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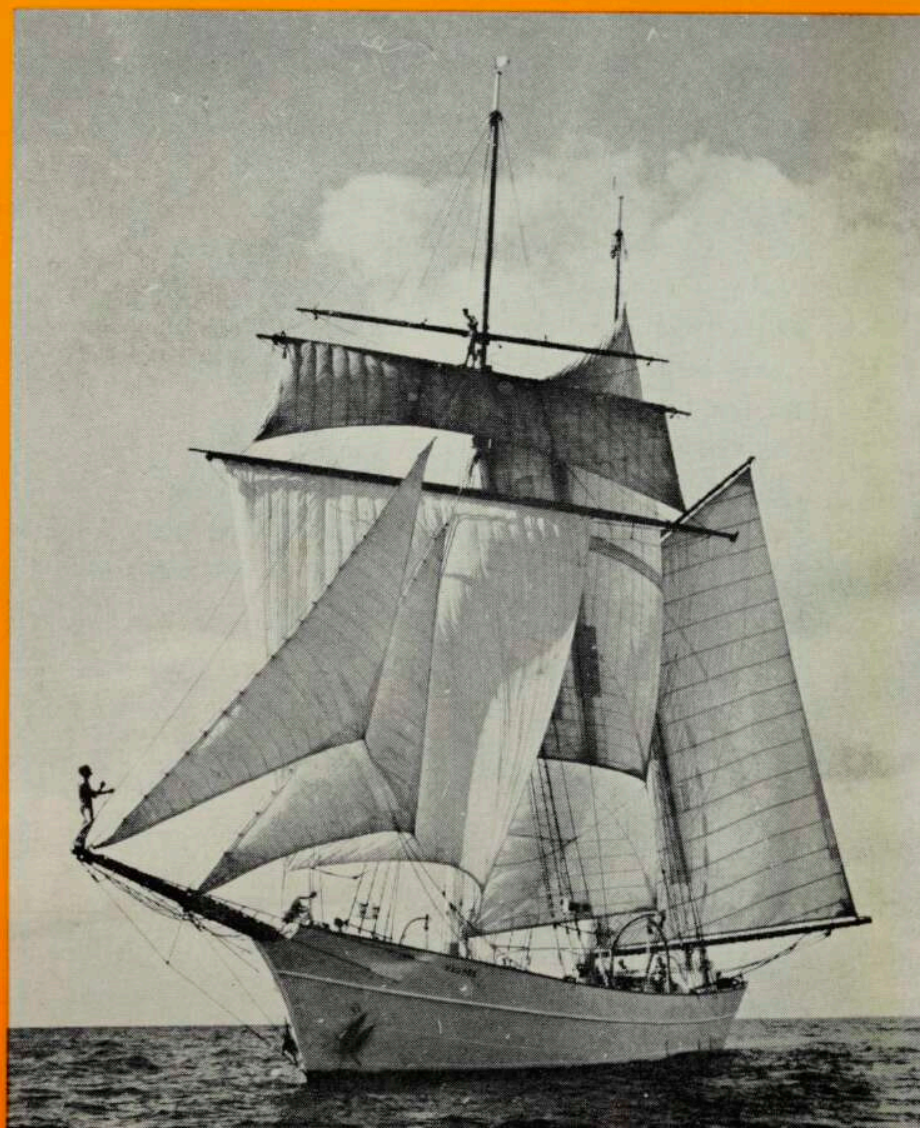
Pacific Islands Monthly



JUNE, 1962

VOL. XXXII. NO. 11.

e News
agazine
f The
South
Pacific

TABLISHED 1930

ed at G.P.O., Sydney, for
tion by post as a newspaper.

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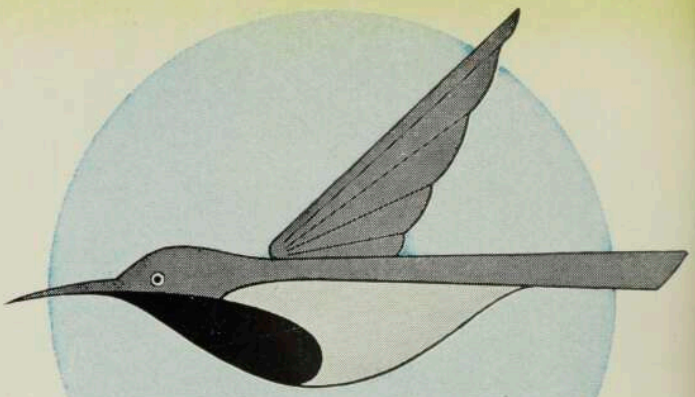

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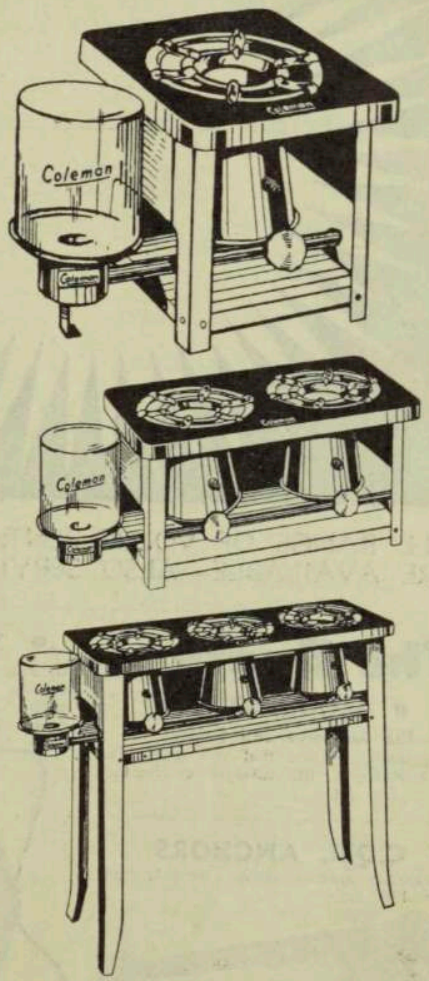

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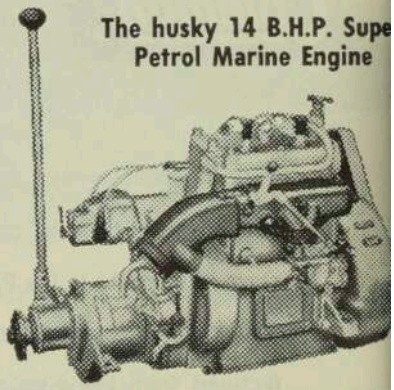

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which is so reliable, cheap to run, with ev
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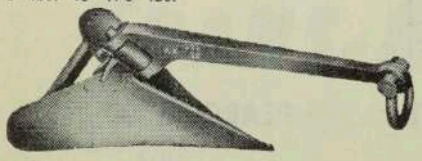

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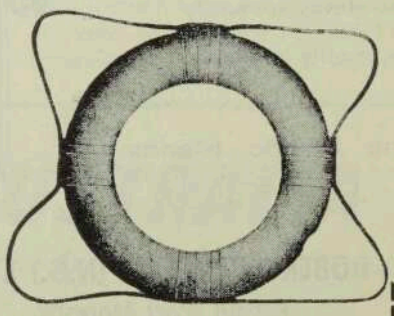
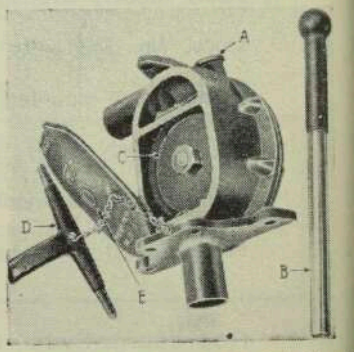


• HENDERSON MARINE BILGE PUM



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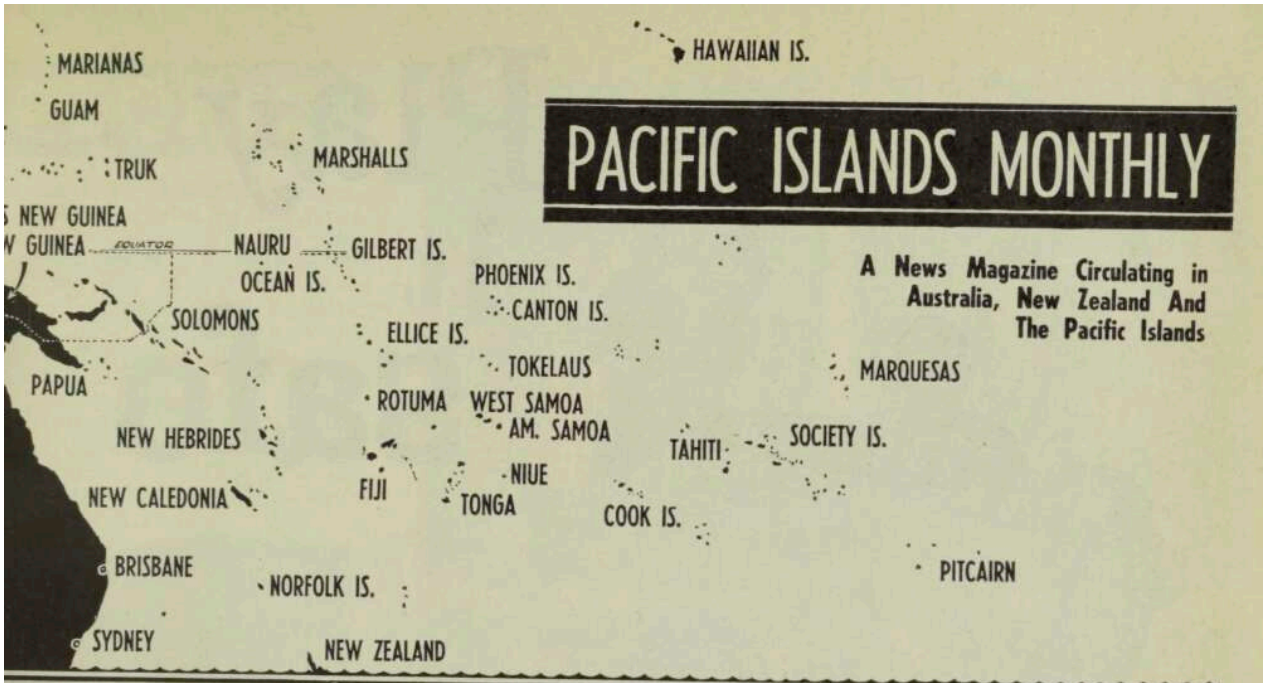

PACIFIC ISLANDS MONTHLY

A News Magazine Circulating in Australia, New Zealand And The Pacific Islands

Publisher: R. W. ROBSON.
Editors:
Y TUDOR STUART INDER
Manager: SELWYN HUGHES.
PHONES: MA 9197, MA 7101, MA 4369.
.P.O. BOX 3408, SYDNEY.
phic Address: PACPUB, Sydney.
NUAL SUBSCRIPTION RATES:
t. currency; includes surface postage)
s.—P.-N.G., Fiji, Samoa, Norfolk, , B.S.I., Cook Is., Tonga, G.&E. Niue, New Hebrides, and other acific Is. £1 4 0
Pacific Territories and Dutch Guinea £1 7 0
a and N.Z. £1 10 0
itish Commonwealth and Foreign Stg.) £2 10 0
and U.S. Pacific Territories) U.S.) £3 1 3
opies (postage extra) 2 6
NCH OFFICE IN PAPUA-NG
Publications (NG) Ltd., Theatre , Fourth St., LAE. Tel.: 2577.
s Pat Robertson, Manager.
RANCH OFFICE IN FIJI:
ji Times Building, 20 Gordon St. Tel.: 4043.
EPRESENTATIVE IN N.Z.:
Whitcombe, P.O. Box 5179, uckland. Tel.: 22.570.
RESENTATIVE IN HAWAII:
pencer, 203 Yap Bldg., 3465 Ave., Honolulu. Tel.: 775538.
PRESENTATIVE IN U.S.A.:
raib, Pacific Publications P/L, 5, San Francisco 1, California. Tel.: MIssion 8-1075.
PRESENTATIVES IN U.K.:
shburn, 13 Rood Lane, London, Tel.: Mincing Lane 8633.
ckenzie, 4A Bloomsbury Square, W.C.1. Tel.: Holborn 3779.
RNE OFFICE: Newspaper House, Collins St. Tel.: 63.7053.
All main trading firms and s in the Pacific Islands.
Publications Pty. Ltd., is the n agent for THE FIJI TIMES.

