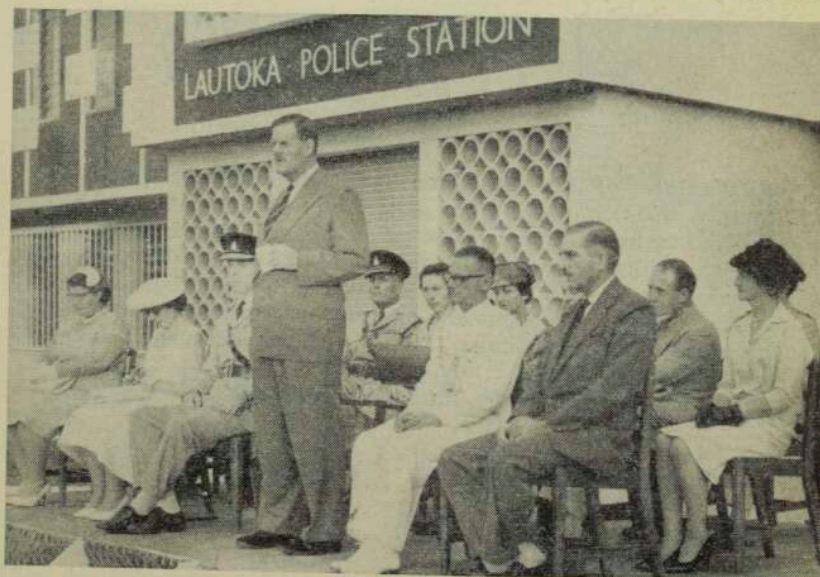
P-NG Sportsmen Are Out for a Win

Papua-New Guinea is moving into gear in its efforts to make its debut in international sport at the British Empire and Commonwealth Games in Perth next year, reported an AAP-Reuter correspondent from Port Moresby in June.

The Australian-administered Territory hopes to be represented at the Games by a team of European bowlers and at least six native athletes.

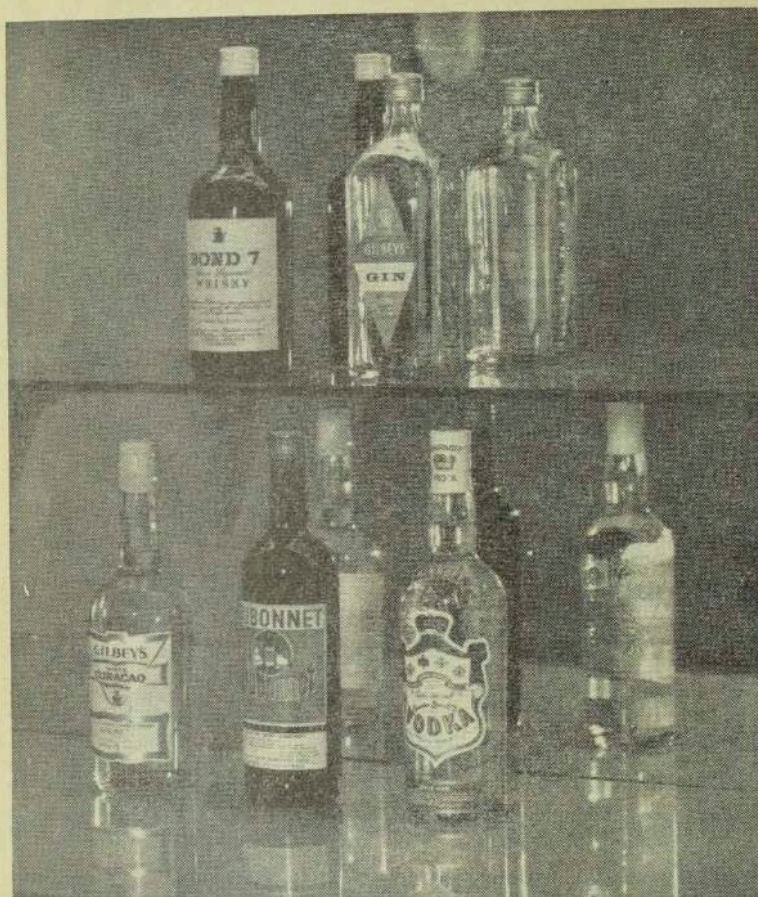
But before these hopes are realised a number of obstacles have first to be overcome.

These include the setting up of athletics clubs throughout Papua-New Guinea under a parent body, and affiliation with the Australian Amateur Athletics Association. (Over)



The Acting Governor of Fiji, Mr. P. D. MacDonald, opens Lautoka's new police station.

Photo: Akbar



PERSONALITIES OF THE MONTH

All the Gilbey products have distinctive personalities, much in common (quality, tradition, appeal), but some things that are unique to each. You've met five of them in these pages — bland, urbane Bond 7, the quality whisky; Gilbey's Gin, the international sophisticate; Pierre Smirnoff vodka, the fascinating Russian aristocrat who conquered America and is now a naturalised Australian; Dubonnet, the gay French newcomer (straight or mixed); and the Gilbey liqueurs in the new shapely, easy-on-the-eye, easy-to-handle bottle.

They are a handsome family. Introduce them to your customers.

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Only when this is done will the Territory be given the green light by the Games Federation in London to compete at Perth.

Prominent local sporting identity, Mr. A. L. Michel, chairman of the Territory's first Empire Games Association, will not hear of defeat.

"We have a lot of hard work ahead of us, but have no fear, we'll be in Perth next year," he said.

"We have the full support of the Administration and the Minister for Territories, Mr. Paul Hasluck, and many local organisations have offered to do all they can."

Papua-New Guinea, while only a young and comparatively primitive country, has an enthusiastic sports-minded native population.

In the more civilised areas the natives have, under training and encouragement from a hard core of Europeans, excelled in soccer, rugby league, basketball and baseball, and are skilled sailors.

In 1956 the Territory made its first attempt to step onto the international scene.

A team of Port Moresby clay pigeon shooters sought permission to compete in the Melbourne Olympic but met ignominious failure.

The Olympic Committee turned down its application on the grounds that Papua-New Guinea was "not a country".

Smarting under the insult, Territory sportsmen last year decided to make a determined bid for a place in the Perth Empire Games.

Initial approaches to the Games organisers in Western Australia drew encouraging replies, and further overtures to Mr. S. Duncan, secretary of the Games Federation, won provisional affiliation for Papua-New Guinea.

Plans are now well under way to seek out the Territory's best native athletic talent in the 16 months remaining before the Games are to be held.

Athletics Promotion Committee have been set up in Port Moresby and Lae.

Port Moresby will begin holding regular inter-club athletic meets next month. Lae, Rabaul, Madang and Wewak will follow suit by September. The first inter-town carnival is scheduled for January next year.

The aim of local organisers is to hold Territorial championships about August next year at which athletes from PNG and the British Solomon Islands might also compete.

The team to go to Perth will be chosen on the results of this carnival, and the successful athletes will then undergo intensive last minute

Queen Salote Says Thanks

Queen Salote in June thanked the South Pacific for all the help given after the hurricane which swept through Haapai and Savau in March.

Speaking at the opening of the Legislative Assembly, Queen Salote said Tonga was deeply grateful.

"To those who contributed willingly, to those who made a family effort, to those of you in the various clubs and committees, to those who contributed in church efforts, to the Government of Fiji, New Zealand and Australia, and to the Government of the United Kingdom and to contributions from the United States of America and all those who helped in every conceivable way, please accept our thanks and gratitude."

"We are overwhelmed by the tokens of friendship that have been so readily given, and can never hope to repay the hands that were so quickly opened to us in our hour of need."

Among the visitors who heard the address in Council was Air Marshal Sir Anthony Selway, Commander-in-chief of Britain's Far East Air Force, and Lady Selway, who were making a three day visit to Tonga.

ing at the hands of an Australian

ance will be raised by public subscription and an Administration

st how much potential the native te has was demonstrated at the tory's first native sports meeting

ort Moresby early this month. nning in bare feet on an un-uphill grass track a 19-year-old e teacher was timed by three es over the hundred yards in seconds.

the 4 x 440 yards relay one e, again in bare feet, covered leg" in 52 seconds flat.

e winning leaps in the broad e and high jump were 21 feet nches and 6 feet one inch revely. Both winners wore no and neither had ever before eted in an athletics contest of ind.

e carnival did more than high-a few exceptional performances. ary to expectations it empha- that the New Guinea native is more than mediocre in throw-

ing events and long distance running. "We thought that with his background the native would be ideally suited to both," Mr. Fred Kaad, an executive member of the Port Moresby Athletics Promotion Committee, explained.

"We were quite wrong. His best potential appears quite definitely to be in the sprints and the jumps. Even now, untrained and uncoached, they look very good in these."

Canton Tracking Station Working

The American satellite tracking station erected at Canton in connection with America's man-in-space

project is in operation. Residents at Canton have been given a conducted tour of the station, to see the equipment that will help keep track of America's first round-the-world spaceman satellite.

Fiji Cocoa Prospects Are Still Good

In spite of world depressed prices for coffee and cocoa, Mr. V. E. Sills, Fiji Agricultural Officer, thinks the future of cocoa in Fiji as an export item is still good.

In a review of the cocoa industry, which is still in its infancy in Fiji, Mr. Sills says the proper development of cocoa in Fiji is of "great

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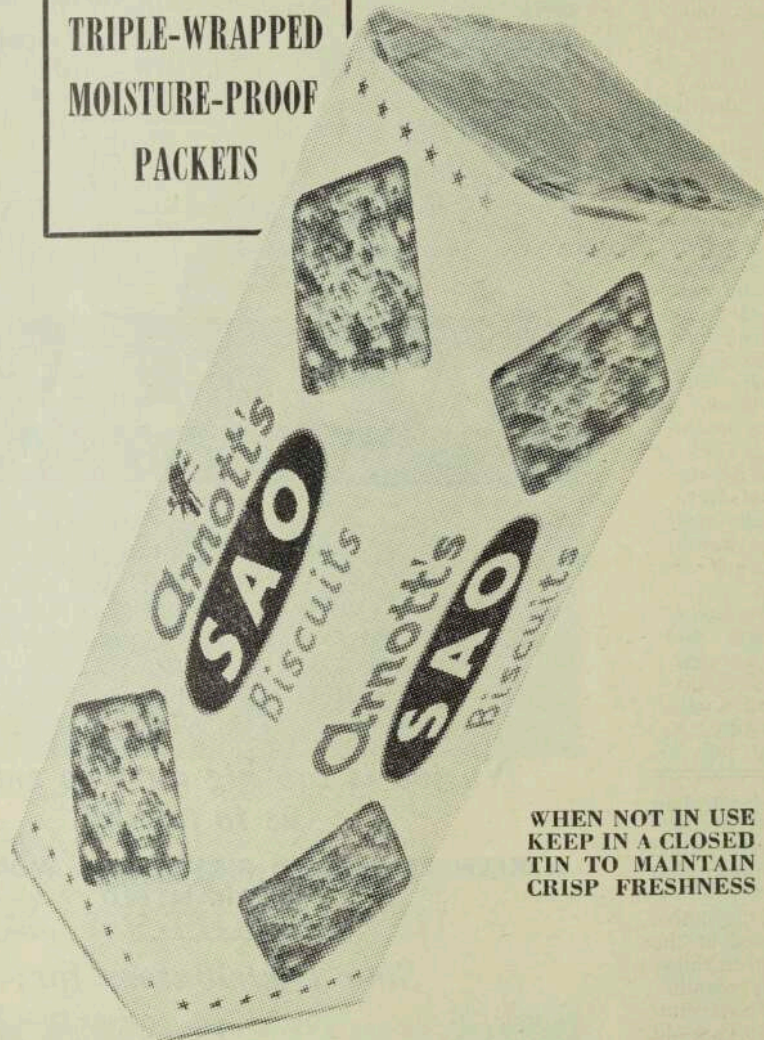
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importance", and it might one day become an "immense enterprise".

Not so happy are the figures for coffee. It was announced recently that three South American States alone had sufficient reserve stocks to supply the world for a year.

The suggestion that coffee will be a "hedge crop" for Fiji and be used mainly for local consumption has therefore some merit.

Ocean Is. and Nauru Labour Settles Down

Reports from the Gilbert and Ellice Islands Colony in June said that the new labour arrangements on Ocean Island seemed to be working well.

The arrangements were made following the strike in April of GEIC labourers employed on Ocean Island, which later spread to Nauru.

As well as better conditions, the labourers got an increase in wages. At the time the trouble wasn't fixed until the police were called out from the Solomons, an RNZN frigate was dispatched from Auckland to "wait for the horizon" and senior Phosphate Commission officers had arrived.

Agreement was reached after discussions between the strikers and the

It'll Be Easier to Enter Fiji

From July 17, passengers entering Fiji will no longer have to fill in baggage declarations.

The new system applies to passengers entering either by sea or air. It follows a trial period at Nadi airport over some weeks.

There will, however, be verbal questions asked by Customs officers on landing.

The announcement should be welcome news for regular travellers, with yet another barrier to free movement removed. Other South Pacific territories, please copy!

top brass, during which the Ocean Island labourers, who had their problems discussed first, made it clear that one of their main complaints was that it was difficult to have their opinions brought to the notice of the management.

There was also need for new housing, and a new type of house, and such things as transport to distant places of work, and increased rations, they said.

The new arrangements on Ocean

consist of a new Workers' Committee of six, the members elected by island groups. Chairman of the new committee is the Labour Officer, who is also newly appointed to that post. The committee meets weekly or as required and receives complaints which can't be settled by the Labour Officer in the course of his normal routine.

There is now also a Labour Relations Council, under the chairmanship of the Assistant Manager at Ocean, to deal with matters that can't be settled by the committee. Final appeal lies with the Manager.

The Ocean Islanders also have a new Welfare Officer.

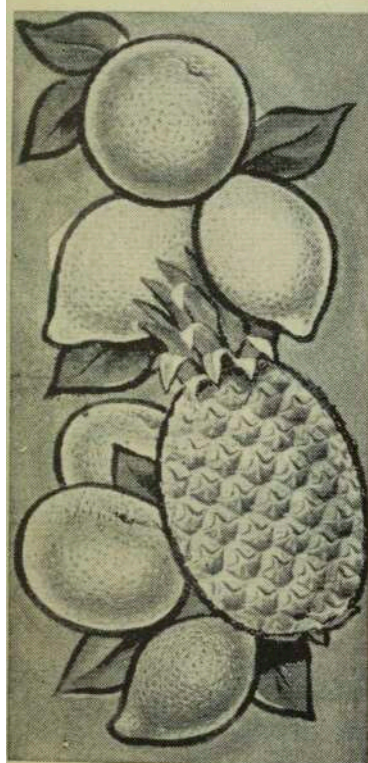
The complaints at Nauru mostly concerned matters of detail, although they asked for an increased basic wage, which they got.

The increased wages and allowances at Nauru (£2 a month increase on the basic wage, plus a child allowance of £2/3/4 a month) also apply to Ocean Island labour.

The labour organisation at Nauru will be remodelled on the same lines as the Ocean Island arrangement.

In both Ocean Island and Nauru, the proportion of married workers is to be increased as quickly as possible.

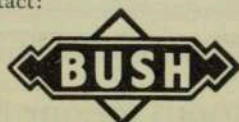
FOOTNOTE: The NZ frigate *Pukaki*, which arrived at Tarawa as final agreement was reached, had a



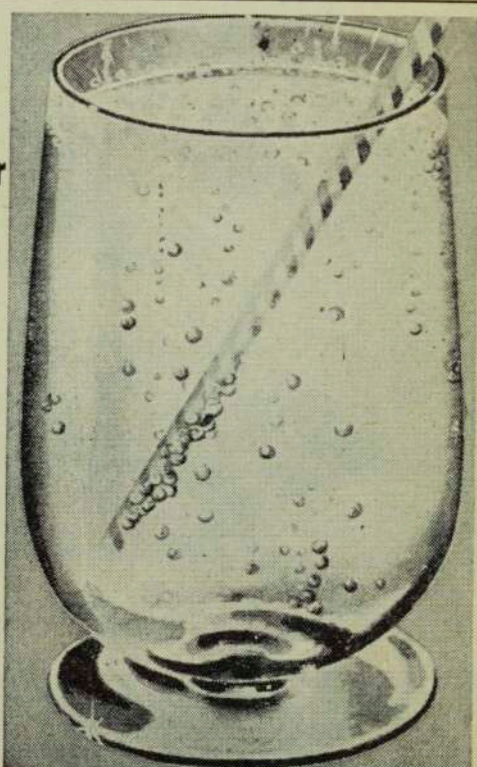
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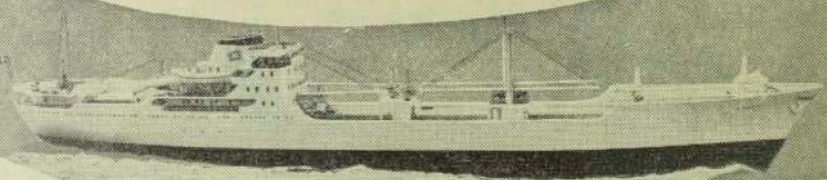
The large Bush range includes Lemon, Orange, Lime, Mandarin and Pineapple fruit flavours, plus many other essences. For full information, contact:



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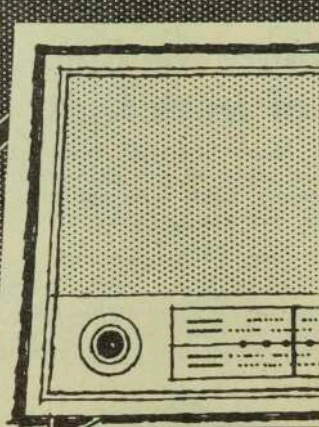
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ctic time. There was a party in the
tio Club on Saturday evening, a
cket match the following day, plus
sight seeing tour of the Betio
ttlefields. Then there was a soccer
atch, followed by a cocktail party,
as another cricket match and an-
er cocktail party.