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THE COVER: The pretty sight under full canvas is the 96 ft. US-owned brig "Yankee", which has made quite a name for herself in a current voyage across the South Seas (see p. 103). Sydney Press photographer Cec Lynch got this shot of "Yankee" somewhere in the Coral Sea in April when he sailed in her from Cairns to Port Moresby on assignment for "Pix" and "Woman's Day". Lynch, who has made three trips to New Guinea on Press assignments in the last few years, had to work his passage with the rest of the crew, but he reckons he probably needed the exercise anyhow.

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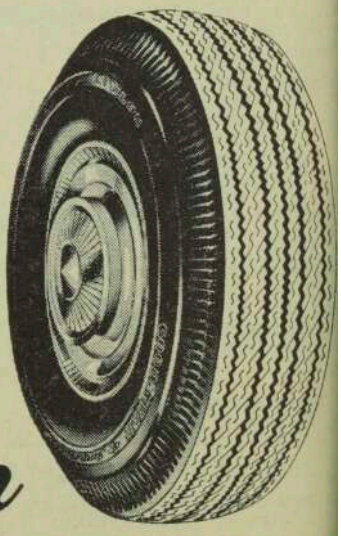

GOODYEAR

Imperial nylon

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PEOPLE

ji has a reasonably good educa- system which is unfortunately to New Zealand. The New Zea- syllabus is "too westernised for . That was one of the views essed by Professor O. H. K. Spate, essor of Pacific Studies at the ralian National University, when king at a seminar organised by Apex Club and held in Glen s, NSW. Professor Spate, author the "Spate Report" on Fiji's omy, gave a first-class summing f Fiji's problems, and said there much for Apex to do in Fiji.

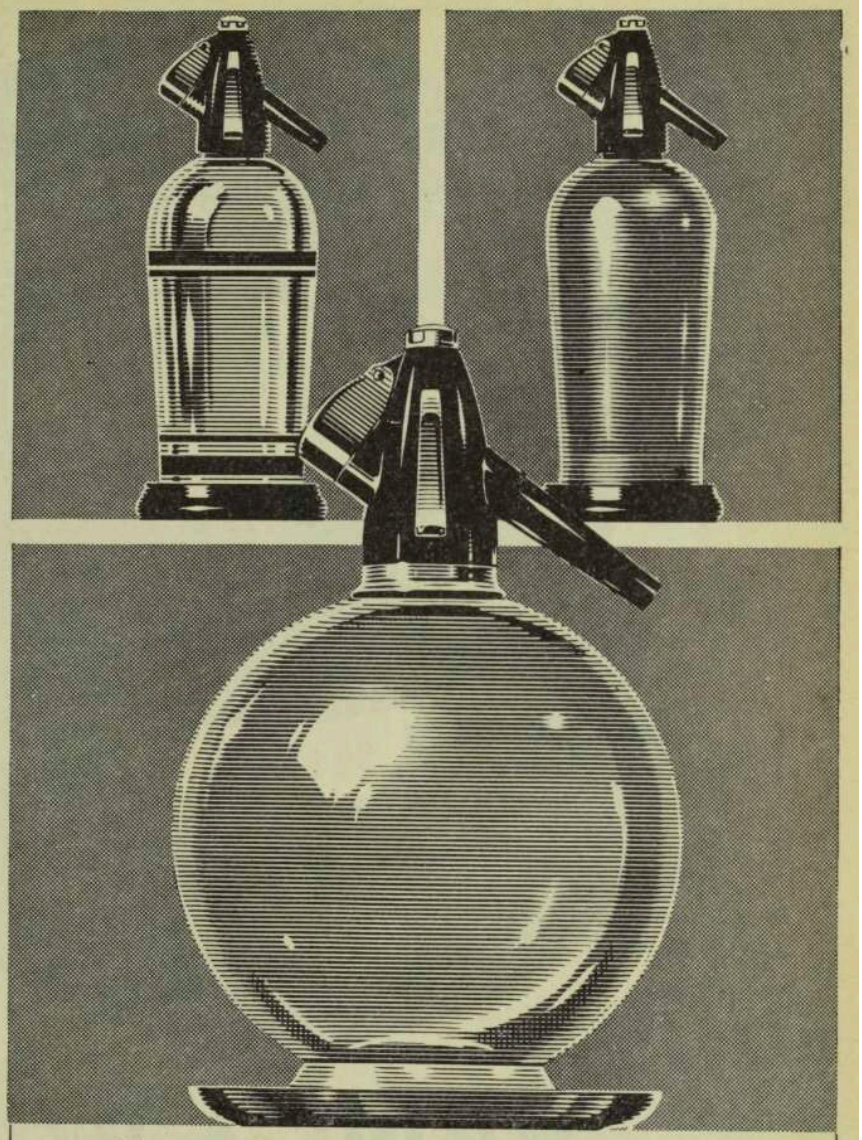
l handful are Fiji's Sellars triplets, Doone and Edward, here seen with their . Mrs. Peter Sellars, wife of a Suva lant. They were born in the Colonial Memorial Hospital, Suva, in January. y Fiji gained another set of triplets, who ill in hospital. Their parents are Mr. rs. Vishnu Deo, and they were born at Ba.

Photo: Stan Whippy.

ok Islanders have been very with presents for British Royalty ving the announcement that the on Missionary Society's new on ship, *John Williams*, will be d by Princess Margaret in on on October 4. The Princess d the last ship in 1948, and re- l a handbag made in the s. She will receive another ag on this occasion (the handle with pearl shell) and a model , made to scale, for young son .

* * *

human" and "callous" were two used by Judge Clegg in a y court in May when describ-



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Alfred Vercoe, 46, who was
nd guilty by a jury of having
mpted to obtain £25,000 from the
er of a kidnapped boy in 1960
intent to defraud. Vercoe had
ely told the boy's father that he
ld return the boy—but in fact
coe had had nothing to do with
kidnapping and knew nothing
ut the boy, Graeme Thorne, who
been murdered by the real kid-
per. Vercoe, who is well known
Apia and Pago Pago, where he
ducted photographic businesses,
gaoled for two years.

for Apia in May to take up a post as
Specialist of the Independent State
tern Samoa was Dr. Leonard Goodman,
He held the same position in the
ship Territory of Western Samoa from
to 1961. Dr. Goodman is a retired
officer of the Colonial Medical Service,
one of the few of that service left
e used to surgery under primitive con-
—"thatched huts, kerosene lamps, knife
k stuff when it has to be done, and
es it still has," explains Dr. Goodman.
s formerly Surgical Specialist to the
ast—now Ghana.

other Sydney judge with some
words of criticism in May was
Holden, who in sentencing an
for a sex crime, said he had
told "300 Italians who were
ed from New Caledonia be-
of murder and terrorism" had
offered migration to Australia.
id counsel had told him that a
company recruited labour for
nes in New Caledonia "from
west classes in Europe". The
words raised a storm. The
lian Minister for Immigration,
owner, and the Italian Consul-
al, Mr. G. Carnevali, said the
was certainly in error. The
-General added for good
e that the accusations were
offensive to New Caledonia's
community. *PIM's* Noumea

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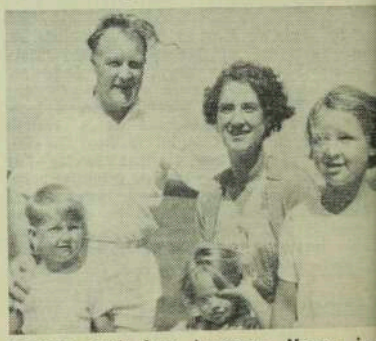
correspondent commented: "T
Judge should have checked his fa
before turning on the hot air".

During a brief stop-over at Nadi Airport, F
in May, US Secretary of State, Dean Ru
was accorded a traditional Fijian ceremony
welcome by being presented with a drink
yaqona (kava). Mr. Rusk and members of
US delegation to the ANZUS Council meet
were returning to the US from NZ
Australia.
Photo: Rob Wri

NZ Minister for Island Territori
Mr. F. L. A. Gotz, also rates
paragraph for some plain speaki
In Rarotonga during his recent t
he said he was sad that West
Samoa had left the family, but
felt she might be like many you
people who left the Cooks for w
in NZ—"after a while there, they
into financial difficulties and w
back to Papa for assistance!"



Heading south from Lorengau, Manus, in
"Malaita" in April were Scots couple Mr.
Mrs. J. Mackenzie, and their three child
Donald, Catriona and Shula. Mr. Mackenzi
with P-NG's Government Stores and the fa
is visiting Brisbane and Melbourne on le
Photo: Pat Robert

A native Assistant Patrol Offi
Noel Levi (see *PIM* May p. 21
photograph) became the first Pap
to lead a patrol in Papua-New Gui
when he set out from Goroka, East
Highlands in mid-May. The pa
was a routine one of about a we
duration when a census was taken
mountain villages but nonetheless
was quite an event. Levi had un
his command an Australian, Ca
Patrol Officer A. Kerr, who at 1
two years younger. Levi went

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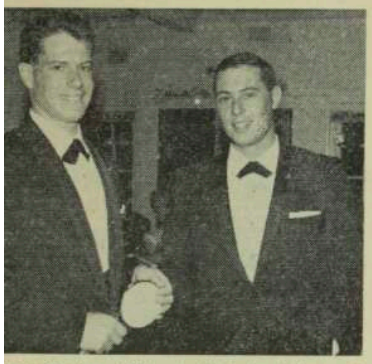
ool at Scotch College, Warwick, ensland, and is one of 10 young ve men (nine Papuans, one from v Guinea) who are training as istant Patrol Officers. Four of n are at a special school at chhafen and the others are at ous advanced stages of training he Sepik, Morobe and Eastern hlands districts.



Jean-Charles (Johnny) Ratard, left, and other Michael at the former's 21st birthday party given in Sydney in April by their r, Mrs. J. Ratard, of St. Ives, Sydney, Santo. Mr. Jean Ratard, Snr., wasn't it as business kept him on the family tion at Santo, New Hebrides. The Ratards well-known French pioneering family of ew Hebrides and Jean Ratard, Snr., was ly the first European to be born there ars ago. Mrs. Ratard, although born in ilia, is also of a well-known Islands . Mr. Ratard was educated in Paris s children have been educated in Sydney ny and Michael at Barker College and at Sydney University; and daughter a, 16, at the Presbyterian Ladies' College, Pymble.

uch decorated Solomon Islands hero and distinguished citizen, a, has had one great request of -a set of false teeth. During the visit to the BSIP in May by rican TV star Jack Paar, Vouza d himself before the TV cameras. terrific story," said Paar to ara businessman E. V. Lawson. I do anything for him?" "You buy him a set of teeth," said Lawson. The result: As Vouza d his toothless smile, Jack Paar nted him with a cheque for 100 rs, "on behalf of the National dcasting Service, the Jack Paar , the People of America and the nes!"

* * *

have had experience with fightnen in many places, and, in a corner, in jungle terrain, I would on have a party of well-trained Guinean soldiers as any men I . When they are trained and ed by men who understand and hem, they are splendid material." peaker was Lieut.-Colonel J. W. e, to visitors at the very large ell party given him at Taurama cks, Port Moresby, at the end of

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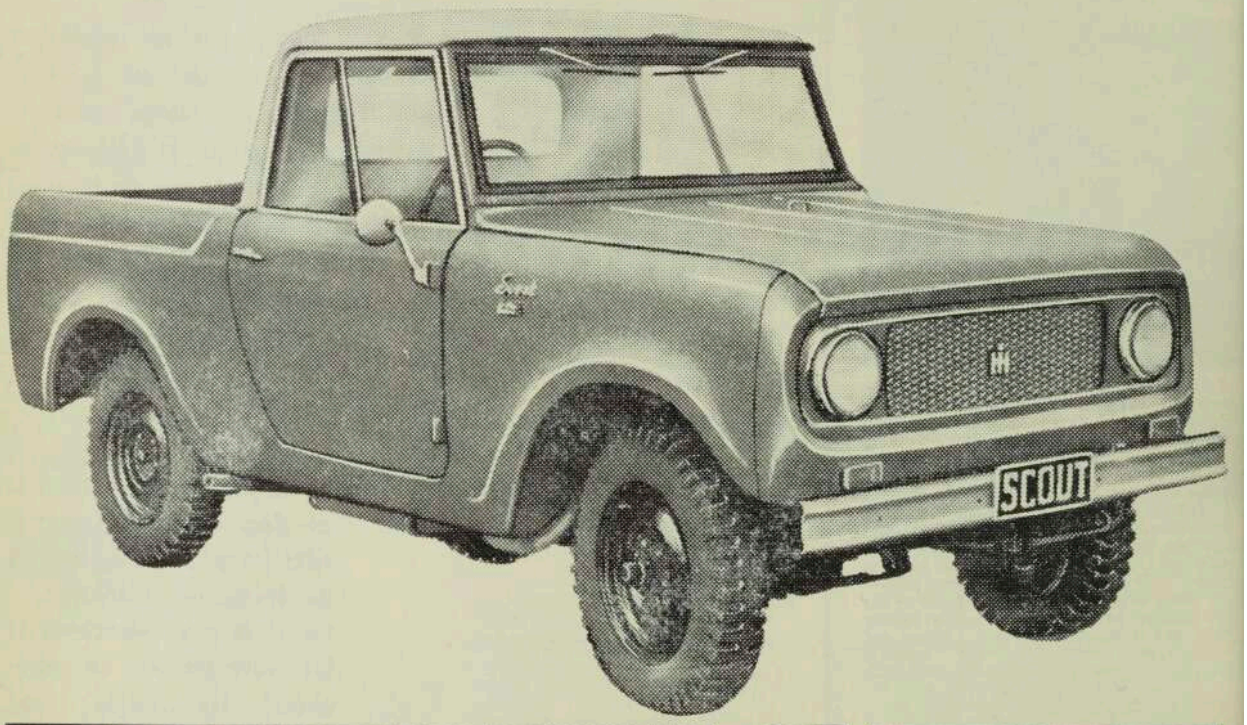

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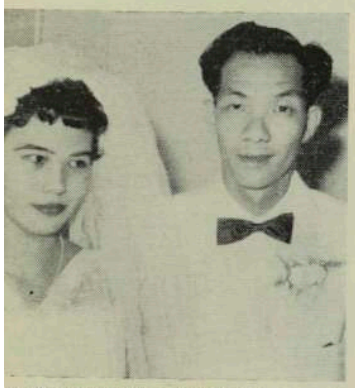
. The Colonel has been three in charge of the Pacific Islands nent, and now Australian Army are sending him off to United for a period of special train-

* * *

e of the dwindling band of ne old-timers in the Territory pua and New Guinea is Mr. A. enall, who now is Secretary of ew General Hospital at Wewak. Avenall was well known among old miners before World War II st of his gold seeking years were at and around Sunshine—and, nost "Befores" he supplied the jungle techniques during World I.



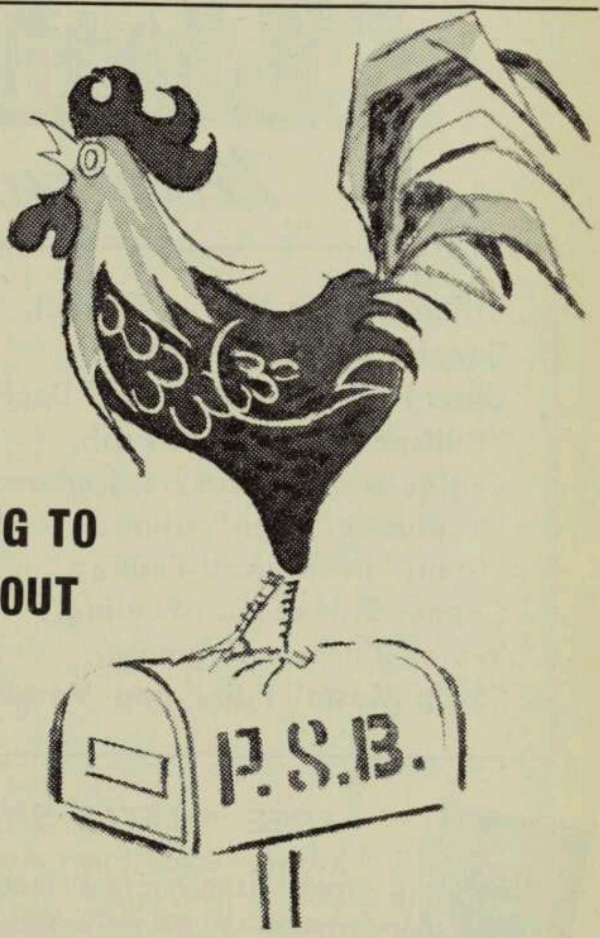
at the Rabaul Memorial Church recently liss Clare Wong to Mr. Nicky Ng.
Photo: Larry Chin.

oung Tongan nurse made his- n Sydney in May when she ingsford Smith airport in full array. She was then the very Mrs. Herman Meier, the bride ew hours of a Camden apple dist. She was formerly Miss Heimuli, of Nukualofa, who een nursing at Manly District al. The couple had been d in the Lutheran Church in and the wedding reception eld at the Overseas Terminal. omehow got away and the last r the plane came before the could change into travelling After a honeymoon in Mr. and Mrs. Meier will re- live at Camden.

* * *

Mangaia, in the Cooks, they are oing the twist. It follows the of their first helicopter, from Coastguard icebreaker *East-* The helicopter brought the ashore, to be met by Acting t Agent J. W. Little. Islanders en given helicopter rides and vited aboard the icebreaker. ys aboard the *Eastwind* taught nders to dance the twist as a saying thanks.

SYDNEY Farmer's



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MARRIED IN SAMOA

Malietoa, one of Western Samoa's Joint Heads of State, married quietly in May to part-Samoan university graduate Miss Teresa Hunter. They were married by a pastor in a village about 12 miles from Apia. The attractive and charming Miss Hunter has an honours degree from New Zealand's Victoria University and was a lecturer at West Samoa's Teachers' Training College. She is also President of the Public Service Association and has played a prominent part in public affairs. Miss Hunter was a popular Samoan delegate at the last South Pacific Conference held in Rabaul in 1959. Malietoa and his first wife were divorced.

Although Generally Speaking, the Picture is Bright,

Discrimination In New Guinea "Should Be Swept Away"

By a Staff Writer in Sydney

It's so rare for an official handout to say anything worthwhile, that a handout issued by Sir Hugh Foot in Sydney on May 15 at the end of a six-weeks tour of New Guinea by his UN Mission deserves to win some kind of an award.

SIR HUGH'S handout said everything that mattered, and although Sir Hugh obligingly answered reporters' questions, what came out there didn't alter the importance of the original handout. In fact, unless his answers were weighed against the broader canvas of his handout it was very easy for a careless reporter to write a distorted picture.

As Sir Hugh himself good naturedly warned Pressmen during the interview: "I know how some of you fellows work. You are asking me now about racial discrimination. All that will come out in the reports is that we don't like discrimination, and you won't say anything about the rest of it. Isn't that right?"

One reporter replied frankly that that was probably right—and in fact it was. Next day few newspaper accounts bothered to touch on anything but the discrimination angle.

But here is what Sir Hugh's prepared handout said in full—the italics being the sections that were underlined by Sir Hugh in the original:

"Our duty is to report to the Trusteeship Council, and this we hope to do next month. You will understand that it would be quite wrong for us to anticipate in any way what that report will contain. All I can say now about that is that we are determined in everything we propose to be constructive.

"But you ask me what our impressions are after our six-weeks tour, in which we have visited every district and devoted every day of that six weeks to hearing and seeing as much as we could.

"Perhaps there are four main impressions which come first to mind. First, we are deeply grateful for all trouble taken by the Administration the *kindness and ready co-operation* shown to us and for all the care and trouble to make our tour so extensive and so intensely interesting.

"Secondly, we have been struck by the way people *speak out freely and clearly*. We have met many good leaders who *think hard and speak straight*—and that goes not only for New Guinea leaders but also for many Australian planters. That is indeed a good augury for the future.

Thirdly, we have been struck by the *good relations between all sections of the population*. At the same time we have found impatience with remaining survivals of discrimination. For that reason we welcome yesterday's announcement about the Commission on liquor restrictions. Our view is that the sooner all survivals of racial discrimination are swept away the better.

"Fourthly, we believe that the Territory is on the threshold of fresh constructive advance. Particularly in the field of education the groundwork done since the last war is now about to show rapidly expanding and progressive results. *We feel confident that the way is now clear for rapid new progress.*"

During the questions that followed,

Look For These In Pacific Report

Mr. Gotz in the Cooks, 121. Canberra Discusses NG Problems, New Caledonia in Fiery Session; Tongan Land Subdivision, 123. Island-hopping Scientists; "Pandora" Wreck Mystery, 125. Nickel Slump Hits New Caledonia; Crash Landing at Moresby; Tolai Newspaper, 126.

NZ Trade Mission, 127. Rabaul Trade Fair; Kokopo Road, 129. Fiji's Cement Industry; Appeals for Buka Tax-Dodgers, 130. Tolai Riot Sequel; NG Salaries, 131. "Kuru" Conference; NG's First Local-born Chinese Solicitor; Illegal Fiji Arms, 133.

Fatal Rabaul Accident, 134. Bride Leads to Manslaughter, P-NG Forestry Front, 135. Miss Rarotonga Outcry; Changes in Fiji's Liquor Laws, 138. First Solo Crossing of Pacific; Mr. Bevington speaks on Fiji; Tourism in the Cooks, 139.

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Sir Hugh explained that prohibition on liquor and the censorship of films shown to the native people, were the two matters that the natives mostly considered discriminatory. The question of liquor had come up in every district.

"We are not concerned whether the bans are right or wrong," he said. "We are pointing out that they are regarded by the natives as discrimination against them, and for this reason they should be swept away."

Pressed for other examples, Sir Hugh said the Mission had received complaints that in shops, natives were made to wait out of their turn while whites were served.

"It's only an example—don't make too much of it," he said. "And also we are aware that when it comes to natives being forbidden hotels there are matters of licensing laws and not necessarily personal discrimination."

Sir Hugh said the West New Guinea question was raised at many meetings and there was no doubt that it was much concerning New Guinea people. However, West New Guinea was outside the scope of the Mission's report.

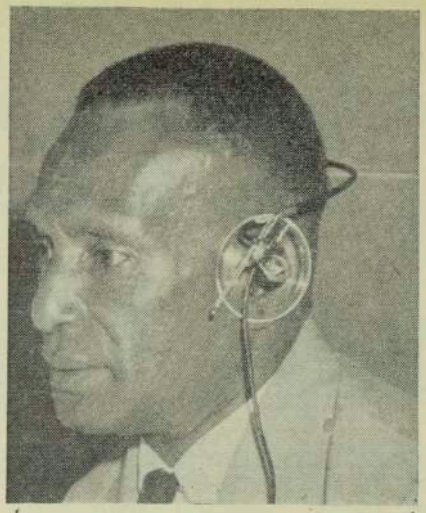
Although Sir Hugh skilfully avoided direct questions as to what would be in the UN Report (which is not expected to come up in the Trusteeship Council before late June) there was not much doubt that the report would give the Russians little reason for cheer. Australia would be criticised, certainly, but constructively, and overall its trusteeship over New Guinea would emerge unstained.

Sir Hugh's mention of the Commission on liquor restrictions referred to a statement that had been made in Port Moresby the previous day by the P-NG Administrator, Sir Donald Cleland, who said that the liquor prohibition would be reviewed (see p. 22).

The day after Sir Hugh's handout to the Press, Sir Donald made a further statement—saying that P-NG film censorship laws would be changed "by next month".

Sir Donald added that Australians shouldn't misinterpret the Territory's discriminatory laws. Any discriminatory ordinances were "designed to protect the indigenous population in a primitive state", but were being amended as new stages of development were reached.

The speed in which these two particular matters of discrimination were attended to is proof that Canberra, too, realises that Sir Hugh's Mission, unlike some of his predecessors, has earned the right to be taken seriously.



New Guinea Union Proposed

Amongst the dozens of suggestions New Guinea natives made to the recent UN Trusteeship Visiting Mission, the only one that promoted the idea of union with West New Guinea came from Somo Sigob. Sigob is elected native member for the NG Coastal Electorate in the P-NG Legislative Council.

It has been rumoured in the Territory lately that Sigob is one of the Trusteeship Territory native leaders whom West New Guinea native leaders have been cultivating in their attempt to get their plan for the amalgamation of the two Territories off the ground.

Most native P-NG leaders are against it and so, no doubt (although it would not be admitted in so many words) is Australian officialdom.

Whatever might be its merits as pure political theory, such a notion in the present state of affairs in West New Guinea will make shivers run up and down the spines of anyone with more than sixpence invested in the Territory. If anything more were needed to speed the flight of capital or put a halt to development in P-NG this could be it.

In Port Moresby in May it was announced that Sigob (pictured in the P-NG Legislative Council) would attend the UN Trusteeship Council meeting in New York in June, when the report of the visiting UN Mission will be discussed.

Warm Praise for UNO Mission In New Guinea

From a Staff Writer in New Guine

All the reports which I h heard, all firsthand evidence have gathered in moving throu New Guinea, support the v that the United Nations Miss is the most thorough, expert helpful that ever has visited Trust Territory.