Who Were Those Natives Who Rescued the President?

The group of Solomon Islands
tives who during the last war res-
ed a party of Americans including
utenant John F. Kennedy, now
President Kennedy, consisted of
e Methodists and three Seventh-
y Adventists.

This has been established by
stor J. P. Holmes, president of
Western Solomon Islands Mission
Seventh-day Adventists. Pastor
lmes had already been making
ne investigations on behalf of an
merican editor.

From his headquarters at Kukudu
June 21, Pastor Holmes reported:
ast week two Americans came here
I spent eight days, having obtained
address from denominational
dquarters in Washington.

They wea from the *New York
ald Tribune*, and the leader, Mr.
novan, was commissioned to write
ook on the wartime experiences of
sident Kennedy. He had already
erviewed the President and all the
er survivors from the PT boat
I had access to the American
val files."

The story of the rescue, and the
t played by Australian coast-
cher Reg Evans, has been dealt
h fully in issues of *PIM* from last
ober on.

Tenders Called For NG Hamac Companies

Tenders were called in June for
subsidiary companies of the New
nea trading company, Hamac
dings Ltd., which went into liqui-
on last year with liabilities
lling £500,000.

Hamac Holdings has interests in
pping, plantations, hotels, meat
duction and motor vehicle distri-
on.

he order liquidating Hamac in
il last year was the largest ever
dled by the Papua-New Guinea
reme Court.

he Official Liquidators, Mr. J. H.
ison, of Sydney, and Mr. R.
d, of Port Moresby, called tenders
the five companies on June 20.
he companies are Hotel Cecil
, Wanigela Plantations Ltd.,

Eriama Estates Ltd., Aroana Estates
Ltd., and Morobe Hotels Ltd.

Available for tender are hotels in
Wau, Goroka and Lae, an abattoirs
and a 4,800-acre pastoral estate near
Port Moresby, and rubber, cocoa and
peanut plantations.

Tenders close on August 15. (See
PIM, June, p. 149, and classified ad-
vertisements of this issue.)

Klinkii Pine For Vanikoro

A new phase in reafforestation has
begun at Vanikoro, BSIP. Since 1959
work has been concentrated on areas
where felling has taken place within

the past 10 years. But now new
planting has been extended to areas
felled more than 20 years ago, be-
cause it has been found that worth-
while amounts of young kauri are
found to be surviving.

The kauri seems to be an unusual
species, in that it is able to survive
for long periods under heavy shade,
and yet is capable of extremely rapid
growth when freed from competition.
Plots of experimental hoop Klinkii
pine, of the same type that is growing
in Bulolo, New Guinea, and from
which plywood is being made, has
also been introduced to Vanikoro. It
seems to be very promising.

(Over)

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Solomons, Too, Will Have Native Bishops

Two appointments of Melanesian priests as Assistant Bishops are expected to be made in the Solomons shortly.

The Bishop of Melanesia, Bishop A. T. Hill, said in Honiara that he had the authority of the Primate and Synod of New Zealand to appoint the priests.

He said the two men appointed would probably go to Australia for three months for their preparation, and the Primate of New Zealand would probably come to Honiara for their consecration, which might be some time next year.

The new Assistant Bishops will have the same duties and rights as the Bishop of Melanesia, and will act under his direction. It will be the first time that bishops have been chosen from Melanesian clergy in the diocese.

Papua appointed Anglican George Ambo as Assistant Bishop of New Guinea last year—the first native bishop to be appointed in the South Seas.

5,000 Hear The Kieta Choral Festival

A little known Choral Festival held its third meeting on Bougainville, New Guinea, in June—with 26 choirs, 1,600 voices and a crowd of almost 5,000 people to hear them.

The Choral Festival is held yearly at Kieta—and is open to all schools and villages on Bougainville. There are few rules, the main one being that a native must lead the choir.

The Choral Festival as an annual event was organised three years ago.

TKO For The Tahitians

A troupe of Tahitian dancers who came to Sydney in February to make three initial appearances at the Sydney Stadium, Rushcutter Bay, left in July suffering from a financial t.k.o.

Louis Aitemai said they had lost £3,000 on their Australian tour when he and five others left by air on July 5.

Five other Tahitians in the group have apparently fared better as they are still on engagement at Surfer's Paradise, Queensland.



Mr. David French, Western Pacific High Commissioner.

with the idea of it being a friendly get-together of schools on Bougainville. The objects of the festival are to allow children of different areas to meet and mix, to engender a spirit of friendly competition. It was quite definitely laid down that the festival was a festival and not an eisteddfod. Organisers are Kieta ADO M. J. Enehy, planters R. S. McKay, H. Kroening and F. R. McKillop and missionaries Brother Cornelius, Rev. Taufa and Mr. G. Wilson.

A record number of visitors attended this year, from as far off as Suva, in the south, Soham in the north and from Rabaul, New Britain. And the general improvement in all singing and presentation was generally hailed as a "tribute to the co-operation between missions, administration and private settlers".

The Kieta Club shield for the best choir was won for the third time in succession by the Methodist Mission's Roreinang Choir. They are now the permanent holders of the trophy.

The choir master, Tongan Minister Rev. John Taufa, had postponed an important eye operation so that he could participate.

The festival was held in conjunction with the Queen's Birthday celebrations, which included a shoot by the Kieta Rifle Club and a Ball.

In Rabaul on June 12 the male choir of the Jones Missionary College, operated by the Seventh-day Adventists, successfully defended the Mrs Philp Shield at the Rabaul Oral Festival for the third year in succession. The choir now retains the shield permanently.

Native conductor was Dan Masolo and the choir was trained by Pastor Doug Martin.

BSIP Fijians Greet High Commissioner

The High Commissioner for the Western Pacific, Mr. David French, appointed earlier this year, was given a traditional Fijian welcome at the Fijian village on the west bank of the Matanikau, Guadalcanal, when he made an official visit there.

The local Fijians in the Solomons can remember only having once before welcomed a representative of the Queen in the traditional ceremonial manner—and this was when the late Sir Brian Freeston, then the Governor of Fiji and High Commissioner for the Western Pacific, visited the BSIP about 11 years ago.

Mr. French has served in Fiji with the British Colonial Office. He reminded the villagers of the very close association which had existed between Fiji and the Solomons since the Fiji battalion's sterling service in the Protectorate during the war.

The Fijians gave Mr. French a yaqona ceremony, and presented a whale's tooth and yaqona root, and finally presented the chiefly foods, pork and yams. In reply, Mr. French presented the Fijians with a whale's tooth.

WILL YOUR PARABOLOID KEEP OUT THE RAIN?

The roofs of many houses in the Islands are often torn off simply by suction during cyclones.

But some chaps in Teddington, Middlesex, England, at the National Laboratory, have been busy lately making artificial cyclones so that you may keep not only your head, but your roof, in the next big blow.

Wind tunnel tests on model houses may be used to achieve a roof design which will resist cyclonic suction.

A shape of roof known as "hyperbolic paraboloid" has been suggested for this, as it provides considerable structural advantages and can be produced from small quantities of low grade timber.

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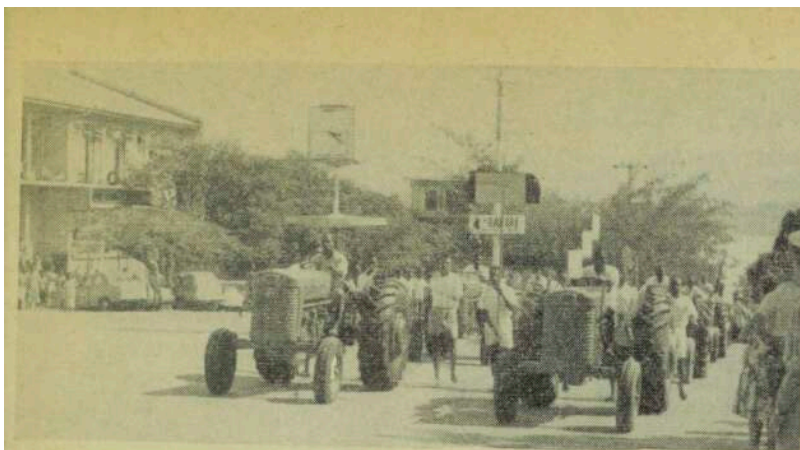
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P-NG'S TECHNICAL TRAINING WEEK. P-NG was right in step with other British Territories of the South Pacific—and the British Commonwealth generally—when it staged Commonwealth Technical Training Week in June. There are probably few countries anywhere whose need for technical training of youth is greater than in the Territory—and P-NG's response to the Duke of Edinburgh's idea of promoting interest in the week was a credit to a lot of hard working P-NG citizens. Port Moresby put on the biggest show of any in the Territory, because there is a greater concentration of training facilities here. These photos show (top), part of the parade of floats through Port Moresby's streets in Saturday, June 3, which showed the technical work being done in schools, colleges and workshops of Moresby. Trainee operators of mechanical equipment for the Idubada Technical School are in the forefront here. Lower photo shows the Idubada School Choir at an evening concert on Ela Beach oval during presentation of trade certificates for apprentices. Photo: J. Malik

It a Sample Of ehistoric Man?

A rock which may be the fossilised skull of a prehistoric man was recently brought into Lae, New Guinea.

New Guinea pioneer, Mr. Michael Leahy, said he believed the skull-like object could not be anything but a fossil of either very early man or prehistoric ape.

The rock or skull was found by Mr. George Clark, in dredgings made up by the Bulolo Gold Dredging Company at the junction of the Bulolo and Watut Rivers.

Fossilised pieces of log have been

found in the same area. Mr. Leahy said he believed that the formation of the eye sockets with very distinct nose and jawbones and other features were much too pronounced to be just an accident of water sculpture, from the river bed.

A gold nugget weighing 20 ounces and valued at £300 has been found by natives at Timmee waters, 35 miles from Lae, toward Bulolo, NG.

The nugget, a perfect specimen, was found in an area worked before and since the war by European prospectors but now worked only by natives. The nugget has been described by old-time miners as the best ever found in Morobe District.

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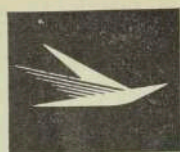
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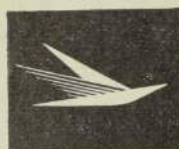
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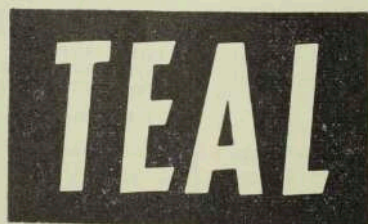
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In Trouble In Hospital Visit

A hospital visit to the son of a well-known Australian Communist got Fiji union leader Mohammed Tora into trouble at Lautoka, Fiji, in June.

Tora, a Fijian turned Muslim, has been prominent in Fiji since his part in the December, 1959, strike of oil industry workers, which led to rioting in Fiji.

In the Lautoka Magistrate's Court on June 22, Tora was fined £5 for disorderly conduct and £10 for resisting a police officer. He was acquitted of charges of criminal trespass and of having uttered words with intent to insult the modesty of a woman.

The charges rose from an incident at Lautoka hospital, where Tora had gone to visit Vincent Healy, son of prominent Sydney Communist and union leader Jim Healy. [Jim Healy died in Sydney on July 13.]

Vincent Healy is a crew member of the CSR sugar ship *Rona*, which moves regularly between Sydney and Fiji. He was in hospital following injuries he received in a car accident in Lautoka.

There were allegations that Tora had used stairs reserved for staff, after being asked not to do so.

The magistrate, Mr. A. J. Jedderly Fisher, in convicting Tora, said he was sorry the incident had been blown up out of all proportion to its importance, and that it was rather a pity that such a man as Tora, who had possibilities, should have been involved in such a case.

Cairn For Jimmy' Joyes?

There is talk of scattering the ashes of "Jimmy" Joyes—NG old-timer recently dead in Queensland—over his Iwi plantation near Kieta, in Bougainville.

His long-term neighbour and friend, Fred Archer, has suggested the executors of his estate that they might mix Jimmy's ashes with cement, and with river-stones and beach sand erect a cairn near the spot where he landed, in September, 1927, full of zest and hope, to take over the plantation from that institution of more-or-less fond memories, the Expro Board.

"They used the ashes of 'The Achcomber' (E. J. Banfield) in this way, to mark the spot where he lived for so many years on Dunk Island, off the Queensland coast," writes Fred Archer.

South Pacific's First Drive-in

From Renata Cochrane, in Port Moresby

The South Pacific Islands first drive-in picture theatre opened in Port Moresby on July 7.

It's an £85,000 project which would startle the thousands of servicemen who used Port Moresby's Ward's Strip as a bomber base during the war if only they could see it, because the Papua Sky Line theatre now takes up a big slice of that area. Roads little-used since the war, overgrown, pot-holed and broken, have given way to a big new sealed stretch which takes 300 cars a "sitting", as their occupants peer at a giant screen 80 ft wide and 63 ft high.

The new concrete projection room, although perfectly new, still has a war-time look, though. It seems to be a cross between a gun emplacement and a radar station.

The new drive-in has a restaurant, too, after the style of those in Australia, and as soon as there is some liberalisation of film censorship for the native people, the owners plan to put in grandstand seating for natives without cars. The new Administration settlement for native people at Hohola is only a mile away and the whole area is being rapidly developed in other ways. There is a Teachers' Training College across the way, and a new school on the way, together with a new broadcasting station for the ABC.

The Administration plans to put in new roads to replace some horror stretches that exist at the moment.

The man behind it all is former Sydney publicity man Bill Maloney. He is connected with a partnership of Far Northern Theatres, of Cairns, and D. C. Watkins, of Port Moresby.

Far Northern Theatres already operates a drive-in at Cairns.

Said Mr. Maloney: "We like sites where there is no TV. And anybody can see that Port Moresby is a place that is going ahead tremendously."

Mainland Political Party For Papua-New Guinea

Following a public meeting in Port Moresby on June 23, a Territory branch of the Australian Labour Party may officially come into being. About 50 people, including natives, attended the meeting called by Mr. G. F. B. McVeagh, a Government surveyor.

Later Mr. McVeagh said he expected Australian Opposition Leader Calwell would address a meeting in July to officially launch the branch.

However, when the Federal Labour Leader reached Port Moresby on cruise ship *Orsova* on July 1, he said "he did not know anything about it". He made some suggestions for the new set-up.

Meanwhile, in answer to fears that public servants in the Territory couldn't belong to a political party, the Administration issued a statement that they could join any party they desired.

But, in effect, the Administration jargon, once decoded, seemed to imply that public servants brought up in the old tradition of loyalty, fraternity, etc., could join in the fun as long as they cared little for the loaded pistol levelled at their foreheads. The announcement said, that a public servant "shouldn't put himself in a position where his integrity as a public servant would become

suspect", and must avoid becoming a party politician.

Mr. McVeagh has been working to form the ALP branch for seven months.

Papua-New Guinea's own political party—the nine-months-old United Progress Party—is criticising the move as "unnecessary Australian interference" on the Territory's political front.

New Caledonian Finances "In Excellent Shape"

An excess of receipts over expenditure was forecast by Acting High Commissioner Poulet when the New Caledonian Territory Assembly began its first session for 1961 in June.

Once again accent was made on the fragility of the local economy whose prosperity depends completely on nickel mining.

M. Poulet warned that every effort would have to be made to reduce nickel mining costs, to hold the profitable Japanese market. If costs rose, Japan might look elsewhere.

Present financial outlook, however, was excellent.

New Township For Warangoi Valley

Now that new settlers have got over the worst of their battle of clearing jungle, caterpillars and vast quantities of huge snails introduced

by the Japanese, the P-NG Administration plans a township for Warangoi, New Britain, with airstrip and recreation areas.

This rich valley, 40 miles from Rabaul, was opened in 1959 for general settlement.

Sir Donald and Lady Cleland, during their three-weeks Territory tour end of June, visited the valley and lunched in a new school opened there for all races.

Power of Advertising Proved in Tonga

Station ZCO, Tonga, to be officially opened by Queen Salote on

July 4, has already illustrated the pulling power of commercial advertising.