THE Mission has shown the livel interest in all that it has s and an impressive understanding the grave issues involved.

The outstanding figure, of cou is Sir Hugh Foot, who has driv force, wisdom based on experie and a remarkable capacity for lis ing while others talk.

But the American, the Indian the Bolivian members are all strik figures, each in his own right pressing the New Guinea obser by his sincerity, and the thorou ness with which he has exami every aspect of life here. They h been into every corner of the Te tory, and no aspect of Administrat activity and native life appears have been neglected.

I can say, after taking part many off-the-record talks, that Mission's findings will be very k to Australia; that Australia's achie ments here will receive warm pra with minor criticism of some asp of Administration; that Austr probably will be freed of any cha of deliberate or systematic explo tion; and that the Mission has b impressed by the remarkable frien ness of the natives generally towa Australia.

The visitors privately say that natives should be made to rea that if they ever are to have s government and independence t must work harder and plan more tensively than they seem inclined do today.

I think that Sir Hugh Foot's U Mission to New Guinea will go do in history as a very good one inde

The American member of Mission, Delmas H. Nucker, for ma years boss of the US Trust Territo of the Pacific Islands (Micronesi has been doing a very good job behalf of Australia by talking so

(Continued p. 144)

EVANS' CAMERA RECAPTURES 'THE KENNEDY ISLES'

When the British Solomon Islands begins to enjoy a growing influx of ourists (and this has been predicted by the BSIP Chamber of Commerce—ee p. 147) the small islands in these pictures should be a "must" for every American. These are all the islands that matter in the saga of President Kennedy—as seen through the viewfinder of ex-coastwatcher Reg Evans' own amera when he revisited the scene in May with US TV man Jack Paar. Evans and Paar are seen together in Sydney in the top picture. The island t the top left is Kasolo, which Kennedy named Plum Pudding Island because of its shape. Kennedy and his men first swam to this island when T109 was rammed in Blackett Strait. The strait is seen in the centre icture, photographed from the beach at Plum Pudding Island with Kolombangara silhouetted in the background. Evans had his coastwatching station n Kolombangara, on the second hill seen from the right, when he saw the ire on the rammed PT boat. The two islands together in the picture at ower left were next to play their part in the rescue. The lefthand island Naru, the righthand one is Olasana. Kennedy and his men swam from lum Pudding Island to Olasana, and Kennedy and a companion later swam rom Olasana to Naru, to see if it was free from Japs. Evans' scouts at his stage located Kennedy and his party, and after messages were passed hey later paddled Kennedy, hidden beneath some palms, to Gomu Island ower right) where Evans by this time had established a new coastwatching tation. Evans gave Kennedy a cup of tea on Gomu and arranged for ennedy's party to be picked up. The entire rescue, from the time of the rash until the men were returned to base, took a week.

Coastwatcher Evans Goes Back

By a Staff Writer

Former Coastwatcher Reg Evans, the man whose scouts rescued President Kennedy after PT109 was cut in half by a Jap destroyer in the Solomons in 1943, had the "oddest feeling" that he had come home when he returned to the scene in May.

BACK on Kolombangara for the first time since the Kennedy affair, Evans slept two nights with the natives at Kuji village and told himself, "This is ridiculous. It's like coming home. Yet I never lived here during the war; I slept up the hill".

Two days later Evans made the two hour climb to his old spotting station "up the hill", accompanied by two of his wartime scouts. He found many changes in the scenery, but none in his friends.

"They're still nice people," he said, "They're settled in the villages and they appear to be quite happy."

Reg Evans, then a lieutenant with the Australian Navy, was "up the hill" coastwatching on Jap-occupied Kolombangara on the night of August 1-2, 1943, when he saw Kennedy's rammed PT boat aflame in Blackett Strait, without knowing what it was. Several days later, after he himself had moved to a new station on Gomu island in Blackett Strait, he had his

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scouts bring the young Kennedy to him hidden in a canoe. They had a cup of tea together.

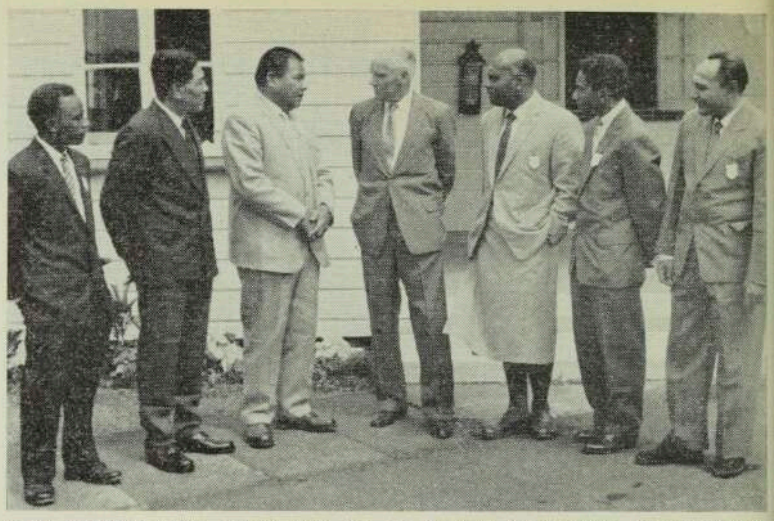
Evans' part in the rescue was just a line or two in the unofficial history of war until November, 1960, when *PIM* identified him as the man who had rescued the next US President—or, more accurately, Evans identified himself to *PIM* after we had begun seeking him out. The clue to his identity had been given by Eric Feldt.

Since then, Reg Evans, these days a Sydney accountant, aged 57, has been to the States and met the President, been written into a book and been mentioned in song (in a US hit tune currently popular in Australia, *PT109*).

On April 30, from Sydney, he headed back to the Solomons with US TV star Jack Parr, Parr's cameraman assistant Tom Cochrane and writer John Reddy of the *Reader's Digest*. They chartered the 60 ft. MV *Kingfisher* from the BSIP Ports Authority, and Evans showed Parr the key spots in Blackett Strait. These were all worked into a colour documentary to be released on US TV towards the end of the year.

Evans did not visit Honiara. He had only a short time in the BSIP and he had made up his mind to "climb that hill again". He did that on his own after the Parr party left for Honiara.

"From Munda to Kuji on Kolombangara I made a six-hour trip in a dugout with six Melanesians, and it was like old times again," said Reg.



SUVA MEETING: When a joint FAQ and SPC Regional Co-operatives Training Centre opened at the Nasinu Training College near Suva in May, representatives attended from various parts of the Pacific. In this photograph, the Governor of Fiji, Sir Kenneth Maddocks, speaks with some of the delegates. From left they are: Messrs. J. Korinihona (Solomon Islands), Mafalu Sakaio (Fiji), G. Kwong (of the GEIC, talking to the Governor), Sakenasa Rokotunidau (Co-operative Inspector, Fiji), J. Chan (Papua-New Guinea) and J. T. Fonmanu (Rotuma). Photo: S. A. Whippy.

"I was made welcome in the house of the headman, old Etu, whom I knew in those days. I climbed Hipera hill—which was the last of three posts I had on Kolombangara—with one of my scouts, Ben Kevu. I had seen Kennedy's PT boat from that hill. On the way we stopped to rest (I had really had it after an hour—it's 19 years later, remember!) and then there was a movement. Who should appear but old Zama.

"He was an oldtimer even during the war and had lived up the with me then, and never came do Now they said he was much too ever to go up—but he followed us He wasn't going to miss out."

Reg said he could hardly recog his old station (he had been on one about two months). A big they used to climb for a better v of Blackett Strait had now appeared. Other trees had grown from below, so now you loo through trees instead of over th

"Wouldn't be any good fo coastwatching camp now. As a ma of fact, *I* wouldn't be much good coastwatching, either!"

Reg Evans said that when he read Robert Donovan's book, *PT* he had taken with a grain of the story that the Kolombang people still sang songs about PT109. But he found it was tru or almost true. They sang a s about the PT boats generally the war. PT109 got a mention.

"Not a bad song either," said R

Reg Evans and his charming w are old Islands hands. Reg's ca in the South Seas goes back to 1 when he was in the New Hebri By 1936 he was with Burns P in the Solomons (at one time supercargo) and when war br out in 1939 he was at Tulagi. A the war (he is a DSC winner) served for 12 years with the Colo Service in Ghana and came back Sydney about three years ago.

He met his wife at Tulagi. M Evans' sister is Miss K. Poole, kno widely in the BSIP as Governm Public Relations Officer, Honiara.

POSSIBLE CHANGES IN SPC

From a Special Correspondent in Noumea

Plans to build up the effectiveness of the South Pacific Commission are being examined by member Governments. The proposals stem partly from the desire to admit Western Samoa, now an independent nation, into full membership of the Commission. This is a natural development from Western Samoa's former role as a beneficiary under New Zealand administration.

Western Samoa will, of course, continue to receive the benefits of the SPC's advice, but will be able to play a more significant part as one of the principals of the agreement.

Another reason for the new planning is the fact that five years have passed since the operation of the Commission has been fully reviewed. (See "PIM" May, p. 69.)

Information reaching Noumea suggests that although Western Samoa's membership of the Commission is likely to be discussed at the South Pacific Conference to take place at Pago Pago in July, planning may not be sufficiently advanced for a formal announcement then. Some officials believe planning will not be complete until the normal meeting of the SPC next October.

Basically, the plan provides for a stepping up of the Commission's three-pronged attack on the problems of health, education and poverty.

This will involve a substantial increase in the funds available to the Commission, and any such programme on an inter-governmental level is bound to require several months of negotiation before concrete proposals can be set on a conference agenda.

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Trial Shipment to Japan

TONGA, FIJI BREAK THROUGH ON THE BANANA FRONT

On a short visit to Apia towards the end of April, go-etting Prime Minister of Tonga, Prince Tungi, shook local fficials out of their lethargy by the announcement that Tongan gents in Japan had secured a licence to import into Japan ananas from Tonga up to a total worth per annum of 7,000,000. (See May *PIM*, p. 132.)

T although public interest was roused, the official attitude ed to be one of "wait and see". as claimed, amongst other things, Japan was interested in Pacific nas only on a short-term basis that once the Formosan planta- had recovered from recent cane damage, the Tongan and n deals would be forgotten.

ie Apia newspaper hinted editori- and darkly that this sudden Jap- interest in bananas could be ttempt to do economically what iese military forces could not n 1942-45—that is, take over outh Pacific.

ere were other references to n using bananas as bait for more g concessions.

e opinion seemed to be that it better to stick to the market a knew—New Zealand—than it by playing in Japan's back-

ince Tungi appeared unim-

HE FALLEN: Following a recent ap- the Chinese community in Rabaul efurbished this memorial to those se civilians captured by the Japanese ina and brought to Rabaul during d War II, where 636 of them died.

pressed. The bananas, he said, are to be shipped in the bunch, instead of in the traditional cases as to NZ, at a price of 3 cents a lb f.o.b. Nukualofa.

He said that with the average bunch of six hands weighing about 60 lb, which is the standard bunch to be shipped, this will leave for the producer about 15/- a bunch. The first trial shipment of 7,500 bunches left Nukualofa by the *Port Montreal* early May. Advising on internal transportation and stowage aboard ship of bananas on the bunch were two Japanese from the Japanese Banana Wholesalers' Association and two from the Japanese firm representing the Tongan Government.

"It is very likely that the Tonga Produce Board will not be able to ship all the bananas for which the licence has been granted, and investigations are being made into the possibility of other territories, such as Fiji and Western Samoa, participating in the Japanese trade under the Tonga licence," said Prince Tungi.

He said that he had already had discussions with Prime Minister Mataafa on the subject and as a result Department of Agriculture officer Toaolamai Semisi accompanied Prince Tungi back to Tonga on the *Hifofua* to observe the trial shipment and to help gauge the extent to which Samoa might be able to participate in the new market.

"In future it is likely that none of the three territories of Tonga, Fiji and Western Samoa will be entirely dependent on the New Zealand market for the sale of their bananas," said Prince Tungi, who has frequently expressed concern over cuts in the allocation of Tongan bananas to New Zealand.

Fiji Sends Development Commissioner to Japan

If Samoa was reluctant to go in with Tonga, Fiji was not. As reported in May *PIM*, there had already been some negotiations behind the scenes before Prince Tungi broke his news

TO THE FALLEN: Rabaul resident and former Army nursing sister Mrs. Joan Herbert lays a wreath for the dead on the Rabaul cenotaph during the Anzac Day service on April 25.

to the Pacific banana world—the only matter at disagreement appeared to be the price at which the bananas would be sold to Japan. Fiji, in April was entertaining the idea that Tungi had somehow managed to undercut Fiji on a previously agreed price.

But in any case, 10 bunches of the Fiji variety also went to Japan on the same shipment from Tonga, after being airfreighted from Suva to Nukualofa. Fiji Agricultural Department officials also went across to see them loaded.

Samples of Fiji bananas had been sent to Japan by air in the past, and were the subject of favourable comment. However, the Japanese buyers wanted to see how the bananas would travel by sea, so the miniature trial shipment was arranged in a hurry.

Early in May the Fiji Development Commissioner, Mr. Eric Bevington, and the manager of the Fiji Development Company, Mr. G. I. Firmston-Williams, flew to Japan to get a first-hand report on the condition of the bananas when they arrived. They also planned to have talks about opening up the possibility of a regular market for Fiji bananas in Japan.

Mr. Bevington said that if a market could be found in Japan for Fiji's bananas he hoped that the Colony would be able to return to the days of 1914 when more than 1,000,000 bunches a year were shipped to Australia.

At present Fiji's only market for bananas is New Zealand which has imposed quotas because of economic difficulties.

(See "Commentary", p. 21)

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Cautious Optimism On NG Coffee Industry

The future of the New Guinea coffee industry will probably be decided within the next few months when a new Long-term International Coffee Agreement is due to take the place of the existing one which expires at the end of September.

THE new Agreement has not yet been signed but it had its preliminary airing in Washington, beginning March 21, when representatives of world coffee producers and consumer countries—48 all told—met at the World Coffee Study Group.

Australia, on behalf of her Trust Territory of New Guinea, sent the P-NG Director of Agriculture, Mr. F. C. Henderson as representative, and Mr. Ian Downs, MLC and a prominent NG Highlands coffee grower, as an adviser.

Most dangerous clause in the draft agreement as far as New Guinea is concerned was the proposal that all producing countries should peg exports at 1959 level. New Guinea is still developing her industry and this would have given her a quota of something like 300 tons per annum. Current production is over 3,000 tons a year and it is expected to be more than double again by 1965, when planted areas not yet in production come into being.

Coffee in P-NG is grown by native and European producers.

The original draft—as far as this clause was concerned anyway—was not approved and when some of the smaller producing countries had managed to put their views there was some recognition of the desirability of allowing backward and immature nations to export without restriction from present acreages.

New Guinea sells most of its coffee to Australia but there has been a growing market in Germany and Holland. It is this market that is the most vulnerable and NG's representatives in Washington aimed their arguments at the delegates of these nations.

It is nevertheless feared that the United States, whose influence in the control of the world's coffee market is dominant, may be urged to buy from South America, for whom the USA in the coffee (and many other) sense acts as Big Brother.

The consumer nations at the conference were, on their part, noticeably reluctant to welcome the clauses that dealt with price stabilisation at levels at least equal to present world price.

(Continued on p. 144)

The Cold, Cold World Of Independence

Under pressure from the American hemisphere it seemed obvious that in the realities of international economic competition [on the coffee market] the liberal-minded, sympathetic approach of the UN would not mean much in these considerations and that the "dependant territory" approach was recognised as being over-done.

This was one place where racial origin or a coloured skin would be no help. The recent Colonial Powers had become merely hard-headed consumers, glad to have shed or be in the process of getting rid of dependant countries for which they no longer felt any responsibility. Not at this meeting anyway.

The African who might have recently screamed for freedom now rather obviously wished he had a European big brother to do the talking and to explain to the fiery Brazilians the importance of coffee to his emerging nation.

Only the protectorates of Portugal got this kind of service in Washington. The rest seemed out on their own in a cold atmosphere, as chilly as the weather outside.

—Mr. Ian Downs, coffee planter of NG, on the recent coffee negotiations in Washington.

'POLITICAL ADVANCE' FOR GEIC

The Gilbert and Ellice Islands Colony is to be given "a measure of constitutional advance".

MR. V. J. ANDERSEN announced this on arrival at Tarawa last month to become the Colony's 12th Resident Commissioner. He was formerly Secretary for Protectorate Affairs of the BSIP, and succeeds Mr. M. L. Bernacchi, who has retired.

Mr. Andersen emphasised the need for the Colony to take full advantage of all possible forms of assistance from the UK, UN and her agencies and the South Pacific Commission.

He said he had been authorised to say that the time had come for a measure of constitutional advance in the Colony and that detailed proposals would be considered shortly.

In the evening of his arrival His Honour and Mrs. Andersen gave a reception for over 100 guests. During the next few days he toured Bairiki and Betio and the Tarawa Community Welfare Committee gave the newcomers a welcoming feast, followed by local dancing.

Former Senator I Administrator Of Norfolk

From a Norfolk Island Correspondei

Major-General R. H. Words worth has been appointed Ad ministrator of Norfolk Island i place of Mr. R. S. Leydin, wh has been appointed Administrato of Nauru.

GENERAL WORDSWORTH, v will be 69 on July 21, wa Liberal Senator for Tasmania fr 1950-59. He is Australian born, served in the Australian Light Ho in the early part of World War but transferred to the Indian Ar in 1917.

He served in two campaigns on North-West Frontier of India in 19 20 and 1930, and spent three ye with the 1st Indian Armou Division in the Middle East in Wo War II.

He retired from the Indian Ar in 1947, having been twice mentio in despatches.

The Minister for Territories, Hasluck, who announced the appo ment, said that General Wordswo and his wife would leave for Norf Island early in June.

Norfolk, of course, is wonder what is in store.

The departure of Mr. Ley marked the end of one phase of Commonwealth Government's effo to bring a measure of self-governm to this Territory.

When Mr. Leydin was appoin four years ago his main task was implement the Norfolk Island A which would give powers to the n Norfolk Island Council. But councillors rejected their new powe and since then local politics ha been notorious for both confus and bitterness. Nothing has be achieved at all.

Mr. Leydin was in the pecul position of being probably the m efficient Administrator Norfolk had for many years, and also one the most unpopular.

Previous Administrators have been noted for exceptional abil or administrative capacity and th is ample evidence of mis-manageme in the past. Some have been dump here as expendable material.

This background has continua been stressed by members of Council and it is not surprising th Mr. Leydin and Councillors—most

(Continued on p. 144)

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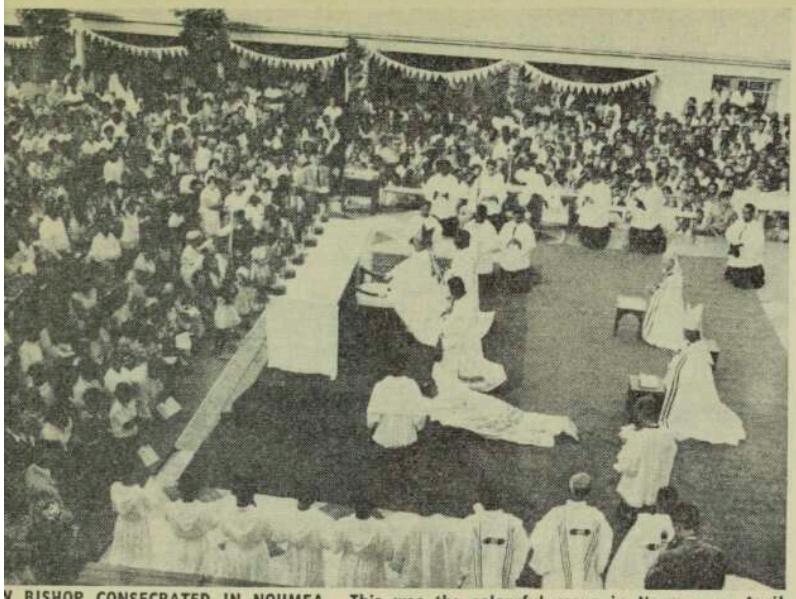

V BISHOP CONSECRATED IN NOUMEA. This was the colourful scene in Noumea on April when Monseigneur Michel Darmancier was consecrated as Bishop of the Wallis and una Islands. Bishops and assistants were in full regalia and most of New Caledonia's VIPs were present at the ceremony.

Photo: Fred Dunn.

INDONESIA MAKES (UNOFFICIAL) WAR IN NEW GUINEA

A situation that can be called by the old-fashioned term of active ilitary aggression on the part of Indonesia has now developed in West ew Guinea, although it is being called by other fancier names in some arters.

TER May 24, the Dutch introduced some censorship on ary operations in the area, but ntil the end of May 600 Indo- n paratroopers were known to landed on the western tip of the tory, in the Fak Fak area, south laccleur Gulf and north of the towards Teminuaban.

itch fighters equipped with ts have been attacking them the air.

itch Army and Navy patrols advancing on pockets of In- sians from Teminuaban and 800 en and children have been evacu- from Teminuaban and four settlements around the Vogel- and Fak Fak areas. They have taken to Hollandia, Biak and okwari.

is is about the extent of the facts that can be obtained. time, although stating that this t yet "the" invasion, but simply by "volunteers", Indonesia is ing military victories in the ation" of such places as Temi- an, where it is alleged the town med the invaders (or liberators) with open arms and took on a "gay and festive mood".

The Dutch deny these reports and refer only to mopping-up operations and the capture and killing of some paratroopers. It has been stated that the Indonesians appear not to want to fight, but try to escape into the jungle apparently with the idea of stirring up trouble amongst the natives.

Moral Victory

What the Indonesians are claiming in the military sense can be largely discounted as imaginative nonsense, but their paratroop campaign as a probing operation both in its moral and practical applications, can't be so easily dismissed.

If the Dutch are able to root out the paratroopers who have already landed and to adequately deal with others who are tempted to follow, Dr. Soekarno may think better of any large scale attempt. But the difficulties of dealing with this sort of war of infiltration in a country as primitive, unroaded and isolated

(Continued on p. 143)

SUGAR INDUSTRY IN TOP GEAR AS FIJI AGITATORS DEFEATED

In Fiji the anti-mill forces which have been fighting a stubborn battle against peace in the sugar industry, have finally been forced into ignominious retreat.

IN May, the four sugar mills began crushing cane. There were indications that before the year's end Fiji will reap and sell a sugar harvest that will, in some measure, recompense the Colony for the money (at least £2 millions) lost in the dislocation of the industry in 1960-61 by the anti-CSR war.

In North-west Viti Levu—part of the sugar industry, or battening upon it—there are elements which dream constantly of driving out the CSR and getting political and economic power through control of the industry. Whenever the chance offers, they induce the canegrowers and mill-workers to embarrass and dislocate the millers.

The latest battle of the North-west's Cold War really got going in 1960. In its defence the British Administration chose a long, tortuous and expensive procedure. However, the procedure worked.

The conditions of the whole sugar industry were studied by a Commission from Britain, lead by a brilliant London lawyer, Trustram Eve. Under its direction, the Government created an independent authority to control the sugar industry, and gave it teeth. The authority drafted a form of contract to control all relations between growers and millers for the next eight years. The conditions were no easier for the millers than for the growers. It was indicated in January that two-thirds of the growers had to sign the contract by April—or else.

Thereupon the battle was joined. The millers sent their field staffs out among the growers, to explain the contract and induce them to sign. The more important growers' organisations advocated acceptance. But the North-west anti-CSR group—which is neither small nor without influence—went to extraordinary lengths to scare the farmers off the contract.