Two recruitment commercials broadcast on the Tongan programme resulted in 295 men applying for the Tongan Defence Force. All of them claimed to have heard the word on station ZCO.

Earlier in May, the station manager, and the Secretary to the Government, visited Apia and Suva for the purpose of selling advertising time on ZCO.

Response from many contacts made was said to be "most encouraging".

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Kuru Victims Won't Go to Hospital

Victims of New Guinea's mystery disease, kuru, which continues to baffle scientists, prefer to die in their villages, instead of coming into the hospital built especially for them at Okapa, headquarters of the sub-district.

The P-NG Assistant Administrator, Dr. John Gunther, said in June that the hospital had thus become a general hospital instead of a special kuru treatment centre. Because of this, the Administration would buy the Okapa Hospital from the Lutheran Mission, which had built it, and use it as a general hospital.

The Lutheran Mission plans to build another hospital especially for kuru victims away from Okapa, in the hope that this will encourage kuru victims to come in for treatment.

NZ Bid On NNG Mountain Fails

A New Zealand expedition of alpinists in June failed in its bid to conquer NNG's Carstenz Peaks. In early July five of the six members of the team were staying with Dutch friends in Hollandia, awaiting the botanist member of the party, Mr. D. E. Cooper, who was collecting botanical specimens.

Leader of the expedition, Mr. C. P. Putt, said there would not be a second attempt to climb the peaks. He said all six members were in good health, but very tired. Lack of supplies and the extremely difficult country had caused them to abandon the climb. However, the party had succeeded in finding an approach towards the peaks for any second expedition.

Geologist Mr. D. B. Dow, who accompanied the party, said it was the most difficult terrain he had found in almost three years' service in New Guinea.

The Carstenz Peaks are 16,500 ft high and are extensively snow-capped.

'Use Forced Labour' On the Roads

Forced native labour should be used for Papua-New Guinea road construction, coffee planter and elected Legislative Council member, Mr. Ian Downs, said in June.

He told a meeting of the Eastern Highlands District Advisory Council at Goroka, that forcing natives to work on roads was preferable to the present "head" tax imposed on them.

The International Labour Organisa-



Mr. Ian Downs.

ion agrees that where there is a project of major importance such as road building or water conservation, forced labour is permissible, Mr. Downs said.

He added: This is written into the international labour convention.

"The present system of native taxation is highly inequitable and a large part of native tax is not collected at all.

"In some cases taxation is bulked together—three years at once in one instance."

Mr. Downs said when the "head" tax was introduced three years ago, natives became "much less zealous and interested" in their approach to roads.

Australia Sells More, but UK Best Customer

Other than football players, what can Fiji hope to sell to Australia to correct the imbalance of trade between the two countries?

Figures released in Suva in June show that although Britain is Fiji's best customer, Australia sells most goods to the Colony.

Fiji is worth £4,500,000 in exports to Australia, whereas Australia absorbs only £1,314,000 worth of the colony's exports.

On the other hand, Britain bought 7,000,000 worth of Fiji's exports last year and in return sold the colony goods worth £4,170,000. An analysis of other figures showed:

India sold Fiji more than £750,000 worth of goods but bought from Fiji less than £2,000 worth. United States sales in Fiji totalled £400,000 while purchases from Fiji were a quarter of this figure, £100,000.

Canada bought goods worth £2,000,000 and New Zealand took goods worth £1,341,000 from Fiji.

An example of how the money is spent:

Cosmetics, £120,000 (major suppliers: Australia, Britain, India).

Motor cars, £380,000 (Australia supplied £180,000 and Britain £100,000 worth).

Cotton, silk and apparel, £1,000,000 (principal supplier of apparel, Hong-kong, £250,000. India dominated sales of cotton fabric with £200,000).

'Blue' Allan Enterprise Excites Coff's Harbour

One of the best known of New Guinea's "Before's", Colonel H. T.

Allan (popularly known as "Blue" Allan) has come into the money at the place of his selection—Mullaway, near Woolgoolga, on the North Coast of NSW.

"Blue" and one or two old friends bought a large area of virgin, almost uninhabited country there some years ago. It had an attractive beach in front, and some banana plantations on the hills behind. They cut up the country alongside the beach into township and bungalow lots, put in roads and amenities, and started land-selling and banana-farming. Then, near the junction of the Mullaway road with the main coastal highway,

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they built a luxury motel; and now the Pioneer Tours people (Ansett's) have switched their regular overnight stop from Coff's Harbour to the Suncoast Motel at Mullaway.

The fact that "Blue" now is in the money is indicated by the screams of Coff's Harbour tradesmen in the June 1 issue of *Coff's Harbour Advocate*. They say that this monstrous change in Pioneer Tours accommodation means that 20,000 tourists and £21,000 per annum has been switched from Coff's Harbour to the New Guinean's Suncoast Motel; and the CH Chamber of Commerce is going to appeal to Caesar, in the person of the tireless Reg Ansett.

The overnight stay of thousands of tourists should boost the further sale of lots by the other Allan enterprise, Mullaway Estates Ltd.

Now It's a Curio Co-operative!

With a capital of £500, accumulated from the previous sale of curios, 20 Sepik natives working in Bulolo and in Lae, New Guinea, have opened a shop to sell curios to tourists!

Lady Cleland, wife of the P-NG Administrator, opened the shop on July 1.

Mr. W. Knoll, Administration Wel-

fare Officer, assisted the natives in organising the establishment of their curio business. The curios comprise a wide range of Sepik carvings.

P-NG May Restrict Tolai Cocoa Sales

The P-NG Administration is considering legislation to ensure that native cocoa growers of the Tolai Cocoa Scheme will send their cocoa beans to established Local Government Council fermentaries.

The Administrator, Sir Donald Cleland, told a meeting of combined Local Government Councils this in Rabaul in June.

The Tolai cocoa scheme was established about five years ago with a bank loan, which is being repaid from money received from growers, but some growers have been selling their beans to outside traders, and this has caused problems.

Sir Donald told the Councils that the law which the councillors wanted was really "a restrictive law" and therefore the Administration had to give it careful consideration. (See *PIM*, April, 1960, p. 47.)

Results Already From "Crash" Teacher Scheme

Enrolments at primary schools in Papua-New Guinea had increased by nearly 9,000 since December under the Administration's new accelerated education scheme, Mr. G. T. Roscoe, Director of P-NG Education, said in early July.

The new enrolments were "nearly all native, with a sprinkling of white pupils," he said.

The increase was a direct result of the Administration's special school building programme, and the work of the first batch of 55 teachers recruited in Australia to teach native children.

The teachers were recruited following representations by senior Administration authorities in August, 1960, to the Federal Government.

The minimum requirements were school Intermediate Certificate and an interest in native welfare.

Most of the recruits had had no previous teaching experience.

The first batch went out to remote back country native schools in all districts last April, after a six months' "pressure cooker" course in teaching techniques at a training school in Rabaul.

Mr. Roscoe said the education scheme had resulted in an increase from 18,934 to 27,765 pupils—a rise of about 50 per cent.

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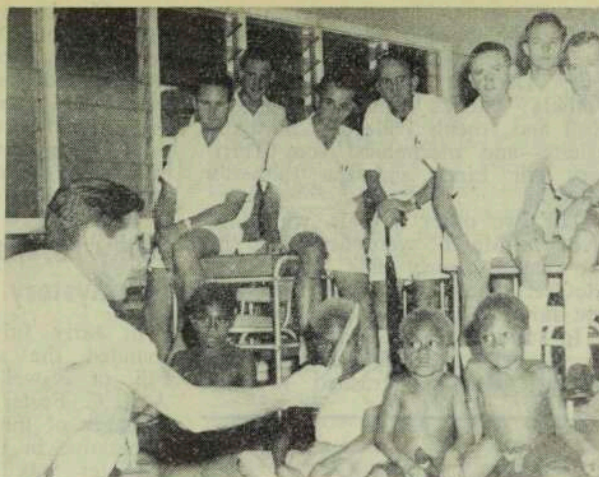
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lege, where P-NG
"crash" teacher trainees
are being put through
their paces, a trainee
conducts a practice class
for infants, as other
members of the course
watch. See below.
—Official P-NG Photo



He said there was now a total of 1,948 students attending 388 Government Infant, Primary and Secondary schools throughout Papua-New Guinea.

In Rabaul meanwhile, the Administrator, Sir Donald Cleland, addressed the second course of 60 trainees in the "crash" programme, and mentioned that only the previous week he had met some members of the first student course who were now teaching in New Ireland.

He made it clear that they were working in "salubrious" areas, but there were, elsewhere, some "bad bits in shocking country". But students were entering a Public Service with a great tradition.

"There are men who have served the Public Service for many years, and their sons are following them," he said. "You will find as you grow in the Territory that the Territory owes on you."

"I have two sons in the Territory. One is an ADO in the mud at Milne Bay. The other is managing a rubber plantation. If I had a third son, aged 18, and he asked me about a career in the Territory, I would tell him to go ahead. Provided the policies and activities of the Europeans are correct, when the time comes for self rule, the natives will be glad to remain."

Relief Foodstuffs

Distributed in Tonga

Limited supplies of ground foodstuffs are to be shipped to Haapai and Nukunono during the latter half of June and into July, for distribution to the persons affected by Tonga's recent hurricane.

The Australian Government's gift of 100 tons of rice was expected by the end of July distribution.

Papuan's Try Won The Match

Thousands of Europeans and natives cheered Papua's first local representative winger John Kaputin, as he raced to score in the last few minutes of the Territory's biggest Rugby League match in Port Moresby on June 11.

Kaputin's try won the match for Papua against New Guinea. The score was 22-18. The Papuan winger was chaired by jubilant white and native enthusiasts at the end of the game.

Kaputin is the first native player to play for Papua in the major representative game in the Territory. Native players have represented New Guinea for the last three seasons.

NG Flying Priest Killed in New Aircraft

Tragedy struck Divine Word missionaries in New Guinea in June when a new type aircraft they had only recently introduced into the Territory crashed, killing a flying priest.

The aircraft was the Dornier 27, a single-engined German plane. The priest killed was Fr. Harry McGee, of the Goroka vicariate.

New Guinea's first Dornier arrived in New Guinea in February about the same time as Fr. Ivor Ruiter, a Divine Word missionary of Wewak, returned to NG after spending several months in Germany, at the Dornier factory in Munich and elsewhere, learning to assemble and maintain the aircraft, and in translating a complete set of manuals and other data into English for the benefit of Australian civil aviation authorities, since it was the first

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And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

Vi-Stim To restore
Vim and
Vigour

plane of its type coming into Australian territory. (PIM, April, p. 141.)

Father Ruiter has more than 4,000 flying hours to his credit.

The Wewak Mission decided to become a distributor of the Dornier and has imported three. One was donated to Bishop Schilling, of Goroka, by the Children of the Propagation of the Faith Society of Germany, a second was purchased by the Wewak vicariate and a third was sold to Territory Air Lines, of Goroka.

The Dornier is larger than the Cessna and carries 1,100 lb of cargo

or seven or eight people.

The first Dornier to arrive in New Guinea was assembled by Fr. Ruiter and Divine Word missionaries Fathers Patrick Fincutter, Henry Hoff and Joseph Walachy—all flying priests—and mechanics from Territory Air Lines and the Lutheran Mission.

The two other aircraft, which arrived in March, were assembled by the same team, plus Fr. Harry McGee. They were assembled and test flown all within ten days.

In June the Dornier owned by the Goroka vicariate, which Fr. McGee helped assemble, crashed in hills

near Goroka while on a flight to Goroka from Madang, during bad weather. Fr. McGee, who was parish priest at Goroka, and the only occupant, died instantly. Fr. McGee was an American.

His Dornier was the aircraft that had been donated by the children of Germany.

Lucky Escape In Fiji Mystery Shooting

In early July, mystery still surrounded the shooting near Nadi, Fiji, of a well-known businessman, A. J. C. Foster. Foster is Northwest manager of the *Fiji Times* and representative in Fiji for PIM.

Foster was driving at night on July 6 between Lautoka and Nadi when he was hailed by a man, whom he took to be an Indian, standing by the side of the road. Foster slowed the car, but began to accelerate again because the man looked suspicious.

As Foster drove past, the man lifted his right hand and fired through the open car window at close range. The gun seemed to be covered with a piece of cloth.

The bullet passed through flesh under Foster's chin.

A party of Fijians which arrived in a Land-Rover soon after, made a search for the attacker, but found nothing.

Foster received medical attention, but was back at his desk next day, convinced he was the luckiest man in Fiji.

Police were investigating several possibilities. Foster could have been the victim of an attempted hold-up for robbery. He may have been attacked in connection with recent terrorist activities in the cane fields, or he may have been mistaken for somebody else.

They thought it more than likely that the gunman was not specifically after Foster.

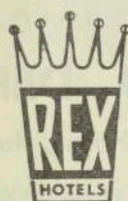
Russian Overtures to P-NG Native Delegate

A Soviet delegate to the United Nations Trusteeship Council in June offered Papua's first native adviser at a UN meeting, Ephraim Jubilee, a chance to study at Moscow's Friendship University.

Back in Port Moresby in June, Jubilee revealed to a Press conference that the Soviet delegate had approached him at a social function in New York.

"He had said other students from P-NG could also go there," said

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It Was Flying, Not Magic

What caused the sudden ill-health in Papua-New Guinea in April of High Chief Malietoa Tanumafili II, of West Samoa?

PIM reported in May, p. 27, that he had gone into a Sydney hospital after his return from P-NG where he had been present at the opening of the Legislative Council, and was not discharged until early May. Nobody in Sydney seemed to know why Malietoa was in hospital, but, PIM reported, Malietoa would probably clear the mystery up himself when he got home.

He cleared it up in June. He explained that high flying in New Guinea in un-pressurised aircraft had been the cause of all the trouble. He had bled from the nose, and had had many days of intense pain.

Malietoa praised the treatment he received in the Sydney hospital and from the medical specialists who looked after him. And he also praised New Guinea's hospitality, although he commented that the climate had been a great deal hotter than West Samoa's.

Jubilee, who is 35, and a school-teacher.

"I told him Moscow was a very long way from Papua and New Guinea.

"I said that Australia was closer. It would be easier for students to go there."

Jubilee spent four weeks in New York as an adviser.

He sat in the Trusteeship Council with members of the Australian Legation.

Jubilee told the Press conference that he thought as many as possible Papua-New Guinea native leaders should be given the opportunity of seeing the working of the Trusteeship Council.

Some of my native colleagues may be jealous if I visited the Council again next year," he said. "Others should be given the chance."

Jubilee, in fact, already had had the criticism over his trip. It came from another native, Stanis Boramini, an English speaking Tolai, who lived in Rabaul that in future any natives sent overseas should be elected members of the Legislative

Council (Jubilee is a nominated member).

Administrator Sir Donald Cleland defended Jubilee's selection when speaking at a meeting of the New Britain District Advisory Council in late June. He said he himself was responsible for selecting Jubilee to go to New York and that an important fact was that Jubilee spoke and understood English.

Army Engineers Arrive To Build NG Roads

The first task 200 Australian Army Engineers will perform following their arrival in the Territory of Papua-New Guinea in June, will be the construction of a 60 mile road linking the coastal town of Wewak with the inland centres of Maprik and Lumi.

Australian Army Minister Cramer said there was no military significance associated with the movement of the men into the Territory. They would merely gain valuable training in carrying out major developmental construction projects for the Administration.

Cooks Want Tourists, But No Changes

The problems associated with tourism have become a live subject in the Cook Islands again.

The matter was discussed at the June meeting of the Legislative Assembly. The meeting was the first session of the Second Assembly, and it was opened with pomp and ceremony, with VIP visitors from New Zealand.

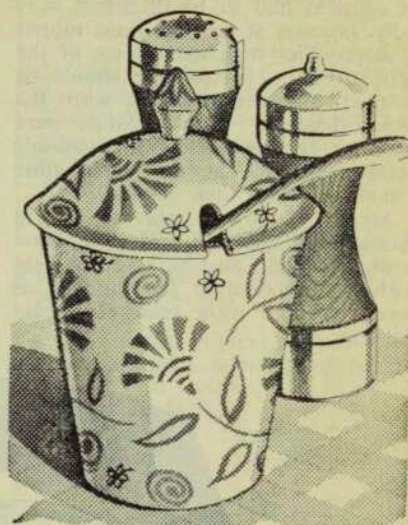
Mr. D. N. McKay, MP, one of the visitors, in officially opening the session, said that the New Zealand Government was very interested in promoting the tourist industry in the Cooks, but it realised that transport was one of the main problems.

He said that because of NZ's own financial difficulties, it was unlikely a large sum would be voted in the near future to extend the runway of the Rarotonga airstrip, so that larger aircraft could land.

The Resident Commissioner, Mr. A. O. Dare, said it was better to have tourists of the right type coming at the wish of the Government, than to have tourists, poor in money and outlook, just drifting into the lovely Cooks.

A member, Makea Nui Ariki, said tourists would certainly, in the long run, help the economy of the Cooks. The people "did not entirely object

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66 Pitt St., Sydney.

to tourism", but they did not want Rarotonga to be glamourised.

Mrs. Poko Morgan said the question of tourism had to be discussed very fully, because at no time must tourist plans conflict with the desires of the people. Plans for tourism should be worked out very closely with the Maori leaders. Cook Islands were striving for social and economic betterment, but at the same time wanted to keep their identity.

Mr. D. C. Brown said the airstrip should be lengthened. The NZ Government should also be asked to help with accommodation for tourists, as several people were ready to begin building.

Mrs. Poko Ingram said she supported any proposals for increased tourism as long as tourists accepted the Cook Islanders as they were.

Cargo Cults Mentioned At Murder Inquiry

There was wide interest in New Guinea in June in a court case over the death of a Madang native.

Mr. Justice Gore, in the P-NG Supreme Court, found Nicholas Lagit not guilty of having murdered another native named Loren on May 7. He found that Lagit was insane and committed him to an institution.

A witness during an earlier hearing was Bishop Adolph Noser, of Alexishafen Roman Catholic vicariate, who said that Lagit, about a month before the killing, had come to him at his office and had asked him when he would be ready to come to the village of Garegut.

Bishop Noser said he told Lagit that he would let him know. He and his party had eventually arrived at Garegut on May 6, where they were made welcome and greeted by the villagers dressed for a singsing.

Later there had been confession, and the next morning, which was Sunday, a Mass.

Other witnesses then told how, with everybody watching, Lagit had gone behind a fence and then come out hand in hand with the native Loren.

Lagit had told Loren to raise his hand, and as Loren did so he struck him a powerful blow across the throat with a knife. Loren fell down bleeding and bled to death.

Bishop Noser told the court that his own suspicions had not been in anyway aroused prior to the killing. Lagit had been very matter of fact and calm.

Mr. D. J. Parrish, District Officer of Madang, told the court that Garegut village had a population of about 100, with a Catholic Mission school.

The area had been subject to a number of cargo cult outbreaks, Lagit himself had been involved in a movement as late as 1957.

He said he had spoken to Lagit about Loren's death, and Lagit thought this particular event was going to make things right. The people in the area had committed certain wrongs which this particular act was going to expiate.

Tokelaus May Go To The Cooks

The Tokelau Islands, at present administered by NZ through Western Samoa, may be administered as part of the Northern Group of the Cook Islands.

The June session of the Cook Islands Legislative Assembly was told this.

Mr. D. N. McKay, MP, said this arrangement seemed to be the only alternative after West Samoa gained its independence next year. He said the proposal to put the Tokelaus under the Cooks would not reduce the financial assistance given to the Cooks.

Mr. J. McEwen, secretary for NZ Island Territories, who was at the official opening of the Assembly, told

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Recent Sydney wedding of Island's interest—Pamela Gillespie to Mr. Roger Gray. The bride is the elder daughter of Mr. Robert Gillespie, managing director of Robert Gillespie Ltd., Islands merchants. Mr. and Mrs. Gray are now living in Port Moresby.

meeting that the Minister wanted to hear the views of the people of the Tokelaus and the Cooks before making the decision. Mr. McEwen said the Tokelaus were at one time part of the Gilbert and Ellice Islands, but they became a territory—and the people became citizens—in 1925.

(See special article, p. 75)

BSIP Bandits !

(Continued from p. 22)

Mr. K. H. Dalrymple-Hay, governing director of Mendana Enterprises Pty. Ltd., which owns the island of Mendana, was a bit more to the point.

He said the lightning speed with which the prohibition on poker machines was enacted was "amazing. No one thinks of the more important matters of legislation which piled high on Government desks such as the land legislation."

He described the Gaming and Lotteries Ordinance as legislation "designed by the Parkinson boys to take away the amenities of the poker machines gave to the hotel and club population of Honiara and to legalise gambling for natives. They were unable to

prevent the natives from gambling so they made it legal to save face. The same thing was done about natives being allowed to drink beer.

"In a bankrupt Protectorate, such as this, one would have thought that the Government would have placed a tax on the machines to endeavour to bolster up their income, instead of living on the crumbs handed out by the UK Government."

Mr. Dalrymple-Hay said poker machine gambling was harmless, and the profits had supplied many hotel amenities, including a swimming pool which was shark proof, although the Government had made no attempt to provide one.

Mr. Hay's parting shot:

"In Honiara, there are much graver problems than poker machines which the Government should face up to, such as housebreaking and assault on Europeans in their own homes. Thieving by natives is so much, that people in business find it impossible to continue to employ natives. We do not blame the Police for this, the blame is with the over-staffed Secretariat for not seeing that the Police force is adequately staffed with both Europeans and natives, and for not insisting on much more severe penalties for breaches of the law. The natives just laugh at the sentences being imposed at present and look upon a term in gaol as a holiday.

"All these things have happened in Honiara in the last few years since we have had this influx of Government servants from East, West and Darkest Africa in our midst. Think back on what has happened in Africa in the past few years and you will be able to get a picture of what could happen here unless these matters are dealt with severely and quickly. Perhaps, as quickly as the Gaming and Lotteries Ordinance was dealt with."

CSR Profits

(Continued from p. 22)

and new chemical projects being established should prove profitable later on. The potential of the company is there, if the assets can be made to work effectively.

Higher Fiji Quota

CSR announced in Fiji in early July that, provided a cane contract is signed, a 25 per cent. increase for 1962 season will be made in the amount of sugar cane purchased from growers.

Last year's quota was sufficient to produce 190,000 tons of sugar. In

(Advertisement)

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March, the company announced it proposed to mill 235,000 tons in the coming season; this latest increase raises the figure to 250,000 tons.

The announcement was designed to give notice to farmers of the increase in proposed milling, so that they can plant extra cane now. CSR officials have expressed concern at the comparatively small amount of planting done so far, and have urged farmers to plant as soon as possible.

By issuing the notice in three languages, CSR has gone a long way to improve the public relations aspect which was criticised so much last year.

Cane Planting Still Lagging

From our Fiji Correspondent

Pulled this way and that by the tensions of cold warfare, terrorism, intimidation and insidious advice, the cane farmers of Fiji are still lagging in their planting for the 1961/62 cane crop.

FIGURES issued by the CSR in late June show that although some districts, notably Penang, have much increased their planting since the crush started in the first week of June, all are much behind the required acreage.

Lautoka mill area extends from Sigatoka to a point halfway to Ba. Planting to date shows only 1,229 acres planted out of 13,000, less than 10 per cent. Penang, formerly at the lowest level, has soared to 34 per

cent. These two areas are the home of the anti-CSR faction.

Other districts are better: Rarawai 44 per cent., Labasa 66 per cent., but the whole picture is dismal.

About 22,000 acres remained unplanted as on June 21 and it is hard to forecast whether they will be planted. There is still no date for the Sugar Commission Report.

Talking to farmers in the Northwest, I find that all the opposition to cane planting is not confined to the opponents of the CSR. A surprising number of the "friendly" farmers are hanging off planting.

They give, mostly, two reasons: Fear of reprisals, and dissatisfaction with the CSR idea of tonnage instead of acreage quotas.

This may prove to be the rock upon which future negotiations crash, for it is hard to convince these farmers that the tonnage allocation is the only basis upon which the mills can forecast milling capacity.

Nauru Migrants

(from p. 18)

Director of Native Affairs, who in 1957 was Acting Administrator in Nauru. Mr. McCarthy said that when he was in Nauru the people had their own ideas about where they wanted to go—"Australia or Hollywood!"

Mr. Gadabu's rejection of the Australian proposal does not affect the long-term implications which arise from the fact that the offer was made.

Perhaps the most interesting aspect

of the offer to the Nauruans is its impact on the "White Australia" policy.

With the steady change in public opinion this policy has been watered down over the past decade, by, for example, the provision which enables distinguished Asians to settle in Australia and the more recent change enabling Asian residents to become naturalised.

But these changes have dealt with individuals.

The Nauruan decision is something different. It invites the whole coloured population of a country—admittedly a small one—to become Australians.

Will it be regarded as a precedent?

If it is, then Australia will face a host of similar problems in future.

Will the people of P-NG accept a lower status in relation to Australia than that which has been freely and generously offered to the Nauruans?

And what of the people of Cocos Island and Christmas Island?

Those questions may be academic now, but with the advancement of native peoples in other territories they might become the liveliest of issues.

Sophisticated

Australia's case for the re-settlement of Nauruans rests heavily on the fact that Nauruans are a sophisticated people, with urban skills, who would not be easily settled on another Pacific island, even though most Nauruans have expressed a wish for this type of re-settlement.

It is true that in relation to other islanders, the Nauruans are an advanced people, but Australia's latest report to the UN makes it clear that progress has not been as rapid as the Government would have wished.

For instance, the report says: "The three Administration cadetships granted at the beginning of 1959 for territory study in medicine, science and teacher training, were unfortunately fruitless. One student returned home before the annual examinations, and the other two failed badly."

"Adjustment difficulties and inability to develop proper study habits played a large part in failure."

As increasing numbers of Papuans qualify for tertiary education there could easily develop a resentment at Nauruans being accorded most-favoured-nation treatment.

And that could pose a major problem for Australia.

The Australian Prime Minister, Mr. Menzies, said in June that neither Australia or New Zealand, nor the UK, was forcing a re-settlement solution on the Nauruans. It was their decision alone.

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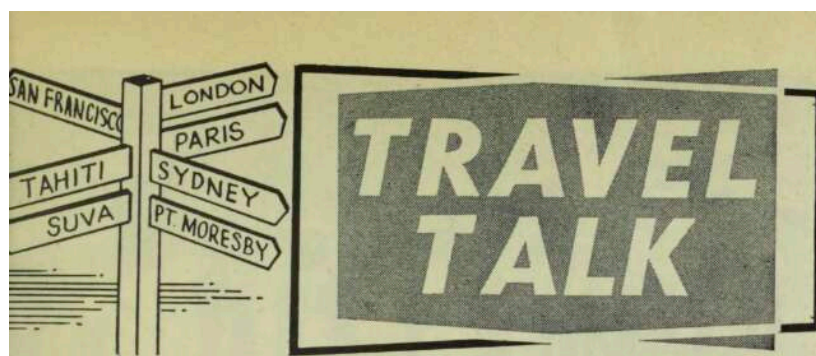
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To Americans and Europeans, Australia is "the Pacific". To people who live in the Pacific Islands, Australia is still the most frequently visited country for "overseas" leave. To this extent it is the meeting of these two ways, so this month the whole of the travel section is devoted to Australia.

A LIBRARY of tourist literature has been written about Australia; in two pages we can deal but briefly with a vast continent that contains six States and one Territory; that the terrain varies between the "Pacific" islands of the Great Barrier Reef and the arid plains of the interior; the climate, between tropical north and alpine snow country; between cities of two million inhabitants and tiny bush hamlets of the proverbial "two men and a dog".

Most overseas visitors are sold on the idea that Australia is always sunny, therefore warm. They are disappointed when they arrive in the winter months and find that, particularly in the southern States, it can be very cold. States like Victoria and South Australia have hot summers, rainy and cold winters and a pleasant autumn.

Tasmania has very cold winters and moderate summers. NSW is a State with climatic variations but, being Sydney as a coastal average, has three months of winter, June, July and August; usually a dry winter with bursts of summer heat, and a sub-tropical summer and autumn, tempered by sea winds. Queensland has mild winters with occasional bursts of cold and sub-tropical to tropical summers.

The inland sections of all States are hot to very hot in summer and cold in winter—the cold being tempered in northern latitudes.

This is what the figures say.

Daily hours of sunshine averaged over the whole year in the capital cities are: Perth, WA, 7.8 hrs.; Adelaide, SA, 7 hrs.; Brisbane, Qld., 6.8 hrs.; Sydney, NSW, 6.8 hrs.; Canberra, ACT, 6.8 hrs.; Melbourne, Vic., 5.6 hrs.; Hobart, Tas., 5.9 hrs. Mean temperature, averaged over a year (in deg. Fahr.): Perth, 64.5;

Adelaide, 63.1; Brisbane, 69; Sydney, 63.7; Canberra, 56; Melbourne, 58.8; Hobart, 54.4.

Average annual rainfall: Perth, 35.99 ins.; Adelaide, 21.09 ins.; Brisbane, 40.09 ins.; Sydney, 44.8 ins.; Canberra, 24.88 ins.; Melbourne, 25.89 ins.; Hobart, 25.03 ins.

Travel Pattern

Because of these variations in climate over the whole country, the travel pattern is to go north in winter; and south to Tasmania in summer. Bookings for Barrier Reef islands in the Australian winter should be made as far ahead as possible; and so should summer bookings for Tasmania. All resorts in every State are heavily booked from Christmas to the end of January, at Easter and during school holidays in May and late August-early September.

Higher rates for holiday houses, flats and caravans apply during these times. The time to visit the Northern Territory, Alice Springs or the Centre is between June and September.

Transportation

There is no mystery about how to get to Australia. Ships of every nationality trade to Australian ports. Sydney is on the route of a dozen different international airlines.

Internal transport is a matter of personal preference. The railways are State-owned. The domestic airlines are second to none in the world, with fares less than in Europe. Numerous private bus companies run interstate and tourist motor coaches. Likewise there are, in all capital cities and bigger provincial towns, Drive-Yourself rental cars. For extended

stays it sometimes pays to buy a second-hand car on arrival and sell it at the end of your holiday.

What Sort of Holiday?

This, too, is a matter of preference. If you want to spend your time in the cocktail lounge of a plate glass and chromium international-type hotel, this can be arranged. So can a similar type of holiday in one of the sun-drenched resorts of Queensland.

In a sophisticated sense, Australia has everything, although in smaller quantities than in Europe or America. Hotels, restaurants, night clubs, racing, sports, shopping—Australian cities, like cities everywhere, supply these. At the other end of the scale, the off-beat tourist angle can also be supplied. You can shoot crocodiles in the Northern Territory or kangaroos out West; visit the Coober Pedy opal diggings in Central Australia; go on a prospecting excursion to the old gold mining areas. Parties arrive in Australia to do just these things.

But most people want something somewhere between these extremes. The tourist who has only a week or less in Australia can't hope to see anything more than a few highlights. For those with more time the possibilities are endless.

You can make the capital city of each State your headquarters and take your tours of that State's attractions from there. You can rent a house or a flat in the city, usually

in periods of three or six months (several advertisements for these appear regularly in PIM). In the recognised holiday resorts such as

Manly, Palm Beach and Newport from 10 to 20 miles from Sydney; and in the Gosford-Brisbane Water area, 40-50 miles from Sydney, you can rent in terms of weeks only.

The Queensland Tourist Bureau issues a long list of flats and apartments that may be rented by the week in the Broadbeach-Surfer's Paradise area (rentals of £8/8/- to £22 per week go up to £22 to £43 per week in Christmas-January period, around Easter and sometimes in other school holidays).

If you don't want a fixed address, you can take a touring holiday, either by hiring a Drive-Yourself car, buying your own with the idea of selling it again at the end of your holiday, or by bringing your own. You can hire a caravan for long or short periods; or simply use the excellent

Australia

motels that have sprung up like mushrooms in every State.

At last count NSW had about 180 "modern type" motels, Queensland 60 and Victoria 50—and more are being added all the time. There are motels, of course, in Tasmania, WA and SA, also.

To be regarded as modern type the rooms have private bathroom, carpeted floors, good beds, lighting and heating. In addition to these minimum requirements, some are air conditioned in summer, have kitchenettes or are grouped in family suites. Some motels have swimming pools and all have restaurants or some facility for buying casual meals and all have car parking.

They are the answer to most touring motorists' accommodation problems. Originally built out on the main highway, they have now invaded the suburbs of the big cities. Prices range from about 30/- to 63/- per person per night according to facilities and some, in the tourist resorts, have weekly rates.

Surf

If Australians have a typical national pastime it is swimming in the surf and sitting on a beach soaking up the sun. The whole of the east coast of the Continent, up to just north of Brisbane where the Barrier Reef begins, is one vast yellow-sand beach and Australians make full use of it. Beaches in Australia are accessible to all—unlike Europe and some parts of America where they are cut up in sections and dominated by hotels or other interests on behalf of their own patrons.

(Tasmania is excluded from remarks about Australian beaches. Tasmanians swim but their beaches are frequently shingle-covered and disappointing to mainlanders. The charm of Tasmania, the island State, lies in other directions. Mainlanders go there to cool off in this slightly sunburned version of England during January and February when the other States sizzle.)

Or Snow

But in spite of the national love of sun and surf, Australians are becoming more and more interested in winter snow sports. The popularity of the alpine resorts in the Southern Alps of NSW and the Great Dividing Range of Victoria is indicated by the fact that European ski instructors now



Australia is not all sunshine and surf. A winter scene at the Chalet, Mt. Kosciusko.
NSW Government Tourist Bureau

come out to work there during the Southern winter months.