For some weeks, it was touch-and-go. The Indian farmers were confused and frightened. Many, having signed the contract, subsequently signed a withdrawal or cancellation

(Continued on p. 143)

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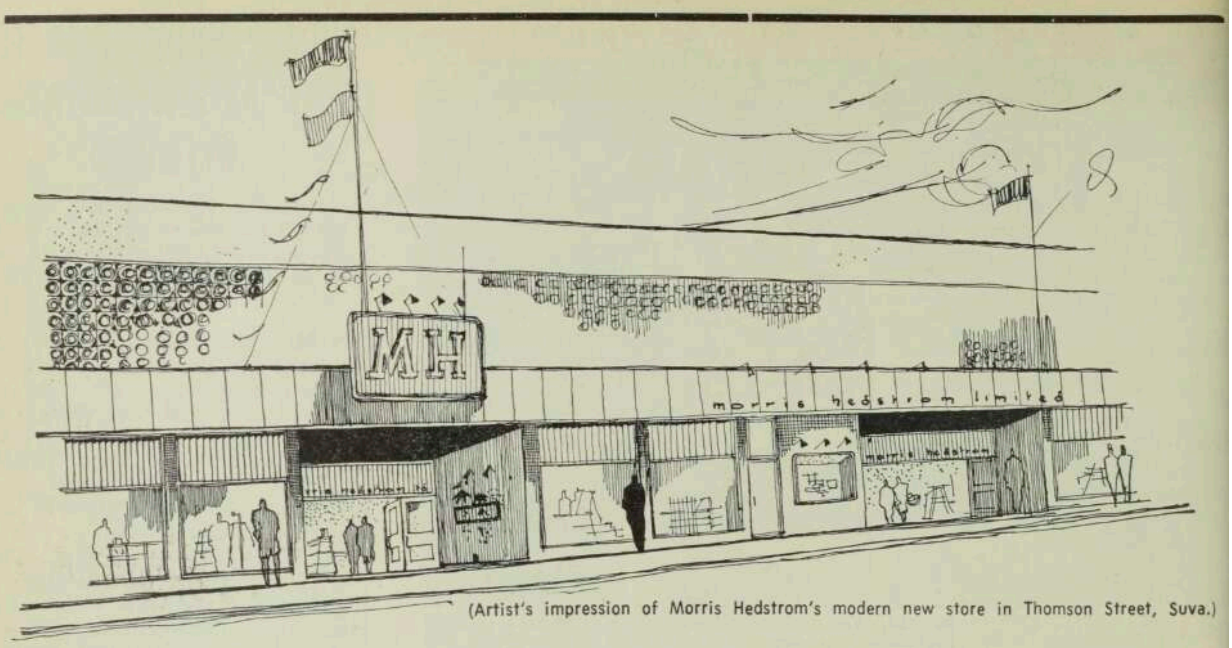

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COMMENTARY

e Extraordinary ectacle of Buka

IE latest development in New Guinea in what some have called Buka insurrection" leaves the nary, uncommitted observer ist.

ow stupid can this Australian inistration become, just at a when, in relation to the inter- nal set-up, everything possible ld be done to give both oversea rvers and native New Guineans mpression of calm and wisdom!

Buka, after preliminary seeth- xtending over years, certain Buka ges refused to pay head tax. authority breathed brimstone and a snorting display of force.

iat was stupidity No. 1. There ys was a doubt about the wisdom ead-tax, and there should have adjustment as between bureau- demand and native stubborn- long before the stage of rebellion reached.

llage recalcitrance in January into open revolt. This was natural reaction of very primi- unreasoning folk to official dity. Officialdom replied by nbling masses of police and turn- an insignificant incident into a minor war.

owever, the unnecessary display rce and fury had some reward. native tax-resisters capitulated *asse*, and marched in miserable nns to the official posts, and the hated tax, and more or less gised. That should have been nd of it. "You have been made nd the knee and pay up. Re- ber, the Government is your Now go home and behave elves," should have been official- s attitude.

t, no. High authority, still hing fury and brimstone, lined he hundreds of natives in a al court, found them guilty *en* of defying the police, offensive viour and things like that, and d out sentences ranging from to long imprisonment.

is, again, to the outside observer, d stupid and unnecessary pro- e in the circumstances. How- since the furious Administra- wanted to smack 'em hard, let be smacked, and the lesson d; and let's forget the sorry ess.

But our incredible Top Brass not leave it alone. One section of high officialdom had got what it wanted—heavy punishment of the anti-tax natives—but now another section appeared, *to appeal against the sentences imposed.*

The sentences were imposed by a Court of Native Affairs constituted at Sohano by Magistrate Ralph Ormsby in February-March, under Administration authority. The appeals against Magistrate Ormsby's decisions were taken to the Supreme Court by another Administration official. Why, no common man knoweth.

The appeal went to the Chief Justice, and on May 7 he quashed the conviction of 49 Bukas who had been sentenced to three months' gaol. He interpreted the law as he found it; which was that the Court of Native Affairs was not competent to deal with the Buka cases. Following on that, the sentences recorded against other classes of native tax-rebellion malefactors — some hundreds—were remitted. Some of the natives who were in gaol—some had already served eight or nine weeks—were forthwith released. Neither they, nor the majority of officials concerned, would understand that the Chief Judge had not said they were guilty or not guilty—he only said that Magistrate's Ormsby's court had not the authority to try certain categories of crime.

The Administration has just set up a new Department of Information. It is respectfully suggested that its first task should be to explain Buka to the outside world; and then—if it can—explain the Administration's taxation and legalistic system to the natives of Buka.

☆ ☆ ☆

Those Interesting Errors In Tonga's Stamps

THE report on p. 29 disclosing that the already-famous inverted overprint sheet of Tongan stamps (valued at £10,000) now has some running mates in the form of at least two 1/- inverted overprints (being offered for £200 each in Tonga) will be of great interest to philatelists, especially in view of all the criticism that the Tongan issues engendered after their release in February. It would be interesting to have the Tongan Government trace these valuable stamp errors to their source, so philatelists may be told just how it is they were released by the printers, and just how many more will now turn up.

Many Problems When New Guineans Drink

NONE of the "old Territorians" of Papua and New Guinea was happy with the official announcement of May 14 that the restrictions on the consumption of alcoholic liquor by natives were to be reviewed, because they savoured of "racial discrimination". The majority were appalled.

Immediate action is not proposed. A committee, consisting of a chairman from outside the Territory, and members of most of the Territory's communities (Europeans, Chinese, natives, missionaries, licensed victuallers, Departments dealing with social affairs, etc.) will examine the situation and advise Administrator and Minister.

A large body of public opinion does not accept the contention that present liquor laws represent racial discrimination, any more than does the "White Australia Policy".

Australia does not disbar Asians and Africans because of race or colour, but because Australia's living standards are based on economic and social conditions which must be rigidly protected. Similarly, the attempt to keep the Europeans' alcoholic liquors out of the hands of natives is due simply to the inescapeable fact that many non-Europeans cannot "hold their liquor".

There are some Europeans who, under liquor, behave like pigs, and there are some non-European people who "carry their liquor like gentlemen". But that does not change the general rule, any more than the fact that some good-class Asians and Africans are good Australian citizens justifies any abandonment of the "White Australia policy".

However, the official decision to allow P-NG natives access to liquor has been taken; and the Territory's European residents now can only hope that the advisory committee will do its job wisely and thoroughly. If restrictions are to be removed, certain difficult questions immediately arise. For example—

- Should the natives' access to liquor be restricted to a light beer, or should they be allowed to consume the more exciting distilled beverages?
- Some restrictions presumably will be maintained. How will they be policed? Will some harassing responsibility be placed upon the licensed victualler?
- Is it proposed to try the "permit" system, which was used for some years in Fiji, so that only natives of known good repute were given

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access to liquor? The committee, making its inquiries, might learn something from the experience of other Islands territories in giving the indigenous folk access to liquor.

- Where will the part-Europeans stand in this? They are now a large and growing community of increasing social importance and have not been under any liquor restriction. It would be a mistake to interfere with their freedom.

The economic factor should not be orgotten. The great majority of natives, having gained their point—freedom to drink—may find the process of drinking very much beyond the capacity of their modest purse.

☆ ☆ ☆

Anv Banana Market Is a Good One

SA'S reluctance to enter the Japanese banana deal is understandable (see article on page 17). But if we are to accept the contention of most of the Big Powers that Australasia and the rest of us in the South Pacific are really part of the Asian economic sphere, the fewer reservations we have about trading with Japan the better.

When New Zealand—the only present outlet for South Pacific bananas—began its period of acute balance-of-trade troubles a few years ago and began to slash imports, it was Fiji and Tonga banana growers who suffered.

Samoa, by virtue of the fact that it was then a NZ Trust Territory, continued to have free entry, and this state of affairs has continued since independence.

No one seems to know how long the Japanese market for Pacific bananas will last—but the situation at the moment is that any kind of banana market, short-term or long-term, is a good one.

Since the end of World War I, New Zealand has been the sole buyer for Pacific Islands bananas. Long ago, Fiji had a flourishing trade with Australia but this came to an end when Australia developed her own banana growing industry, much of it on a soldier-settlement basis, and slapped on a tariff against imports.

Ten years later, under the Ottawa Agreement, Australia reluctantly allowed Fiji 40,000 centals of bananas per year at a farthing a pound duty. This is still on the statute books but it has never done Fiji any good, because Australian banana interests have always seen to it that Fiji never gets a chance to re-establish its much superior bananas on the local market.

Attempts have been made to sell bananas to Canada, but Canada has long-standing agreements with South American producers, and they have failed.

The Japanese prospect is the first break-through on the banana front for 40 years and although it is too soon yet to do any shouting, most people in the interested islands will be hoping.

FIRST STEPS TOWARDS P-NG NATIVE DRINKING

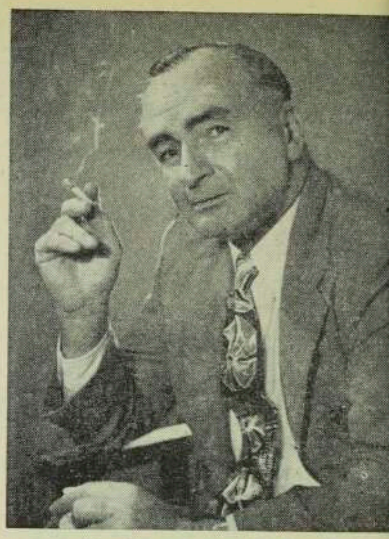
Following a "comprehensive report" that had been made by the Administrator of Papua-New Guinea to the Department of Territories, Canberra, a long-heralded first move towards removing prohibition on Territory natives has been made.

The Administrator advised that the "time has come for this total prohibition to be changed" and recommended the appointment of a committee to advise him on the form and extent of the changes that should be made. The Minister for Territories agreed to this arrangement.

The names of the people who will sit on the committee will be announced in June but the Administrator, Sir Donald Cleland, said in mid-May that he would appoint a prominent Australian lawyer experienced in licensing, a Papua-New Guinea magistrate, a Papuan native leader, a New Guinea native leader, two representatives of Christian missions, and a woman. He had not decided whether the woman should be European or native.

Sir Donald said the committee's terms of reference had been determined. Emphasis would be placed on the way in which the supply and sale of liquor would be controlled.

"We are going to change the law," he said, "but there is no suggestion that we are going to let everyone drink—we couldn't let primitive people in restricted areas drink."



The late Mr. C. A. Adams

Death Of Gerry Adam Removes A Colourful Character From Fiji

Fiji identity Clarence Angelsc ("Gerry") Adams, who died Lautoka on May 10, was colourful figure who will long remembered in the Colony. H was a pharmacist by professio and a former Mayor of Lautok but his interests were everywher (See Deaths of Islands Peopl p. 145.)

A year or so ago, Gerry Adar was campaigning for the improveme of the main road through Sigato township.

He didn't just write letters to t Public Works Department. He p a big notice outside his shop, dra ing attention to the number of yea since Cession and suggested th nothing much had been done to t road since then.

He did not just complain of i action. In December, he had an a vertisement printed in the *Fiji Time* wishing the Director of Public Wor and all responsible for the road "a indifferent Christmas".

He did not just describe the ro in terms of ruts and pot-holes. H turned on a fire hydrant, flooded long depression in the road, floate some toy ducks on the water, a photographed a group of childr standing on the edge, fishing happi in the main highway.

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hat was Gerry's way.
e had a gift for the striking
se, the off-beat act that amused
stimulated—and stuck in the
l—and he hated, and fought with
stating effectiveness, the dilatory,
bound ways of the narrow, ob-
tive breed of bureaucrat.
: was always stimulating, always
o talk to, always entertaining to
ith.
ere was nothing commonplace
t him. Hamlet's description of
k fitted him precisely, "A fellow
nfinite jest, of most excellent
".
t Gerry could be extremely
us in purpose, as he was in his
s to clean up the prostitution
t at Nadi.
public office, or when he set
and to any community job, he
ed hard and tenaciously. To
as much as any man, must go
redit for the transformed ap-
nce, and much improved civic
ities, of Lautoka in the post-war

Mayor of Lautoka, he received
Queen and the Duke of Edin-
with a grave dignity that im-
d and pleased his fellow citizens.
ring the war, and later, when
c air services were in their in-
, his hospitality and the imagina-
entertainment he arranged for
lian Pacific Airlines passengers
adi Airport and at his Lautoka
left many hundreds of visitors
i with a warm feeling of appre-
n, and, incidentally, made for
a host of personal friends.
his day, there were few better
nd cricketers in Fiji, and his
was well above average.
was a successful pharmacist,
other business enterprises he
d to miss out consistently.
ore the war, he had a garage
car agency and ran both of
ka's picture theatres.
sold them just before Pearl
ur brought a flood of US troops
i, and made fortunes for those
ablished businesses.
en the manganese boom de-
d, he became obsessed with the
f making a quick fortune, but
: time he had acquired and ex-
mining areas the buying period
assed and the pot at the end of
inbow was very, very empty.
became a boxing promoter
while, but the losses and litiga-
resulting from that venture
ed him up to a week or two
death.
hing, however, really daunted
nd he was always ready with
new scheme.
perennial one was a beach
resort for the overseas millionaire—the tired business man who, as Gerry said, would leave the resort much tireder, but happy.