The Government Tourist Bureau of both NSW and Victoria will give detailed advice on snow holidays and the cost of hotels and chalets. Some chalets and lodges are let in their entirety to parties. The rates at hotels vary considerably—but as an indication, the July-September tariff at the Chalet at Charlotte Pass, Mt. Kosciusko, which is NSW Government-owned, is from £3/3/- to £4/5/- daily. Rates at the privately owned hotels in Perisher Valley, NSW, are from £26/5/- to £30/9/- weekly.

Ski lifts and tows and ski instruction are available at main resorts; skis and other gear may be hired. If contemplating a snow holiday, booking should be made well in advance.

Or Islands Hopping

If you don't like snow, you can spend your winter holiday amongst the tropical islands of the Barrier Reef. The Queensland Government offers numerous package deals for these islands. Such as 8-days on Brampton Island for £24/0/6; 8-days on Lindeman Island for £37/9/-; 8-days on Hayman Island for £34 etc. These prices include getting to the island from Mackay, on the mainland, and accommodation while there. Grade of accommodation varies from island to island—from simple cabins to first class hotel rooms. Swimming, reef excursions, fishing or sun bathing are the attraction.

If you don't wish to spend all the time on one island, you can take a five days cruise on the large motor launch *Roylen* for £30. This vessel is equipped with two berth cabins, a lounge, a liquor licence and cruises inside the Reef from Mackay to a number of the tourist islands in the Whitsunday passage.

THESE ADDRESSES will help you in planning your Australian holiday:

The NSW Government Tourist Bureau, Challis House, Martin Place, Sydney.

The National Roads and Motorists Assn. of NSW, 3 Spring St., Sydney.

The Royal Automobile Club, Macquarie St., Sydney.

The Victorian Govt. Tourist Bureau, 272 Collins St., Melbourne.

The Royal Automobile Club of Victoria, 94 Queen St., Melbourne.

South Australian Government Tourist Bureau, 18 King William St., Adelaide, SA.

Royal Automobile Association of South Australia, Hindmarsh Square, Adelaide, SA.

Government Tourist Bureau, 772 Hay St., Perth, Western Australia.

Royal Automobile Club of Western Australia, 228 Adelaide Terrace, Perth, WA.

Queensland Government Tourist Bureau, Anzac Square, Brisbane, Qld.

Royal Automobile Club of Queensland, 462-470 Queen St., Brisbane.

Tasmanian Government Tourist Bureau, Cnr. Macquarie and Murray Sts., Hobart.

Royal Automobile Club of Tasmania, 172 Macquarie St., Hobart.

The Australian Travel Bureau, 1st Floor, Challis House, Martin Place, Sydney, represents all State Tourist Bureaux and will arrange Australia-wide itineraries for overseas visitors.

The automobile organisations will supply information about roads, motoring, maps and hotels; the tourist bureaux will supply anything else.

HOTELS: These are a selection of the leading hotels in each of the State capitals or environs:

Sydney: Australia, from 90/-, bed only; Carlton-Rex, from 85/-, bed only; Wentworth, from 65/-, bed only; Chevron Hilton (in King's Cross district), from 90/-, bed only.

Melbourne: Australia, from 70/-, bed only; Menzies, from 73/6, bed and breakfast; Savoy-Plaza, from 75/-, bed only; Chevron (in St. Kilda Rd.), from 75/-, bed and breakfast.

Adelaide: South Australian, from 50/-, bed and breakfast; Earl of Zetland, from 50/-, bed and breakfast.

Brisbane: Lennons, from 60/-, bed only; Carlton, from 60/-, bed and breakfast; Lennons (Broadbeach), from 57/6, bed only; Chevron (Surfer's Paradise), on application.

Hobart: West Point, from 65/-, bed and breakfast; Hadley's, from 50/-, bed and breakfast.

Perth: Palace, from 84/-, dinner, bed

and breakfast; Adelphi, from 70/-, bed and breakfast.

Canberra: The Canberra, from 60/-, bed and breakfast; Rex, from 80/-, bed only.

CARAVAN HIRE: Rates vary according to size, type and place hired. But you can expect to pay £16/16/- per week for a 4-berth model between mid-December and mid-February, and at Easter, and to make it for a minimum of 2 weeks. At other times, from £11/11/- per week with a discount for extended periods.

DRIVE YOURSELF CAR HIRE: Two Sydney quotes we have had are (1), £30 per calendar month or £8/10/- per week plus 6d per mile, for Morris Minor or standard 10; for 1960-61 Holden, £40 per calendar month or £11/10/- per week plus 8d per mile. (Academy Drive Yourself). (2), Renault Dauphine, £10/10/- per week plus 9d per mile; or Holden £12/10/- per week plus 10d per mile both with discounts for long periods. Avis Rent-a-Car).

BASS STRAIT CAR FERRY: The "Princess of Tasmania" roll-on roll-off car and passenger ferry between Melbourne, Vic., and Devonport, Tas., is now in its second year of operation. It carries 78 passengers in cabins at from £4/12/- to £6/8/- per person; and 156 in aircraft lounge chairs for £3/17/- each. Cars are carried at from £18 to £27 return, according to size. Voyage takes 4 hours. (Note: Bass Strait can be a very nasty piece of water). Heaviest bookings on the "Princess" are between December and April. (A Sydney-Hobart passenger and vehicular ferry is to commence building in 1962).

FINALLY—MONEY: Almost everyone's money is more valuable in Australia than home. £1 Australian is worth approx. 1/- Stg., New Zealand or W. Samoan; 1/- Pijian; and \$US2.25.

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DEATHS OF ISLANDS PEOPLE

Dr. F. M. Keesing

The death occurred in the United States in June of Dr. Felix M. Keesing. He was very well known throughout the Pacific Islands Territories as a scientist, a research worker, an author and as a former Senior Commissioner for the United States on the South Pacific Commission, where he occupied a seat for several years after the establishment of the Commission in 1948. He was an internationally-recognised authority on Colonial affairs and the application of anthropology to the problems connected with the contact of native peoples with modern civilisation.

One of Dr. Keesing's great-grandfathers was one of the first missionaries in Fiji. Dr. Keesing was born in Malaya, grew up in New Zealand, and was educated at Universities in New Zealand, USA and England.

He first came into prominence about 30 years ago when he was a research worker on the staff of the Institute of Public Relations and his first book—a monograph by Felix M. Keesing and Marie Keesing—was published in Honolulu in 1931. When World War II came he was Professor of Anthropology at the University of Hawaii; but his most important public services were given in his last post—namely, Professor of Anthropology and executive head of the Department of Sociology and Anthropology at Stanford University, California.

Dr. Keesing was an indefatigable writer, and his numerous books and pamphlets have an important place in all libraries covering the social history and development of the Pacific Islands. He was a kindly man of broad vision and outstanding scholarship, and he will be long remembered in the South Pacific countries for the good work he did as a member of the South Pacific Commission.

Mr. W. J. Knox

A former New Guinea planter, Mr. William John Knox, who saw many years in the Territory before he retired in 1946, died in Melbourne recently, aged 73.

As a member of the First Australian Naval and Military Expeditionary Force that went to German New Guinea in September, 1914, on the liner *Berrima*, he took part in the capture of Kokopo. Later he fought with the AIF at Gallipoli and in France, winning the Meritorious Service Medal.

After World War I, he went back to New Guinea as an overseer with the Expro Board; and later took up planting, both as manager and then on his own account in Manus area and at Buka Passage. Mr. Knox served with ANGAU from 1942 until the end of World War II. Afterwards, he went to Australia to live in retirement.

He is survived by his wife, Mrs. Rachael A. Knox, and two sisters, Mrs. I. Bould and Miss H. E. Knox.

Mr. Ken Bolton

The death occurred suddenly in Sydney on June 16 of Mr. Kenneth McLeod Bolton, who was active for many years—mostly before the War—as an exporter to the South Pacific Islands. He was 64, and he was widely known and highly respected in New South Wales as a leading official of the Returned Soldiers organisation. He had many friends in the Australian Islands Territories.

Mr. S. R. Rose

Mr. Sydney Roydon Rose, for many years merchandise buyer with W. R. Carpenter and Co. Ltd., died in Sydney on June 21. He was 55.

Mr. Rose joined Carpenters at the age of 16 and in his early years with the company became somewhat of an authority on the selling and grading of green snail and trochus shells. In more recent years he had been concerned with the buying and selling of cocoa and coffee.

Although stationed in Sydney, Mr. Rose made a number of trips to Papua-New Guinea and was well known as a keen sportsman, particularly in golfing and fishing circles.

The sudden death of Mr. Rose at the age of 55 came as a shock to his many friends and business acquaintances and a very large gathering attended the funeral. He left a wife and married son.

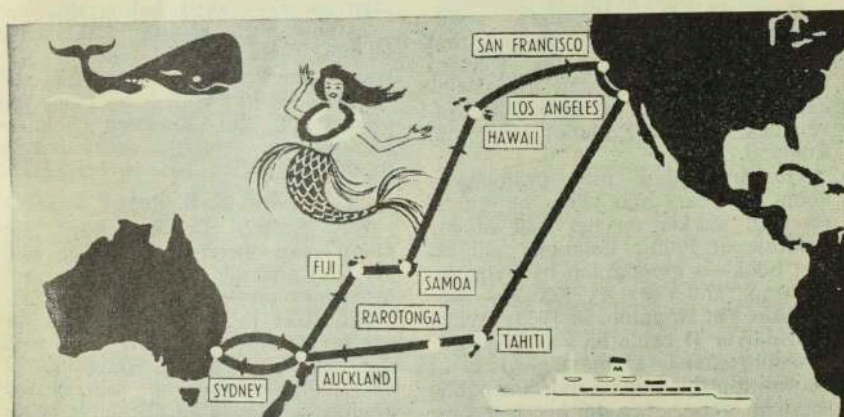
Rev. William Moren

The death occurred in Middlesex, England, on July 2, while he was on leave from New Guinea, of Rev. William Moren, Church of England Minister at Lae. His visit to England had been his first holiday for many years, and he was due to return to Lae at the end of the year.

Mr. Moren had been C. of E. Minister at Lae for 14 years but was also known in Suva, where he served before he went to NG.

Mr. Moren was responsible for the erection of All Souls Church, Lae, after earlier preaching and living in an old tin shed.

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SCHEDULE OF SAILINGS

	Mon- terey	Mari- posa	*Mon- terey	*Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey	Mari- posa	Mon- terey
Sydney dep.	12/7	28/7	25/8	12/9	13/10	29/10	26/11	13/12	10/1	26/1	23/2
Auckland arr.	15/7	31/7	28/8	15/9	16/10	1/11	29/11	16/12	13/1	29/1	26/2
Auckland dep.	15/7	1/8	29/8	15/9	16/10	1/11	30/11	16/12	13/1	30/1	27/2
Suva dep.	18/7	4/8	1/9	18/9	19/10	4/11	3/12	19/12	16/1	2/2	2/3
Pago Pago dep.	19/7	5/8	2/9	19/9	20/10	5/11	4/12	20/12	17/1	3/2	3/3
Honolulu arr.	24/7	10/8	7/9	24/9	25/10	10/11	9/12	25/12	22/1	8/2	8/3
Honolulu dep.	25/7	11/8	8/9	25/9	26/10	11/11	10/12	26/12	23/1	9/2	9/3
San Francisco, arr.	30/7	16/8	13/9	30/9	31/10	16/11	15/12	31/12	28/1	14/2	14/3
San Francisco, dep.	2/8	19/8	16/9	3/10	3/11	19/11	18/12	3/1	31/1	17/2	17/3
Los Angeles arr.	3/8	20/8	17/9	4/10	4/11	20/11	19/12	4/1	1/2	18/2	18/3
Los Angeles dep.	3/8	20/8	17/9	4/10	4/11	20/11	19/12	4/1	1/2	18/2	18/3
Papeete arr.	11/8	28/8	28/9	15/10	12/11	28/11	27/12	12/1	9/2	26/2	26/3
Papeete dep.	13/8	30/8	30/9	17/10	14/11	30/11	29/12	14/1	11/2	28/2	28/3
Auckland arr.	19/8	5/9	6/10	23/10	20/11	6/12	4/1	20/1	17/2	6/3	3/4
Auckland dep.	19/8	6/9	7/10	23/10	20/11	7/12	4/1	20/1	17/2	7/3	4/4
Sydney arr.	22/8	9/9	10/10	26/10	23/11	10/12	7/1	23/1	20/2	10/3	7/4

* Also calls Honolulu Southbound arriving Sept. 22, 9 a.m., dep. midnight.
* Also calls Honolulu Southbound arriving Oct. 9, 9 a.m., dep. midnight.



MATSON LINES

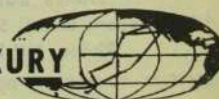
Contact:

SYDNEY: 82 Elizabeth Street. **FIJI:** Morris Hedstrom Ltd., Suva. **AUCKLAND:** 73 Queen Street. **SAMOA:** B. F. Kneubuhl, Pago Pago. **TAHITI:** Etablissements Baldwin, Papeete.

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SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

All sailings are approximate and may vary by as much as two weeks.

MV Malekula sails from Sydney for Brisbane, Townsville, Port Moresby, Rabaul, Kavieng, Alexishafen, Madang, Lae, Sydney. Next Sydney sailings: Aug. 6 (approx.).

MV Malaita sails from Sydney, Brisbane, Cairns, Port Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Last Sydney sailing: July 17. Next Sydney sailings: Aug. 29, Oct. 10 (approx.).

MV Bulolo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul. Next Sydney sailings: Aug. 1, Sept. 13, Oct. 24 (approx.).

MV Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: July 25, Sept. 20 (approx.). Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney (B 0547).

Shansl: Leaves Melbourne about every five weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney. Next Sydney sailing: July 7. Next Sydney sailings: Aug. 22, Sept. 26 (approx.). Funing: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, thence Hongkong. Next Sydney sailing: Sept. 8.

Details from New Guinea Australia Line (Swire and Yull Pty. Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Madang, Lae. Last Sydney sailing: July 19. Next Sydney sailing: Aug. 23 (approx.).

Levik: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailings: Aug. 1, Sept. 4 (approx.).

Details from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Street, Sydney. (BM 6601).

MV's Malacca and Matupi (Austasia Line) maintain a regular service between Australian ports (turn round at Adelaide), Papua-New Guinea, and Borneo.

Matupi: Dep. Sydney July 19, Brisbane July 21-24, Pt. Moresby July 29, Rabaul Aug. 3, Lae Aug. 7, Madang Aug. 9, thence Borneo and Sarawak ports, dep. Tanjong Mani Aug. 30, for Sydney.

Malacca: Dep. Sandakan (Nth. Borneo) Aug. 27 (approx.) for Sydney, arr. Aug. 30 (approx.), thence southern Australian ports for cargo loading. Due dep. Sydney in Sept. 8, Brisbane Sept. 10-12, Pt. Moresby Sept. 17, Rabaul Sept. 22, Lae Sept. 26, Madang Sept. 28; thence Borneo and Sarawak ports, dep. Tanjong Mani Aug. 19 for Sydney.

Details from Blue Star Line (Aust.) Pty., 17-19 Bridge St., Sydney. (BU 1271).

Sydney - Papua-NG - BSI

V Sinklang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. At present on charter to British phosphate Commission for voyage to Vanuatu and Nauru. Re-entering P-NG

service in four months' time, dep. Sydney Nov. 17 (approx.).

MV Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: Aug. 1, Sept. 5, Oct. 9 (approx.).

Details from New Guinea Australia Line (Swire and Yull 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 Hong-

kong; and occasionally at other Islands ports.

Milos: After bunkering at Tarakan on southwards trip from Japan, due Rabaul July 25-26, Lae July 27-28, Brisbane Aug. 1-2, Sydney Aug. 4, thence loading at southern Australian ports. Due dep. Sydney Aug. 24 for Brisbane Aug. 26-29, Lae Sept. 2-3, Madang (opt.), Rabaul Sept. 4-5, thence Manila, Hongkong and Japan.

Aros: Dep. Sydney July 26 for Japan will omit Islands ports both on northbound and southbound voyages.

Samos: Dep. Sydney Aug. 9, Brisbane Aug. 11-12, Bowen (opt.), Lae Aug. 17-18, Madang Aug. 19, Rabaul Aug. 20-21, thence Japan via Manila and Hongkong.

Delos: Dep. Kobe (Japan) Aug. 3 for Sydney direct, arr. Aug. 15.