Gerry was nothing if not resourceful. There was, for instance, the time in the United States when he addressed a Rotary Club, and was asked to say a few words in Fijian.

He did, with impressive oratorial earnestness.

What his audience did not know (except one man, who sportingly concealed the fact that he had been in Fiji during the war) was that the words were all names of the better-known Fijian towns.

On that same American tour, Gerry seldom sent the conventional letter of thanks to his hosts.

A series of spaced, unsigned telegrams such as "Awaiting reply ours of 25th", "Smith much concerned delayed reply", "Position now urgent my previous request", drew more attention.

As Gerry said, few things could cause more chaos in a well-ordered office, or, when the name and purpose of the author was made known, do more to impress his memory firmly in the recipient's mind.

These are only some of the innumerable stories that can be told of Gerry Adams.

He was a man of many-sided character, but none of them was dull. There are too few of his kind in this harassed world, and Gerry will be greatly missed.—L. G. USHER.

The Editors' Mailbag

Fiji Culture With Your Grog

From now on *Sydneysider* is thinking of issuing a set of directions with everything she writes—or giving up writing altogether—in the interests of keeping the blood-pressure of some of our customers at normal.

During the month we have received (via *The Fiji Times*) a letter from the manager of South Pacific Hosting Ltd. (which runs amenities at Nadi Airport, Fiji) concerning *Sydneysider's* complaint that duty-free liquor was quoted there in dollars only. (See "Lament of an Empire Builder," April *PIM*.)

Says he, in part . . . "We put up a sign at the sales counter which quoted in dollars, Fijian, Australian and New Zealand pounds. It proved confusing, and we removed it . . . Our experience indicated that the majority of the passengers are either going to or returning from a dollar area and they know the relationship of their pound to the dollar and can make a quick mental calculation to determine whether or not they are getting a good buy."

Without telling us who was confused by the price tags in various currencies, or why—and it seems absurd on the face of it—the manager then goes on:

"The writer of the *PIM* article was obviously looking for more 'local colour' and, apparently, was so upset over the 'washing machine and juke box culture' that he overlooked the one thing we have been able to do in the Duty Free Liquor Shop that does have a touch of local colour. This is the locally made woven baskets we use for carrying-cases. He would have to buy three bottles to get one. Incidentally, these baskets cost about three times what a paper sack would but we think the comments they generate are worth it."

Well, now. At this stage of her Pacific perigrinations *Sydneysider* doesn't go to Nadi Airport to get her local colour; she has known those whisky baskets ever since their introduction; didn't connect them with Fijian "culture" or "local colour"; didn't think they were cute; imagined that they were used because they were easier to obtain than another type of carton.

When she wrote that article, she wasn't concerned with tourist gimmicks as such, but was trying to say that the ridiculous atmosphere at Nadi Airport that "only Americans matter" is a symptom of a world-wide disease that, in the end, unfortunately drives many people to think more kindly of the "other philosophy".

Fiji's Broadcasting Service Pays Its Way

Somebody loves us — which is at least encouraging — although this reader goes on to point out where we are wrong.

From Mr. J. M. Hedstrom, chairman of the Fiji Broadcasting Commission:

"Thank you for taking up the cudgels on the Commissioner's behalf in your comment (in *Editors' Mailbag*, May) on the not very well-informed letter from Mr. L. McCready.

(Over)

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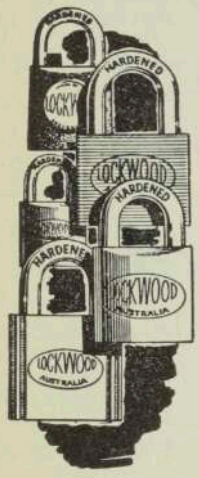

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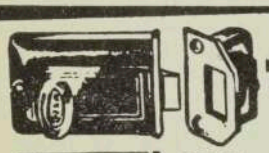

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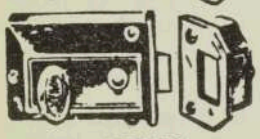

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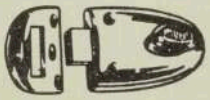

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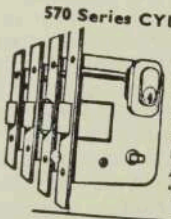

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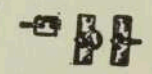

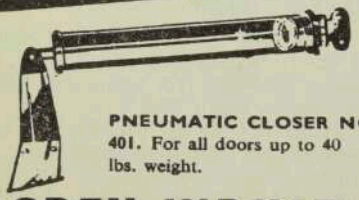

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"You are perfectly correct in st ing that we broadcast advertisi material to gain revenue to opera our five stations transmitting in thr languages.

"But your figures are not qu accurate, and give the impression th the Fiji Broadcasting Commision heavily subsidised by the general F taxpayer. This is not so, and t following are the facts:

"In 1961 a total of 26,102 listene licences were issued in Fiji. Licen fees were collected by the Fiji Po and Telegraphs Department, and th Department, after deducting a colle tion fee of 5 per cent., handed ov the resulting amount of £28,225 the Commission. There was no a ditional "grant of £26,000" nor a "subsidy of nearly £9,000 to ma FBC ends meet". The FBC in 19 cost the Fiji Government nothing.

"Would you care to tell Mr. M Cready whether you believe y could produce your excellent mag zine, and sell it to him for 2/- thereabouts, if you did not acce any advertising?"

Now, where did *PIM* get th £26,000 "grant"? Out of the offic 1962 Fiji estimates under M cellaneous Services, sub-secti "Grants, Etc., to Local Organi tions", which says the FBC g £26,125 in 1961 and will get an es mated £28,500 in 1962.

But on exploring it further we come to the conclusion that this is "Etc." and not a "Grant"—a lit Departmental book-keeping that's a and the amount that the PMG c lected for radio licences, less 5 p cent.

It was no doubt stuck there unc "Grants" to make the Governme feel good; and to fool poor innoce journalists.

Another item under the sa "Grants, Etc.", sub-head, to wit "FBC—Subsidy of £8,875 in 19 and an estimated £1,500 in 1962" is something we still don't understar If Mr. Hedstrom says the FBC did get it, who did?

Mr. Ian Fraser, who has been Ele trical Engineer for the Suva C Council since 1955, and Mrs. Fras and their two daughters left F early in April 2. Mr. and Mrs. Fras plan a seven months' holiday in t United Kingdom and on the Contine before Mr. Fraser seeks a new positi in Queensland or the Northern Rive District of New South Wales. T Suva power undertaking ma tremendous progress during M Fraser's term of office.

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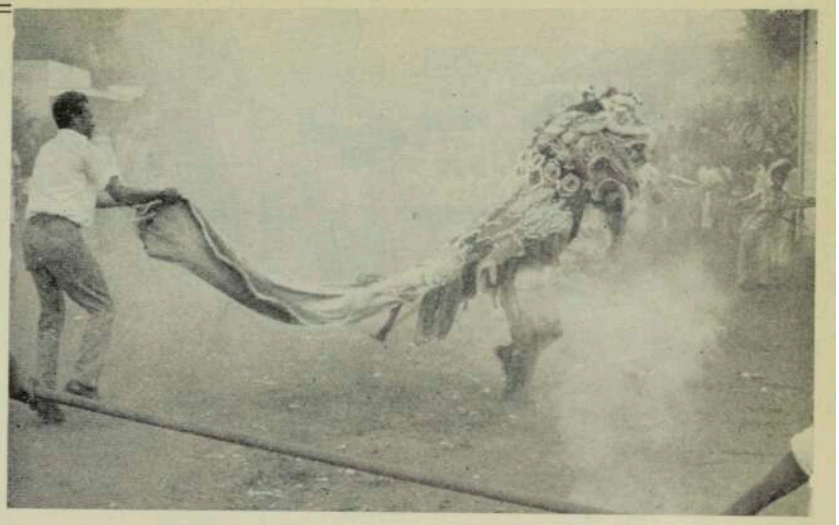
Sydneysider

At Home Base

Smoke, thunder and fire-crackers are not the province only of Australia's Commonwealth Day of course. The Chinese communities in the South Pacific are expert exponents of the firecracker during Chinese New Year's Day. The smoke from them almost blots out the dragon in this scene shot in Rabaul.



Annual Mayhem Of The Night Of May 24

Sydney has survived another night of May 24: The ex-osions, the reek of gun-powder, the pall of smoke thousands f feet high; the terrified domestic cats; the howling dogs—nd all in honour of a formidable old lady called Victoria who as been gathered to her fathers for over 60 years but who ave her birth date to an occasion called Empire Day.

empires are now unfashionable, it's these days called Common-th Day, and for the kids of ey the glories of what once was, ne attenuated relics of what still re far outshone by what comes —to wit, Cracker Night.

acker Night's big time for Syd-kids, lucrative for shop-keepers, for fire brigades and airline ; a source of wonder to visitors haven't experienced one; and a n opportunity for larrikinism h is never far below the surface. r weeks beforehand, bonfires, giant funeral pyres, composed ee loppings, old tyres, old fur-e, rubbish and dead leaves ar along every suburban street, nt lot, beach-side and park. the inner suburbs, in what used called the slums of Surry Hills, lloomooloo and Redfern, ese-Australians, Maltese-Austra-Italian-Australians join Austra-Australians in a concerted effort utwit police and fire brigades uild bonfires in the asphalt s.

r a month before the event and department stores are full re-works—from "bungers" with lethal kick of a depth charge, gh the big and small rockets, girley stuff of Flower Pots and Golden Rain and variegated cathe-rine wheels, to the crackers of small size and satisfying noise.

And as soon as the dark falls on May 24, the party is on. At first here and there, just as isolated *feu de joie*, but within the hour some-thing that has turned into a creeping barrage with the intensity of the pre-liminary bombardment of the landing at Tarawa.

Rockets rend the air, thousands of bonfires flare, the smoke and smell of burning rubber tyres mingles with that of burning gum leaves and scorched grass. Over all is the reek of expended gunpowder, reminiscent of some ancient battle-field.

Howl of Dogs

There is the howl of frightened dogs and the wail of fire-engines and police cars; drive-in theatre patrons pack up and go home when they can't see the screen for smoke; and at Kingsford-Smith Airport, officials stand by to divert planes or close the airport down. (This year there were no diversions, due to a westerly wind; but in other years overseas airliners have had to be diverted as far as Melbourne while pilots complained of the dan-ger of the distraction of bonfires that line nearby Botany Bay at intervals of a few feet, and of the soaring rockets that roar over the approaches to the runways.)

By 10 p.m. the battle is at its height. Dozens of scrub fires and paling fences have already been put out by the fire brigades, hundreds of minor mishaps attended to by am-bulancemen.

The excitement reaches a point of no return as the fireworks give out and gradually subsides towards mid-night, but it is not until another dawn that sanity returns to this hood-lum city of two million people and the cost is counted. This year we did rather well:

One teen-ager killed by a car when he was lighting crackers in a street.

One three-year-old dead from a rocket that pierced his skull.

One Youth Centre burnt down; one espresso bar, ditto.

One theatre damaged; one house partially destroyed; one launch, ditto.

One hundred bales of kapok burnt; four factories in the inner city area damaged; many acres of scrub-land burnt out; backyard sheds, board fences, ditto; scores of letter boxes blown up and dozens of people with minor burns at the out-patients' department of suburban hospitals.

The aftermath will be the usual letters to the newspapers on the madness of cracker night, the cost of which, in fireworks and damage to human life and property, would probably set up a modest housing estate or establish a new hospital wing.

Civil Authorities will say "never again"—but they will be wrong, of course. Next May 24 it will be on again, in honour of the Common-wealth and, of course, Victoria, who we somehow feel would not have been amused.

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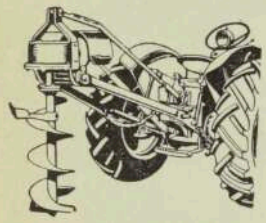
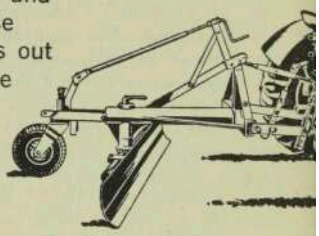
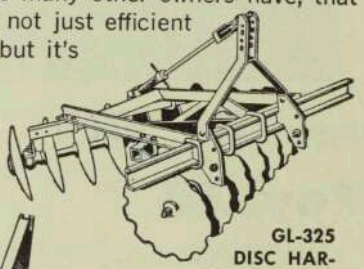


GL-225 POST HOLE DIGGER (ideal for cocoa planting, etc.). Digs 9", 13" or 16" holes 36" deep — accurately. Precision made gear drive, overload clutch.