Tenos: Dep. Moji (Japan) Aug. 7 for Hongkong, Manila, Nth. Borneo, due Madang Aug. 25, Lae Aug. 26-27, Rabaul Aug. 28-29, Honiara Aug. 31, Vanikoro

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	ORCADES	ORONSAY	ARCADIA	ORONSAY
SYDNEY	depart	Aug. 8	From	Sept. 24
AUCKLAND	arr/dep	to Far	UK, via	Sept. 27
SUVA	arr/dep	East	Panama	Sept. 30
HONOLULU	arr/dep	Aug. 31	Canal	Oct. 5
VANCOUVER	arr/dep	Sept. 5-6	Sept. 3†	Oct. 10-11*
SAN FRANCISCO	arr/dep	Sept. 8-9	Sept. 4-5	Oct. 14-15
LOS ANGELES	arr/dep	Sept. 10	Sept. 7-8††	Oct. 16
HONOLULU	arr/dep	Sept. 15	Sept. 13	Oct. 21
SUVA	arr/dep	to Far	Sept. 20	Oct. 28
AUCKLAND	arr/dep	East	Sept. 23	Oct. 31
SYDNEY	arrive	Oct. 11	Sept. 26	Nov. 3

† Los Angeles. †† Vancouver. * At Seattle Oct. 12. ** Thence Far East ports.
Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0540).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

	MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Aug. 2	Sept. 16	Oct. 3
LOS ANGELES	arr/dep	Aug. 3	Sept. 17*	Oct. 4†
PAPEETE	arr/dep	Aug. 11-13	Aug. 28-30	Oct. 15-17
RAROTONGA	arr/dep	Aug. 15	Sept. 1	Oct. 19
AUCKLAND	arr/dep	Aug. 19	Sept. 5-6	Oct. 23
SYDNEY	arr/dep	Aug. 22-25	Sept. 9-12	Oct. 26-29
AUCKLAND	arr/dep	Aug. 28-29	Sept. 15	Oct. 16
SUVA	arr/dep	Sept. 1	Sept. 18	Oct. 19
PAGO PAGO	arr/dep	Sept. 2	Sept. 19	Oct. 20
HONOLULU	arr/dep	Sept. 7-8	Sept. 24-25	Oct. 25-26**
SAN FRANCISCO	arrive	Sept. 13	Sept. 30	Oct. 31

* At Honolulu Sept. 22. ** Hilo Oct. 27. † At Honolulu Oct. 9. †† At Hilo Nov. 12.
Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Sept. 2-4, Santo Sept. 5-6, Vila Sept. 7, Brisbane Sept. 10-12, Sydney, arr. Sept. 14.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 13 Bridge St., Sydney (BU 6301), and Islands Agents.

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China; return to Australia direct. Next Sydney sailings: Roggeveen Aug. 15, Houtman Sept. 14 (approx.).

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Netherlands NG - P-NG

MV Karossa (Dutch KPM Line) operates from Singapore about every three months to Portuguese Timor, Netherlands New Guinea ports (Sorong, Manokwari, Biak, Seroei, Sarmi, Hollandia, Fak-Fak, Kaimana, Kokonao, Merauke), and Port Moresby in Papua-New Guinea; return by same route. Next Port Moresby calls: Sept. 18, Dec. 11.

MV's Kaloekoe and Kasimbar, three monthly services on same route—but omitting call at Port Moresby.

MV Sungai Bila operates from Manowwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

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.

Westbank: From Continent and UK, due Pt. Moresby Aug. 4, Samarai Aug. 5, Lae Aug. 7, Madang Aug. 9, Rabaul Aug. 12, Kavieng (opt.), Honiara Aug. 16.

Larchbank: From Continent, dep. London Sept. 9, due Pt. Moresby Sept. 13,

Samarai Sept. 15, Lae Sept. 16, Madang Sept. 18, Rabaul Sept. 20, Kavieng (opt.), Honiara Sept. 25.

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 Netherlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Roepat (NL): From Continent and UK, due Papeete Aug. 21, Noumea Aug. 29, Honiara Sept. 2-3, Pt. Moresby Sept. 6, Rabaul Sept. 9, Lae Sept. 12, Madang Sept. 14, Biak Sept. 18, Hollandia Sept. 21, Manokwari Sept. 28, Sorong Sept. 30, thence Europe via Borneo, Far East and Suez.

Drente (RL): From Continent, dep. London Aug. 19, due Papeete Sept. 17, Noumea Sept. 26, Honiara Sept. 30-Oct. 1, Pt. Moresby Oct. 3, Rabaul Oct. 6, Lae Oct. 9, Madang Oct. 11, Hollandia Oct. 14, Biak Oct. 20, Manokwari Oct. 23, Sorong Oct. 26, thence Europe via Borneo, Far East and Suez.

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, call occasionally at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

Next calls at Pt. Moresby and Rabaul: mid-Sept. (dates not yet available).

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels Chekiang, Chengtu and Chungking maintain a monthly (approx.) service from Japan to Hongkong, thence southwards

through P-NG ports, BSI, New Hebrides, Fiji and New Caledonia; usually return to Japan direct.

Chungking: From Japan, due Rabaul July 27, Pt. Moresby Aug. 3, Honiara Aug. 6, Vila Aug. 9, Suva/Lautoka Aug. 12, Apia Aug. 26, Bourail (N. Caledonia) Aug. 27, thence direct to Japan, arr. Sept. 17.

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. 7, Santo Sept. 10, Suva/Lautoka Sept. 13, Noumea Sept. 19, thence Japan direct, arr. Oct. 7.

Chengtu: Dep. Japan Aug. 31 for Hongkong Sept. 8, Madang Sept. 16, Lae Sept. 19, Rabaul Sept. 22, Samarai Sept. 24, Pt. Moresby Oct. 1, Santo Oct. 7, Vila Oct. 9, Suva/Lautoka Sept. 12, Noumea Oct. 18, thence direct to Japan, arr. Nov. 5.

Details from China Navigation Co., Ltd. (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings: Aug. 10, Sept. 25 (approx.).

Details from Burns, Philp and Co., 7 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—Tahiti: Papeete Aug. 17-21, Vila Aug. 28-29, Noumea Aug. 30-Sept. 3, Sydney Sept. 6. Melanesien: Papeete Oct. 11-15, Vila Oct. 24-25, Noumea Oct. 26-30, Sydney Nov. 2.

Next outwards voyages, ex-Sydney—Caledonien: Dep. Sydney Aug. 1, Noumea Aug. 4-7, Vila Aug. 8-16, Papeete Aug. 22-27. Tahiti: Dep. Sydney Sept. 8, Noumea Sept. 11-14, Vila Sept. 15-23, Papeete Sept. 29-Oct. 4.

Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: July 21, Aug. 18, Sept. 8.

Details from Messageries Maritimes, 36 Grosvenor St., Sydney. (BU 2654).

Europe-Sydney-Noumea

Cargo vessels of Messageries Maritimes Line maintain regular monthly service between France and New Caledonia, via Fr. East Africa, Ceylon and Australian ports. Each has accommodation for 12 passengers. From Sydney, vessels go to Brisbane and Noumea; then return to France via Australian coastal ports.

Next sailings from Sydney for Noumea: Ventoux July 28 (approx.), Vosges Aug. 25.

Other Messageries Maritimes cargo vessels run regularly between France and Sydney, via Panama Canal and Pacific ports.

Godavery: Papeete July 25, Noumea Aug. 4, Sydney Aug. 14, Vila Aug. 20, Noumea Aug. 22, returning to Dunkirk via Australian ports.

Iraouaddy: Papeete Oct. 17, Noumea Oct. 27, Sydney Nov. 6, Vila Nov. 12, Noumea

Nov. 14, returning to Dunkirk via Australian ports.
Details from Messageries Maritimes, 36 Grosvenor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Aug. 5, Sept. 12.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailings: Aug. 3, Aug. 31.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel. 49-430).

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Present voyage: Due Liverpool Aug. 9, from Papeete; sails Southampton Sept. 7. Next voyage: From UK via Sth. Africa, Sydney Oct. 13-15, Wellington Oct. 18-19, Auckland Oct. 21, Suva Oct. 24, Papeete Oct. 28-29, thence via Panama to Southampton, arr. Nov. 23.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Corsisile and Thor I maintain a regular service from Pacific Coast North American ports to Central and Western Pacific Islands, with sailings every alternate month.

Thor I: Dep. San Francisco Aug. 3, Los Angeles Aug. 4-8, Papeete Aug. 18-23, Pago Pago Aug. 26-28, Apia Aug. 29-30, Suva Sept. 2-4, Noumea Sept. 6-8, Townsville Sept. 12-15, Rabaul Sept. 12-20, Apia (open), Pago Pago Sept. 25-28, Los Angeles Oct. 10-12, San Francisco Oct. 13-14.

Thorsisile: Dep. San Francisco Sept. 25, Los Angeles Sept. 26-28, Papeete Oct. 9-11, Pago Pago Oct. 14-16, Apia Oct. 17-18, Suva Oct. 19-20, Noumea Oct. 22-24, Lae Oct. 28-31, Pago Pago Nov. 7-10, Los Angeles Nov. 24-27, San Francisco Nov. 28.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-go service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal calls, in Australia, vary with cargoes being. Vessels call at Papeete, Pago Pago, Suva, Sydney and Brisbane.

Next trans-Pacific sailings: Sonoma July (approx.), from Townsville; Sierra early Oct., from Brisbane.

Details from Matson Lines, 82 Elizabeth St., Sydney. (BU 4272).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star Tide) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Isle Aug. 12, Pioneer Glen Sept. 10.

Details from With Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Aug. 28 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

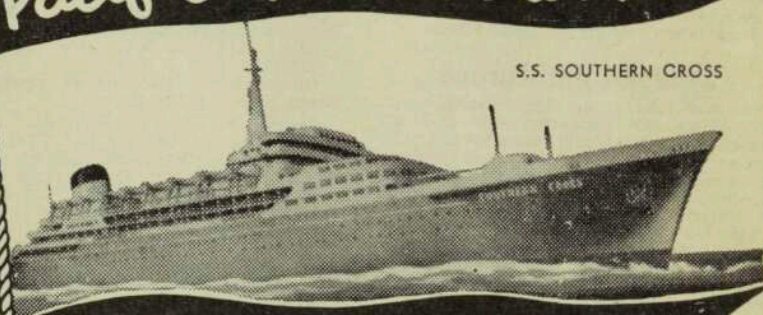
MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Last Sydney sailing: July 21. Next Sydney sailing: Aug. 11.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

Cargo vessels Waihemmo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. (Over)

Linking the Pacific Islands with



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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:

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Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI—Messageries Maritimes,
Papeete. Cable Address: Messagerie, Papeete.

Next Sydney sailings for USA, via Islands ports: Waiana Aug. 11 (approx.); Waihemmo early Oct.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney. (2-0528).

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka, Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailing dates from London (subject to alteration) are as follows: Aug. 24, Oct. 5, Nov. 16.

Far East-Fiji-NZ-Sydney

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 calls at Fiji: Van Noort Lautoka July 25, Suva July 27; Van Neck Lautoka Sept. 9 (approx.), Suva Sept. 11 (approx.). 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: Dep. Sydney Aug. 25 (Suva Sept. 4, Papeete Sept. 8-9).

Next inwards calls at Papeete: Johan van Oldenbarnevelt Sept. 22-23; Oranje Dec. 8-9.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sittmar Line (Panama flag) vessels sail from Sydney for Europe, via NZ and Panama at irregular intervals with eastbound calls two or three times yearly at Tahiti.

Next outwards Sydney sailing: Fairsky Dec. 27 (Papeete Jan. 5-6).

Details from Navcot Aust. Pty. Ltd., 58 Margaret St., Sydney. (BU 3464).

NZ-Tahiti-UK

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Ruahine, ex-Wellington, due Papeete Aug. 3 (approx.).

Next southbound voyage: Rangitane dep. London July 28, due Papeete Aug. 23 (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 Aoni, 500 tons gross.

Calls are made, as required at Haapal, Vavau, Niuatoputapu and Nuafoou; also occasionally at Apia, Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

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 Electra International Mk. II 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 International Mk. II 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. 10.45 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs. and Sun. 5.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.45 a.m. Thurs., Sun. and Tues., dep. 7 a.m.) and Sydney (arr. 9.20 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.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-Manila-Tokyo

(First and Economy Classes)

BY QANTAS EMPIRE AIRWAYS

(Super Constellation)

(Effective Aug. 2)

Wed.: Dep. Sydney 3.30 p.m., Pt. Moresby arr. 10.45 p.m., dep. 11.45 p.m., Manila arr. 7.30 a.m. (Thurs.), dep. 9.30 a.m., Tokyo arr. 5.30 p.m.

Fri.: Dep. Tokyo 11.59 p.m., arr. Hong-kong 8 a.m. (Sat.), dep. 2.15 p.m., Manila arr. 4.15 p.m., dep. 5.15 p.m., Pt. Moresby arr. 5 a.m. (Sun.), dep. 6 a.m., Sydney arr. 1.15 p.m.

[Note: As this is an International service, Qantas is not permitted to carry Sydney-Pt. Moresby or Pt. Moresby-Sydney passenger traffic.]

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

Sat. and Mon. (TAA)

Dep. Arr.
Sydney, 9.45 p.m. Brisbane, 11.45 p.m.
Sun., Tues. Sun., Tues.

Dep. Arr.
Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m.
Dep. Arr.
Pt. Moresby, 7 a.m. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs., and Fri. (A/ANA)

Dep. Arr.
Sydney, 9.45 p.m. Brisbane, 11.45 p.m.
Wed., Fri., Sat. Wed., Fri., Sat.

Dep. Arr.
Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. Arr.

Pt. Moresby, 6.45 a.m. Lae, 7.45 a.m.
First and Tourist Classes
Wed. (TAA)

Dep. Arr.
Sydney, 8.20 p.m. Brisbane, 10.20 p.m.
Wed. Thurs.

Dep. Arr.
Brisbane, 11.20 p.m. Townsville, 2.15 a.m.
Thurs.

Dep. Arr.
Townsville, 3.15 a.m. Pt. Moresby, 6.15 a.m.
Dep. Arr.

Pt. Moresby, 7 a.m. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA)

Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.

Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.

Brisbane, 5.30 p.m. Sydney, 7.35 p.m.
First and Tourist Classes
Wed. and Sat. (A/ANA)

Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.

Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.

Brisbane, 5.30 p.m. Sydney, 7.35 p.m.
First and Tourist Classes
Fri. (A/ANA)

Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.

Dep. Arr.
Pt. Moresby, 11.30 a.m. Townsville, 2.15 p.m.
Dep. Arr.
Townsville, 3.05 p.m. Brisbane, 5.50 p.m.
Dep. Arr.
Brisbane, 6.25 p.m. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-LAE-TOWNSVILLE
TAA, with Fokker Friendship

(First Class Only)

Alt. Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (Aug. 7, 21, Sept. 4, 18, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., arr. Pt. Moresby 1.30 p.m., dep. Pt. Moresby 2.15 p.m., arr. Cairns 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Aug. 9, 23, Sept. 6, 20, etc.).

CAIRNS-PT. MORESBY-BRISBANE
A/ANA, with DC4 (Air Cargo Only)

Alt. Mon. (July 31, Aug. 14, 28, Sept. 11, 25, 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

PT. MORESBY-LAE-PT. MORESBY
(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6 a.m., arr. Lae 7 a.m. (July 25, Aug. 8, 22, Sept. 5, 19, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., arr. Pt. Moresby 1.30 p.m. (July 26, Aug. 9, 23, Sept. 6, 20, etc.).

LAE-RABAUL-LAE (Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Lae 8.45 a.m. Rabaul arr. 10.45 a.m. (Aug. 8, 22, Sept. 5, 19, etc.).
Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Aug. 9, 23, Sept. 6, 20, etc.).

PORT MORESBY-IHU (DH Otter)

Alt. Fri.: Port Moresby, Kerema, Ihu, returning same day (Aug. 11, 25, Sept. 8, 22, etc.).

PORT MORESBY-BAIMURU-KIKORI
(DH Otter)

Tues.: Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.
Alt. Thurs.: Port Moresby, Ihu, Baimuru, Kikori, returning same day via Baimuru, Ihu (Aug. 10, 24, Sept. 7, 21, etc.).

PORT MORESBY-DARU (DC3)

Alt. Baimuru: Alt. Fri., returning same day via Balimo (Aug. 11, 25, Sept. 8, 22, etc.).

(DH Otter)

Alt. Kerema, Baimuru: Alt. Wed. (Aug. 2, 16, 30, Sept. 13, 27, etc.), returning alt. Fri. (Aug. 4, 18, Sept. 1, 15, 29, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Aug. 9, 23, Sept. 6, 20, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Aug. 5, 19, Sept. 2, 16, 30, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Aug. 12, 26, Sept. 9, 23, etc.).

LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Sat.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

* Calls Awar on request for school-children only.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Nonougi, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aliyura, Kalapit, Kainantu, Gusap, Goroka, Arona. Arrival back at Lae depends on stops made.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., 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.

Thurs., Sun.: Dep. Lae 7.30 a.m., Bulolo arr. 8 a.m., dep. 8.15 a.m., Wau arr. 8.30 a.m., dep. 8.50 a.m., Pt. Moresby arr. 9.55 a.m.

MADANG-GOROKA (DC3)

Wed., Sat.: Dep. Madang 12 noon, via Mt. Hagen, Banz and Minj, arr. Goroka 3 p.m.

MADANG-GOROKA-KAINANTU-LAE (DC3)

Thurs.: Dep. Madang 2.45 p.m., Goroka arr. 3.20 p.m., dep. 3.50 p.m., Kainantu arr. 4.15 p.m., dep. 4.35 p.m., Lae arr. 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.

Wed., Sat.: 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-RABAUL-LAE (DC3)

Alt. Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m. (Aug. 14, 28, Sept. 11, 25, etc.).

Wed.: Dep. Rabaul 6.15 a.m., Finschhafen 8.40 a.m., arr. Lae 9.15 a.m.

Alt. Tues.: Dep. Rabaul 12.45 p.m., arr. Lae 3.25 p.m. (Aug. 1, 15, 29, Sept. 12, 26, etc.).

Fri.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., arr. Rabaul 12.25 p.m.

Tues., 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., Hoskings 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 11.45 a.m., Rabaul 12.55 a.m.

* Calls at Jacquinot Bay (New Britain), on request.

RABAUL-BUIN-RABAUL (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 DC6B 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, Burui, 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. (Aug. 13, 27, Sept. 10, 24, etc.), calls at Madang and Wewak, and arr. Hollandia 1.35 p.m.

Dep. Hollandia 10 a.m. alt Mon. (Aug. 14, 28, Sept. 11, 25, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BLAK (NNG)-LAE

NNG Airlines with DC3 Aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae

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B·O·A·C

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BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH AIR-INDIA,
QANTAS AND TEAL. A68b.AU.84N

with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Alt. Sat. (Aug. 5, 19, Sept. 2, 16, 30, 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. (Aug. 7, 21, Sept. 4, 18, 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 Seroel; 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.).

DC7 aircraft dep. Biak 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 Biak (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, Buka, Munda (BSI). Honiara arr. 4.50 p.m. (Aug. 8, 22, Sept. 5, 19, etc.).

Alt. Wed. (Fokker): Dep. Honiara 6 a.m. for Munda, Buka, Rabaul (NG). Lae arr. 12 noon (Aug. 9, 23, Sept. 6, 20, etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.40 p.m. same day (Aug. 14, 28, Sept. 11, 25, etc.).

Alt. Tues. (DC3): Dep. Honiara 7 a.m., for Yandina, Munda, Buka, Rabaul, Lae arr. 3.25 p.m. same day (Aug. 1, 15, 29, Sept. 12, 26, 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. 7.55 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
Murs.: Dep. Papeete 9.30 p.m. for Los Angeles, arr. Fri. 8.30 a.m.
i.: Dep. Los Angeles 12.30 a.m. for Papeete, arr. 5.40 p.m. same day.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats
Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft
t. Sat. (Aug. 12, 26, Sept. 9, 23, etc.): Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, alt. Sun. (Aug. 13, 27, Sept. 10, 24, etc.) 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. See table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft
n., 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
Monthly (second Saturday), from Noumea on Aug. 12, Sept. 9, Oct. 14, etc.
p. Noumea, Sat., 7 a.m., arr. Wallis Is. 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)
t. Sat. (Aug. 12, 26, Sept. 9, 23, etc.): Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. (Aug. 13, 27, Sept. 10, 24, etc.), dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

AL, with Jet-Prop. Lockheed Electras
ly, except Tues., Fri.: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m.
i., Fri.: Dep. Auckland 5 p.m., arr. Sydney 7.05 p.m.
i., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Auckland 5.50 p.m.
s., 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
t., Thurs.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.
t., 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

TEAL, with Jet-Prop. Lockheed Electra
Thurs.: Dep. Christchurch 7 p.m., arr. Melbourne 9.35 p.m.
Fri.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

TEAL, with Douglas DC6 Aircraft
Daily except Wed., Fri.: Dep. Sydney 9.30 a.m., arr. Wellington 3.20 p.m.
Daily except Wed., Fri.: Dep. Wellington 4.30 p.m., arr. Sydney 6.45 p.m.

17. Melbourne-NZ-Fiji

TEAL, with Lockheed Electra chartered from Qantas
Wed., Fri.: Dep. Melbourne 1 p.m., arr. Auckland 7.25 p.m., dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m., Thurs., Sat. Return, same route, Thurs. and Sat. (Connects at Nadi with Qantas Boeing 707 jet service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras and Qantas 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

FAA, 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) 4.10 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 5 a.m. Mon.
Dep. Honolulu 12.45 a.m. Tues., arr. Tafuna 8.30 a.m. Tues.; dep. Tafuna 9.15 a.m., crosses International Dateline, arr. Nadi 11.30 a.m. Wed.; dep. Nadi 7.45 a.m. Sun., Thurs., arr. Auckland 12.45 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.
(Note: It is expected that TEAL will shortly include a call at Tafuna, Am. Samoa, each way, on this service.)

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Beaver Amphibian Aircraft
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.

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., Fri.

Suva-Levuka-Suva: Return flights Tues. and Thurs.

Suva-Kadavu-Suva: Return flights alternate Fri. afternoons (Aug. 4, 18, Sept. 1, 15, 29, etc.) and alternate Mon. mornings (Aug. 7, 21, Sept. 4, 18, 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. (Aug. 10, 24, Sept. 7, 21, etc.) arr. Nukualofa (Fua'amotu airfield on Tongatapu) 11.15 a.m.
Dep. Nukualofa 9.30 a.m. on return flight alternate Sat. (Aug. 12, 26, Sept. 9, 23, etc.), arr. Suva 11.45 a.m.

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22B. Fiji-N. Hebrides-BSI

A new monthly service with 7-passenger Heron aircraft is expected to commence shortly, operated by Fiji Airways Ltd. Route will be Suva, Nadi, Vila, Santo, Honiara, Santo, Vila, Nadi, Suva.

23. Hawaii-Tahiti

South Pacific Air Lines, of Honolulu, with Super-G Constellation aircraft

Twice weekly service by American airline, South Pacific Air Lines, from Honolulu to Paa International Airport, Papeete.

Mon., Fri.: Dep. Honolulu 10 p.m., arr. Papeete Tues., Sat. 7.30 a.m.

Tues., Sat.: Dep. Papeete 10 p.m., arr. Honolulu Wed., Sun. 7.30 a.m.

Details from South Pacific Air Lines, Hotel Stuart, Quay Bir Hackelm, Papeete, Tahiti, or 311 California St., San Francisco, USA, or TAA offices in Australia.

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. Samoan Inter-Island Service

Polynesia Airlines Ltd., of Apia, Western Samoa, using Percival Prince aircraft, operate a regular air service between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome). Flight takes 45 minutes, each way.

Dep. Faleolo (W. Samoa) Sat. 10 a.m., Sun. 2 p.m., 2.15 p.m., Mon. 10 a.m., 2 p.m., Tues. 7.30 a.m., Wed., Thurs. 10 a.m., Fri. 2 p.m.

Dep. Tafuna (Am. Samoa): Sat. 11.15 p.m., Sun. 4.30 p.m., 4.45 p.m., Mon. 11.15 a.m., 3.15 p.m., Tues. 9 a.m., Wed., Thurs. 11.15 a.m., Fri. 4.15 p.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Fritchard, Pago Pago.

Pacific Commerce and Produce

Federal Labour Leader says:

"Remove P-NG-NNG Trade Barriers"

Just as Europe was moving towards a customs union, as represented by the European Common Market, so soon would the Territory of Papua-New Guinea have to be integrated economically, stated Mr. Arthur Calwell, Federal Labour Party leader, in Port Moresby on July 1, when he arrived for a 10 days' visit.

INTEGRATION, he said, included the three territories of the island of New Guinea—Netherlands New Guinea, the Australian Trust Territory of New Guinea, and Australian-ruled Papua.

"When economic unity is established in Europe, political unity will not be far behind. So it will be on this island, once all trade barriers go down internally," he added.

Mr. Calwell said Britain must join the European Common Market or perish. He believed Britain had "already made up her mind to join" and that the July visit to Australia of Mr. Duncan Sandys, as with visits of other British Ministers to other Commonwealth countries, was aimed at "softening up" Commonwealth members preparatory to Britain joining the Common Market.

"Australia, Canada and NZ will have to find some way of achieving unity with the European Common Market or form an association with America," Mr. Calwell said.

"No Ban" on Foreign Capital in N. Caledonia

When Mr. Robert Lecourt, Minister in Charge of Overseas Territories, briefly passed through Tontouta airport on his way back to France from Tahiti recently, he had something to say on the important question of foreign capital wishing to invest in New Caledonia.

IT was pointed out to the Minister that, as New Caledonia was the nearest French-speaking territory to Australia and NZ, the people of those countries are keen to visit her. This means that outside capital is needed to construct suitable tourist hotels. The Minister was asked if there would be any difficulty in introducing foreign capital?

Mr. Lecourt's answer was categorical: "There is absolutely no obstacle to the investment of foreign and Metropolitan France capital in New Caledonia and its dependent territories".

He added that investment in an hotel industry in New Caledonia would be most welcome.

The Minister was questioned also about the problem of New Caledonia's population growth—17,000 children at present in schools and an expected total population of 100,000 by 1970. He replied that a long term plan has been prepared, which will be financed by the several financial agencies created for territorial development. He also spoke of "special production measures", which would be undertaken to assure the youth of New Caledonia a livelihood.

There are, however, many in New Caledonia much less optimistic on this grave problem than the Minister. New Caledonia has one of the most fragile economies in the world, being based exclusively on the refining and sale of nickel ore. Its agricultural prospects are poor, and the island cannot produce enough meat for its own needs. Thinking people ask just what future can be contemplated for the mass of children leaving school in the next decade.

To those optimists who for years have been asking that a French university be created at Noumea, the Minister replied that it was a project that was far too expensive to be thought of yet. From all appearances, the Minister is going to have a busy time when he returns on an official visit to New Caledonia next September.

Higher Interest For Fiji Development Loan

Fiji's Acting Financial Secretary (Mr. H. P. Ritchie), announcing the new Development Loan on June 28, stated that the target was £F1,750,000. Of this, about £F500,000 represents conversion which he hopes to get from the 1951 Loan.

Higher interest, he considers, will make these conversions attractive. The loan covers two forms of security—ordinary stock and death-duty stock, the latter being available also for paying off income tax owed at the time of death.

Interest rates are higher—5% per cent. for long and 5% per cent. for short term investment. For the 1959 loan, rates were 5% and 5 per cent. It is hoped to attract small investors by the reduced minimum subscription of £25.

In a general appeal for the loan, Mr. Ritchie stated that he had been assured of support from the main large companies operating in Fiji, with headquarters in Australia and NZ.

Fear of not filling the loan is no apparent in the Colony, reports a Suva correspondent; it is certain that it will be filled. Although some people have stressed the troubles to be expected in the future, many competent observers think that these difficulties will be met as they have been in the past.

Certainly, if the people of Fiji fill the loan, it will be a direction board for outside capital, which is so badly needed in the Colony.

Takers-over Are Taken Over

Palgrave Corporation, a Sydney investment company with Islands affiliation (it controls Pacific Productions Ltd., Port Moresby and Rabaul) took over Landmark Ltd. in June on an exchange basis of 1-for-1 ordinary share. On last May, Landmark itself took over one of the largest coffee estates in P-NG-Korfenia Plantations (NG) Ltd., of Goroka. The board of Palgrave Corporation state they expect to pay regular 10 per cent dividends on the merged capital of more than £840,000.

Mr. S. L. M. Eskell, a director of Landmark, has been appointed managing director of Palgrave. He has resigned as chairman and managing director of South

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Pacific Post Ltd., Port Moresby (positions held since 1950), "in order to concentrate on Palgrave's activities", according to an official announcement by the post in July. New chairman of SPP Ltd. is Mr. David Yaffa, who is Mr. Skell's brother-in-law.

Big New Oil Co. Ties With Papuan Apinaipi

A new oil exploration company, Associated Continental Petroleum NL, was registered in Melbourne late in June with nominal capital of £5 million, in 20 million 5/- shares.

It will acquire 50 per cent. of Papuan Apinaipi Petroleum Co. Ltd. interests in existing joint venture arrangements, enabling it to operate within the Associated group in Australia and Papua. In turn, it takes over Papuan Apinaipi's responsibilities to the group—about £1¼ million in capital to be supplied over the next few years.

The Associated group consists of Associated Australian Oilfields NL, Associated Freney Oil Fields NL and Papuan Apinaipi Petroleum Co. Ltd., operating in conjunction with Interstate Oil Ltd. and C. Sleigh Ltd. (both of which recently bought into the group for £1¼ million). Queensland, rather than Papua, will be the area to be concentrated on, it is believed.

ACP's Board is Messrs. B. W. Graham, N. Avery, G. H. R. Jones, F. A. McKell, A. E. Prince (all directors of Papuan Apinaipi) and Mr. R. Woodcock (director of Pacific Oxygen Ltd.).

Colorua Rubber Pays Ready 20 per cent. Dividend

Colorua Rubber Estates Ltd., Papua, has earned a higher profit, for the second successive year. Year's profit to April 30 was £27,098—up £4,602 (20 per cent.).

Profit remained after lifting tax provision by £3,800 (to £7,600) and providing £308 more for depreciation (at £349).

Dividend is held at 20 per cent. for third successive year and absorbs 0,000.

Earning rate rose to 27.1 per cent., compared with 22.5 per cent. the previous year.

New Directors for Robert Gillespie Ltd.

Two men well known to Pacific traders have joined the Board of Directors of Robert Gillespie Pty. Ltd., Islands Merchants, of Sydney. They are Mr. William Henry Cumines and Mr. Wallace Charles Thorogood.

Mr. Cumines joined the company in 1951; while Mr. Thorogood, who had previous trading experience in the Islands, was appointed manager of the firm's Brisbane branch in April, 1959.

In Suva, Robert Gillespie (Fiji) Ltd.'s board has been strengthened by the appointment as a director of Mr. Kenneth Littlejohn, Fiji branch manager. Before he joined Gillespie's last year, Mr. Littlejohn was known in Fiji and other central Pacific territories for his service to Cadbury's and, previously, BOAC.

Kinji Shareholders Agree Debenture Issue

At the annual meeting on June 14, directors of Kinji Holdings Ltd., New Guinea, were authorised to issue £30,000 debentures to shareholders only. The chairman, Mr. S. E. Baume, said the funds would be used to pay current debts and to finance development. Shareholders said they appreciated the

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directors' work "in bringing the affairs of the company into order". (See "PIM", June, p. 61).

Japan Continues to Buy N. Caledonian Nickel

New contracts were signed recently in New Caledonia between NC nickel ore exporters and Japanese buyers. They will expire in March, 1962.

Before the agreements were signed, a Japanese mining mission visited the French Colony to thrash out the vexed question of nickel percentage in the ore shipments—three per cent. last year. It was reported that the Japanese buyers had sought ore in such other countries as Celebes, Philippines, and even Southern Rhodesia but found that the nickel content in ore available was poorer than New Caledonia's.

Both parties apparently solved the percentage problem to their mutual satisfaction, and there is an increase of about two cents in price in the new contracts.

Target for the 1961-62 export of nickel from NC (all going to Japan) has been fixed at 1,300,000 tons, but this is probably a little too optimistic.

APC's Sea Oil Survey Ended

Australasian Petroleum Co. Pty. Ltd. reports that the marine seismic surveys in the entrance of the Turama and Fly Rivers, Papua, were completed in June.

About 25 miles of traverse were shot in the Turama River area and 77 miles in the Fly River area.

The reflection time sections were being examined and interpreted by the company's consultants in early July.

Mr. Robert Woodcock, of Middle Brighton, Victoria, has joined the Board; the nominated director representing Associated Australian Oilfields NL on the Board, Mr. S. B. Randall, retired for health reasons.

PI Timbers Raise Capital To Buy Own Shipping

Two new issues of shares were made by Pacific Island Timbers (Holding) Ltd., of Papua-New Guinea, on June 30—5/- ordinary shares at par on the basis of 4 for 1 held, and simultaneously a 1 for 16 bonus issue (out of accumulated reserves).

The issues involved 82,500 new shares, including 16,500 bonus, and lift paid up capital to £86,625.

Directors state the cash issue will assist the company to obtain shipping facilities for transport of its timber production from the mill site to Port Moresby. This will substantially reduce transport costs, as well as securing shipping facilities for the company as and when required. The vessel will also earn income from outside sources.

Lae Govt. Sawmill To Close

The Government sawmill at Lae, New Guinea, will be closed down on December 31, and the staff transferred to other positions in the Administration.

The decision to close the mill follows the Administration policy of withdrawing from commercial production as soon as satisfactory alternate services can be provided by private firms, stated the official announcement. There are now two small mills operated by private enterprise in the Lae area to meet the public demand for timber—South Pacific Timbers and New Guinea Industries.

The Administration mill at Lae was originally the Army sawmill located at Yalu, and was taken over by the Forests Department after the war to meet the urgent need for timber during the early post-war years. Timber from the mill has been supplied for the construction of homes, shops, schools, offices, hospitals and other buildings throughout P-NG.

Economic Outlook

THE June 30 accounting for the Federal Government showed it ended 1960-61 year with a surplus of £15.8 million—a state of affairs that confounded its critics. Higher tax collections, £8.7 million from individuals and £14.9 from companies in excess of the estimates, saved the day.

The overseas trade deficit, however, was £156.6 million, the most unfavourable since 1951-52. June itself, though, hit the highest ever recorded for exports; and the lowest for imports since April last year.

Main topic of interest now is whether Britain will join the European Common Market (with France, Holland, Italy, West Germany, Belgium, and Luxembourg) and just what effect this might have on the primary product exports of Australia (and New Zealand).

Sydney Stock Exchange "ordinaries" index of 309.23 on July 7 ran a few points below the index of a month ago. Generally, it has been a quiet month.

Islands investors have been interested in two developments—(a) the decline in CSR £20 shares from £92 in mid-June to £74 on July 4 (with a slight recovery later), after the publication of its first consolidated accounts, wherein some had expected treasure-trove to be revealed; and (b) an oil strike (estimated "at 110 barrels a day") by an Australian company, Timor Oil Ltd., at Matai, Portuguese Timor: the big question now is whether the oil is there in commercial quantities.

SYDNEY SALES PRICES

	June 6, '61	July 7, '61
Ball Plantations	10/9	9/-
Burns Philp	90/3	90/-
Burns Philp (SS)	52/6	50/-
Choiseul Plntn.	180/-	142/6
C.S.R.	£87/10/-	£77/10/-
Dylup Plantations	7/6	7/6
Fiji Industries	14/-	14/-
Hackshall's	13/8	12/9
Kauri Timber	16/9	15/-
Kerema Rubber	6/9	6/9
Koitaki Rubber	19/-	17/-
Lolorua	8/-	8/3
Makurapau Plntn.	3/9	3/3
Mariboi Rubber	7/6	7/9
Norfolk Is. Whaling	4/10	4/3
Pacific Is. Timbers	6/1	5/3
Palgrave	3/6	3/8
Palgrave, ex-L'mark.	—	3/6
Plantation Holdings	3/8	4/-
Queensland Insurance	92/-	92/-
Rubberlands	6/-	6/-
Sangara	4/-	3/-
Sthn. Pac. Insurance	25/-	25/-
Steamships Trading	44/-	42/-
W. R. Carpenter Hold.	32/-	33/3
Watkins Consolidated	6/3	6/-
Ditto Notes	5/-	4/11
Timor Oil	6/-	10/-

OIL AND MINING SHARES

	July 9, '58	June 6, '61	July 7, '61
Emperor	b5/9	b3/6	b2/6
Loloma	—	b40/-	s42/6

	PAPUA-NEW GUINEA
Bulolo	b35/-
N.G.G. Ltd.	b1/9½
Oil Search	b2/6
Oriomo Oil	—
Ent. of N.G.	b7d
Pac. I. Mines	—
Papuan Apin.	b9d
do. opt.	b6½d
Placer Dev.	b86/6
Sandy Creek	b4d

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COPRA

The British Ministry of Food 9-years contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since then each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production is mainly to (a) Unilever (30,000 tons under contract covering 1961), (b) Australia (30,000 tons for local consumption), (c) crushing-mill in Rabaul (40,000 tons), and (d) Japan (300 tons per month or more if available). Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for air-dried.

From January 1, 1961, P-N.G. Copra Board's Tentative Purchase Prices, for copra delivered main ports: Hot-Air Dried £54/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton.

FIJI:—No Government control—producers where they wish. Bulk of copra goes to crushing-mills in Suva. On July 10 prices were: HAD £F47/15/-, FM £45/5/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. In 1961, 100-4,000 tons will go to Abels Ltd., NZ shippers, 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, other arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.—All production marketed through official BSI Copra Board, at prices fixed on Philippines rates. Of the Protectorate's 1961 output (about 20,000 tons), 14,000 tons will go to Unilever, 4,000 tons to Australian crushers; the balance sold on the open market. Current price (which is partly financed from reserves) in July: 1st grade, £A49/-/-, 2nd grade, £A47/10/-/-, 3rd grade, £A45/-/-, per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines prices, less "stabilisation fund" charges.

NEW HEBRIDES:—On July 1, the copra price was approx. £A34/10/- (6,900 Pac. Frs.) per ton delivered Vila/Santo on a "free" market. French price the same was 79 heavy francs per metric c.i.f., Marseilles.

COOK IS.—Subject to the copra contract provisions between Cook Is. Shippers and Abels, Ltd., of Auckland, to operate the only NZ copra crushing plant, the price paid is average London price for previous three months, less milling charges. Price fixed for first quarter of 1961 was £NZ56/0/2 1st grade, £54/15/2 standard grade—both f.o.b., Auckland.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rates for Ghana cocoa which on July 9 was £Stg.167/10/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on July 10: grade 1 £S210 (approx.), f.o.b., Apia.

P.-N.G.: July 10—Quote No. 1: £200 (top grade), £190 (medium), £180 (low). Quote No. 2: £200 (medium quality).

COFFEE:—P.-N.G.: July 10, good quality A grade, per lb. 4/- to 4/2; B grade, 4/-; C grade, 2/6, c.i.f., Sydney.

End of season—no quotations for Tanganyika or Kenya Arabica; Nairobi market closed until end of July. Uganda Robusta £Stg.145 (approx.).

PEANUTS: P.-N.G.: F.o.b., Lae, July 10. Kernels: White Spanish, 1/4 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 July 7 was: No. 1 RSS, Spot, 83½ Straits cents per lb (29.12d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported July 9: White and yellow label processed, standard packs. 47/6; green label, 46/6, c.i.f., Sydney.

RICE (Aust.): Prices as from May, 1961—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57. 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/-; under 5 tons, £65 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—Quotations for Australian M.O.P. Shell on July 12 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.—£165 per ton, c.i.f., Sydney. Quote No. 2: Papua-N.G., B.S.I.—£160 per ton.

GREEN SNAIL SHELL:—£475 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, July 7, Philippines, in bulk, \$169 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights c.i.f. UK/Nth. European ports, £Stg.60/10/- per long ton. NEW YORK: July 7, Philippines \$155 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 780 Rupees per ton, c.i.f.

(£1 Australian is equal to about 2.25 US Dollars; £1 Aust. equals approx. 10½ Rupees).

Coconut Oil: LONDON, July 7, Ceylon, 1%, in bulk, £Stg.90 per ton, c.i.f., UK/Nth. European ports. Straits, 3% £Stg.86, c.i.f.

Rubber: LONDON, July 7, c.i.f., RSS No. 1, Spot, 24¼d. Stg. per lb.; RSS Oct./Dec. 24¾d. Stg. lb; July shipment 24¼d.

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FOR SALE BY TENDER

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER of HOTEL CECIL LIMITED.

TENDERS are invited for the purchase of the only licensed hotel in Lae in the Territory of New Guinea, known as the HOTEL CECIL, together with all plant, furniture and equipment. The hotel and associated buildings are erected on Allotments 6, 7, and 8 of Section 12, Lae.

The hotel has a total of 32 rooms containing approximately 65 beds. In addition an annexe has rooms containing 23 beds, of which some are used by staff. The hotel itself is fully furnished and equipped. It consists of a 2-storeyed wood and fibro structure, 2 bars, lounge, beer garden, grill room, dining room, car park, annexe, Stewart Hall, Olympic-sized swimming pool. Its turnover is approximately £65,000 per annum. Stock is to be taken over by the successful tenderer at valuation.

Further particulars may be obtained from the Official Liquidators of the above mentioned Company at the following addresses:—SYDNEY: G.P.O., Box No. 2650. PORT MORESBY: P.O., Box No. 91.

Tenders close at 4 p.m. on August 14, 1961, and should be addressed to: The Official Liquidators, Hotel Cecil Limited, at either the Sydney or Port Moresby address shown above.

Tenders must be accompanied by a remittance representing Ten per cent. (10%) of the amount offered. Any sale is subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

The highest or any tender will not necessarily be accepted.

DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER OF MOROBE HOTELS LIMITED (in liquidation).

TENDERS are invited for the purchase of the GOROKA HOTEL, the only licensed hotel in Goroka, Eastern Highlands District, Territory of New Guinea. The hotel is erected on leases LA 2710 (NG) comprising two (2) acres, two (2) roads and five (5) perches, and LA 4337 (NG) comprising one (1) road.

The hotel comprises a single-storey timber building with detached cottages and outbuildings. The hotel is fully equipped and furnished and in addition to the dining room, lounge and bar has accommodation comprising twenty-one (21) bedrooms being five (5) single and 16 double rooms. Manager's

quarters are separate. Turnover is approximately £55,000 per annum. The successful tenderer will take over the stock at valuation.

Further particulars may be obtained from the Official Liquidators of the above mentioned Company at the following addresses:—SYDNEY: G.P.O., Box No. 2650. PORT MORESBY: P.O., Box No. 91.

Tenders close at 4 p.m. on August 14, 1961, and should be addressed to: The Official Liquidators, Morobe Hotels Limited (in liquidation), at either the Sydney or Port Moresby address as shown above.

Tenders must be accompanied by a remittance representing Ten per cent. (10%) of the amount offered. Any sale is subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

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DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER OF MOROBE HOTELS LIMITED (in liquidation).

TENDERS are invited for the purchase of the WAU HOTEL, being the only licensed hotel in Wau, approximately fifty (50) miles south of Lae in the Territory of New Guinea and 3,500 ft. above sea level. The hotel is erected on Allotments 4 and 5, Section F, Wau, having an area of 1.23 acres.

The hotel is approximately half a mile from the airstrip and is a 2-storeyed timber construction and in addition to bar, dining room, etc., has accommodation of 12 bedrooms, being 6 single and 6 double bedrooms. Turnover is approximately £25,000 per annum.

Further particulars may be obtained from the Official Liquidators of the above mentioned Company at the following addresses:—SYDNEY: G.P.O., Box No. 2650. PORT MORESBY: P.O., Box No. 91.

Tenders close at 4 p.m. on August 14, 1961, and should be addressed to: The Official Liquidators, Morobe Hotels Limited (in liquidation), at either the Sydney or Port Moresby address as shown above.

Tenders must be accompanied by a remittance representing Ten per cent. (10%) of the amount offered. Any sale is subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

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DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER of WANIGELA PLANTATIONS LIMITED (in liquidation).

TENDERS are invited for the purchase of leasehold lands and improvements and equipment thereon situated at Wanigela, Collingwood Bay, Northern District in the Territory of Papua and known as WANIGELA PLANTATION. The leases are LA 2009 (P) comprising three thousand eight hundred (3,800) acres, an Agricultural lease, LA 2083 (P) comprising two-thirds of a square chain, being a bulk store lease, at Collingwood Bay, near Komabun village. The Agricultural lease has been partially planted with seventy-five (75) acres of rubber (high yielding—12,000 trees) and sixty-one (61) acres of cocoa (12,500 trees) and a further one hundred and thirty (130) acres of the lease have been cleared.

The distance from the harbour to Wanigela Airstrip is approximately one and one half (1½) miles and the distance from the airstrip to the plantation is approximately three (3) miles.

Improvements and equipment include five (5) cottages, three (3) native labour quarters, two (2) trade stores, cocos dryer, etc., all of which are built of native materials. Equipment consists of one (1) tractor, one (1) grass cutter, two (2) trailers and two (2) chain saws.

Further particulars may be obtained from the Official Liquidators of the above mentioned Company at the following addresses:—SYDNEY: G.P.O., Box No. 2650. PORT MORESBY: P.O., Box No. 91.

Tenders close at 4 p.m. on August 14, 1961, and should be addressed to: The Official Liquidators, Wanigela Plantations Limited (in liquidation), at either the Sydney or Port Moresby address as shown above.

Tenders must be accompanied by a remittance representing Ten per cent. (10%) of the amount offered. Any sale is subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

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DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER OF AROANA ESTATES LIMITED (in liquidation).

TENDERS are invited for the purchase of leasehold lands and improvements and equipments thereon situated near Kanosi in the Galley Reach Area about forty (40) miles North West of Port Moresby in the Territory of Papua and known as AROANA ESTATE. The leases are LA 310 (P) comprising one thousand three hundred and fifteen (1,315) acres, LA 171 (P) comprising two hundred (200) acres, LA 319 (P) comprising one hundred (100) acres and LA 1720 (P) comprising five (5) acres—a total of one thousand six hundred and twenty (1,620) acres. In addition four hundred and forty-seven

7) acres are leased (long term) from Aroana Estates Limited, thus making total area of two thousand and sixty-one (2,067) acres.

One hundred and twenty (120) acres is planted with rubber (15,000 trees) and in addition, a further sixty (60) acres of yielding rubber was planted in 1959 (1960 (7,250 trees) and eighty (80) acres have been cleared. Production for year ending June, 1960, was 70,000 (approximately).

Improvements include Manager's residence, equipment shed, smokehouse, store, Land-Rover, tractor and two tractors, one (1) grass cutter, two (2) trucks, one road grader, two (2) stationary engines.

Further particulars may be obtained from the Official Liquidators of the mentioned Company at the following addresses:—SYDNEY: G.P.O., Box 2650. PORT MORESBY: P.O., Box 91.

Tenders close at 4 p.m. on August 1961, and should be addressed to: The Official Liquidators, Aroana Estates Limited (in liquidation), of either the Sydney or Port Moresby address as shown above.

Tenders must be accompanied by a statement representing Ten per cent. of the amount offered. Any sale subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven days after the Administrator of the Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

The highest or any tender will not necessarily be accepted.

DATED the Fourteenth day of June,

J. H. JAMISON and R. LORD,
Official Liquidators

THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER of ERIAMA ESTATES LIMITED (in liquidation).

TENDERS are invited for the purchase of leasehold lands and improvements and equipment thereon situated about fifteen miles from Oro Bay in the Territory of Papua and known as EMBI ESTATE. Leases are LA 2234 (P) comprising (1) acre at Oro Bay, a business, and LA 2689 (P) at Embi comprising seven thousand two hundred (2) acres, an agricultural lease. Approximately 300 acres has been cleared access to the properties is by road from Oro Bay and Embi Airstrip.

Improvements and equipment include a building at Oro Bay, a store building, native material houses, two (2) cars, Willys Truck, three (3) trailers, hoes, harrows, pullers, hullers and other sundry tools, spares and household effects.

Further particulars may be obtained from the Official Liquidators of the mentioned Company at the following addresses:—SYDNEY: G.P.O., Box 2650. PORT MORESBY: P.O., Box 91.

Tenders close at 4 p.m. on August 1961, and should be addressed to: Official Liquidators, Eriama Estates Limited (in liquidation), at either the Sydney or Port Moresby addresses shown above.

Tenders must be accompanied by a statement representing Ten per cent. of the amount offered. Any sale subject to the approval of the Supreme

Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

The highest or any tender will not necessarily be accepted.

DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

IN THE SUPREME COURT OF THE TERRITORY OF PAPUA AND NEW GUINEA. IN THE MATTER of the Companies Ordinance 1912-1960 of the Territory of Papua. AND IN THE MATTER of ERIAMA ESTATES LIMITED (in liquidation).

TENDERS are invited for the purchase of leasehold lands and improvements and equipment thereon situated on the Rouna Road about 12 miles from Port Moresby and known as TIABA ESTATE. The leases are Crown Lease No. 806 comprising one thousand (1,000) acres, Crown Lease No. 841 comprising two thousand three hundred and twenty-seven (2,327) acres, LA 2905 (P) comprising four hundred and three (403) acres, LA 2914 (P) comprising four hundred and thirty-one (431) acres, LA 2964 (P) comprising five hundred and twenty-eight (528) acres; all being pastoral leases. In addition there is one Agricultural Lease, Crown Lease No. 824 of one hundred (100) acres.

Improvements and equipment include three (3) houses, four (4) Native labour quarters, abattoirs, ten (10) sheds, stock yards, six (6) tractors, cultivator, three (3) stationary engines, 67.5 KVA generator, full set of abattoir equipment, tools, spare parts, etc. Stock also for sale:—

One (1) Stud Bull.
Eleven (11) Horses.
Further particulars may be obtained from the Official Liquidators of the above mentioned Company at the following addresses:—SYDNEY: G.P.O., Box No. 2650. PORT MORESBY: P.O., Box No. 91.

Tenders close at 4 p.m. on August 14, 1961, and should be addressed to: The Official Liquidators, Eriama Estate Limited (in liquidation), at either the Sydney or Port Moresby address as shown above.

Tenders must be accompanied by a remittance representing Ten per cent. (10%) of the amount offered. Any sale is subject to the approval of the Supreme Court of the Territory of Papua and New Guinea and if so approved the balance of purchase money shall be paid within seven (7) days after the Administrator of the said Territory has approved the relevant contract of sale in respect of the property sold. Remittance by cheque should be endorsed "Not Negotiable" and made payable to the Official Liquidators and exchange is to be added.

The highest or any tender will not necessarily be accepted.

DATED the Fourteenth day of June, 1961.

J. H. JAMISON and R. LORD,
Official Liquidators

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Detailed specifications of "De Goede Hoop" as well as a stock of spare parts, obtainable from the Director of the Department of Economic Affairs, Hollandia, Netherlands New Guinea.

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