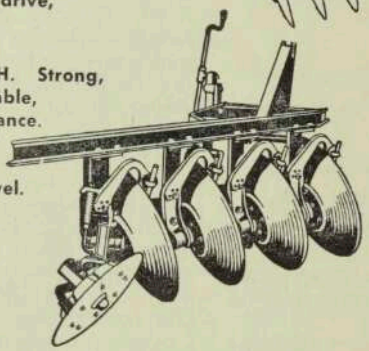


GL-226 GRADER BLADE. levelling, filling, gradi trenching, terracing and ro making. Reversible for ba filling. 6' and 8' blades.

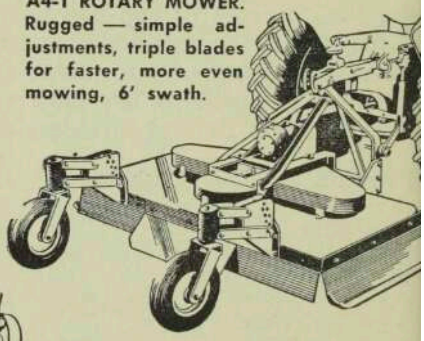


GL-325 DISC HARROW. Most versatile harrow. 5' 3" and 6' wide for open field work, easily offset for orchard or vineyard work.

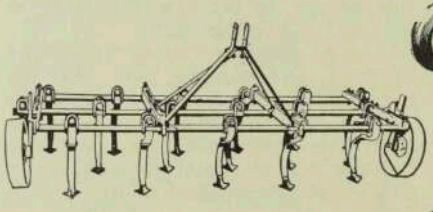
A1-41 DISC PLOUGH. Strong, robust, fully adjustable, excellent trash clearance. 2, 3, 4 furrow, 26" or 28" discs with inside or outside bevel.

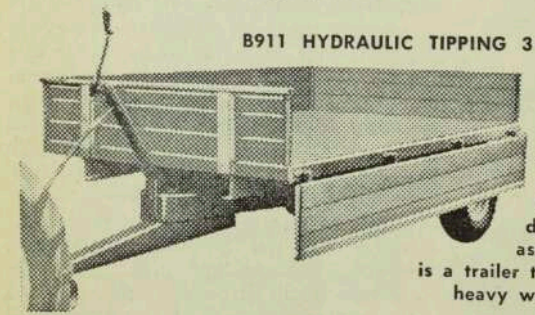


A4-1 ROTARY MOWER. Rugged — simple adjustments, triple blades for faster, more even mowing, 6' swath.



GL-222 SPRING TINE CULTIVATOR — 8' wide implement for breaking down clods of soil for seedbed preparation and also ideal for renovating root-bound pasture. Gauge wheels are fitted for accurate control of working depth.





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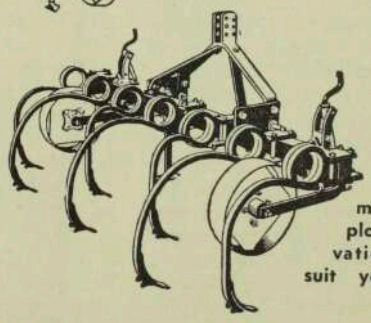

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MBARRASSMENT" OVER NAURUAN PROBLEM

view held by some members of Trusteeship Council is causing rrassment to the three countries t together hold Nauru in trust e United Nations—Britain, Aus- and New Zealand.

E view is that as Nauru is a rusteeship, it is not proper that auru's phosphate should go to British Phosphate Commission e benefit mostly of British agri- e. It is argued that all nations ing fertiliser should have an claim to the Nauru product.

exceedingly valuable deposits auru (then German) and Ocean sh) islands (then estimated at 0 million tons) were discovered after 1900; and from 1906 to hey were worked by the Anglo- an Pacific Phosphate Company.

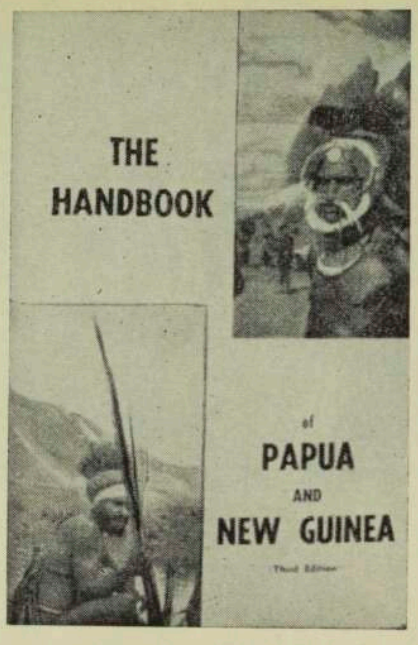
er World War I, the British, alian and New Zealand Govern- bought that company's interests ,500,000, and then handed over eration of the enterprise to the Phosphate Commission. The shared 42-42-16 per cent. in the of the two islands (Nauru and).

to 1960, about 25,000,000 tons osphatic rock had been taken Nauru alone.

ru will next be discussed by usteeship Council in June, when ives the report of the recent g Mission. Australia will be nted by Mr. Dudley Mc- , of the Department of Terri-

eport from Nauru in May said he Nauruan Workers Associ- ad, on its own initiative, taken precedented step of bringing Australia its own adviser on arbitration to speak on the ans' behalf to the Administra- n a new basic wage. The ad- Mr. Baker, will stay with the Chief. The Nauruans seek im- wages and conditions.

k has commenced by the BPC £1¼-million project of housing her amenities on Nauru. Pre- ted houses will be shipped from lia; there will be new stores, ge, running water. Nauru's "Old Chinatown", feature of life for 30 years, will close to make way for the new im- ents. (See also p. 65.)



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"HANDBOOK OF PAPUA AND NEW GUINEA"

3rd Edition

The Handbook of Papua and New Guinea, 3rd Edition, was published in mid-1961. Price is 15/- (posted: 1/3 extra within British Commonwealth; Foreign, 2/3) or $2 U.S. (including postage). It may be ordered direct, or obtained from booksellers throughout the Islands and Australia.

Comprising over 300 pages, with special map of the two Territories, it contains all details of the Administration and commercial organisations in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—shipping and air services, radiophone networks, etc.; lists of fees and taxes; Customs tariff.

The structure of the Administration is described with an outline of the activities and responsibilities of each Department.

A section is devoted to the Statistics of the combined Territory.

There are particulars of commerce and industry and of the Missions.

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Top left are Tonga's new Australian-trained police dogs, with their handlers, from left, Constables Vivili, Fonua and Kotoa and Sergeant 'Akau'ola. The dogs will be seen at the Emancipation celebrations. At right, a Japanese TV team takes a look at the sights of Tonga from an odd angle.
Photos: Tulua Bros.

MORE TONGAN STAMP ERRORS OFFERED FOR SALE

A Tongan dealer in May was offering overseas two 1/- mancipation stamps with overprint inverted, for £200 sterling ch. One of the stamps was on a first day cover.

same dealer was also offering mint set of Tonga's first official ail series, released four months ith a face value of less than £2 alian, at £160 sterling.

dealer marked his price list, ct to your immediate accep- otherwise prices raised without ".

opy of the price list was given M in May. The list announced and prices of a number of s issued by Tonga in February. issues caused a fuss in the lic world at the time, and philatelists complained that they ted the market had been cor- They also complained of the issue, and at the failure of the n Government to give what aid was sufficient notice of the (*PIM*, April, p. 27.)

re were two issues in February 00 sets (face value 10/-) in the r series, with an overprint com- rating the centenary of emanci- ; and Tonga's first official air- series (900 sets, face value /7). The overprinting in the r series was done, for the first by the Tongan Government r.

hin a few days of the February it was announced in London sheet of 60 5/- stamps had been received there with the overprint inverted, and that the value of the sheet was about £10,000 sterling.

There was no report that the overprint had also been inverted on some of the other stamps, but it now appears from the price list received by *PIM* that the error also applies to at least two of the 1/- stamps.

A set of the regular series overprinted are offered for £5 sterling the set, and £10 if they are on a first day cover.

London and Sydney dealers in May were offering these sets for about £3, although undoubtedly the price will rise.

(See "Commentary", p. 21.)

Japanese TV Team Films Tonga

Five members of a TV and broadcasting team from NHK, Japan, have been visiting Tonga. The team, among other things, has taken recordings of Tongan music, and filmed a Tongan wedding, the making of tapa, a traditional feast and the "Makafeke", which is the art of catching octopus by rattling pebbles over the side of a canoe. They also filmed the sacred flying foxes.

Tonga Celebrates Centenary Of Emancipation

From a Nukualofa Correspondent

The centenary of Tongan emancipation will be celebrated on a lavish scale with festivities lasting over three days from June 4, and VIP's attending as honoured guests from surrounding territories.

THE guests will include the Governor of Fiji, Sir Kenneth Maddocks, and Lady Maddocks, and the Prime Minister of Western Samoa, Fiame Mataafa.

The festivities will begin in Nukualofa with a combined Church service, followed by a march past of school children, the laying of wreaths on the Royal Tombs, a ceremony at the saluting base outside the Royal palace and the firing of a 21 gun salute.

A two-day brass bands competition will start in the afternoon and there will be a demonstration of police dogs recently trained in Australia.

At 6.30 p.m. Queen Salote will open the new Tongan High School building.

The next day, June 5, there will be a sports meeting and a grand feast on the mala'e attended by the Queen,

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owed by singing and dancing. That ning there will be a ball.
)n June 6 there will be more rts, another feast on the mala'e, in attended by the Queen and e singing and dancing.
here will be a cocktail party in evening, followed by probably highlight of the festivities—the akapakanava. In this the whole t line around Nukualofa will be with burning torches held aloft he edge of the beach.
onga's first Emancipation Day June 4, 1862, and the date has held as an annual holiday ever e. On the first Emancipation Day festivities lasted for two months, ng which Tongans as well as ors from Samoa and Fiji, got ugh 150,000 yams and 9,000 pigs.
mancipation Day celebrates the blishment of a constitutional archy.
he first king of all Tonga, King rge I, was elected Tui Kanokupolu eorge Tupou I, in 1845, at a when the Tongan chiefs were not united and there was civil in Tonga. It was not until 1852 the last war ended and George I d himself king of a united state.
Code applying to all Tonga was ared on June 4, 1862, after the representative parliament met.
he new Code laid down that ials were to be paid and other onal expenses were to be met out government revenue. The first 's poll tax was fixed at three rs, and chiefs were to allot cient portions of land to all males 16 who would hold it as long ey paid taxes and rent.
e Code said that all Tongans to be subject to the law of the , the people were to be set free forced labour and from being ed to give contributions to the fs and they were to be given com- control over their own property.
ag was designed.
here was, however, no settled amentary government at that . After the first parliamentary on in 1862, others followed in , 1870 and 1874.
n November 4, 1875, Tonga at- d its Constitution proper, which created after the example of the sh constitutional monarchy.

Pardon, But Your Tattoo's Showing

E letters to the editor column in the Niue Newsletter, are of fun although no doubt of the writers (who nearly all themselves "Reader") are ly serious. There is the fellow who in a recent issue begs all and sundry not to drink their monthly issue of beer at one sitting and then go around begging for more. Says he:

"Some of you people buy all your permit in the first week of the month. After that you go back and bother those boys in the office to allow you to have some more liquor which you very well know it is wrong to do. They tell you that you have purchased all your permit and you have none left but you always argue and say 'never mind the permit, I have plenty of money left.' When those boys cannot meet your request you become silly and follow the backs of other permit-holders begging for a share from their rations."

Which just goes to show that even in an enlightened Islands society where drink is permitted, there are problems. There are seven other paragraphs to the letter, all in the same vein, and then this piece of Emily Post advice on the right thing to do when grogging on:

"When you go into the bond to buy your liquor please don't go in there without a shirt on. Please wear something decent in public. Some of you have tattoos on your arms and backs which are not quite suitable for the public to see so it is best to have a shirt on."

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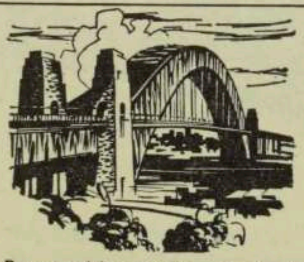

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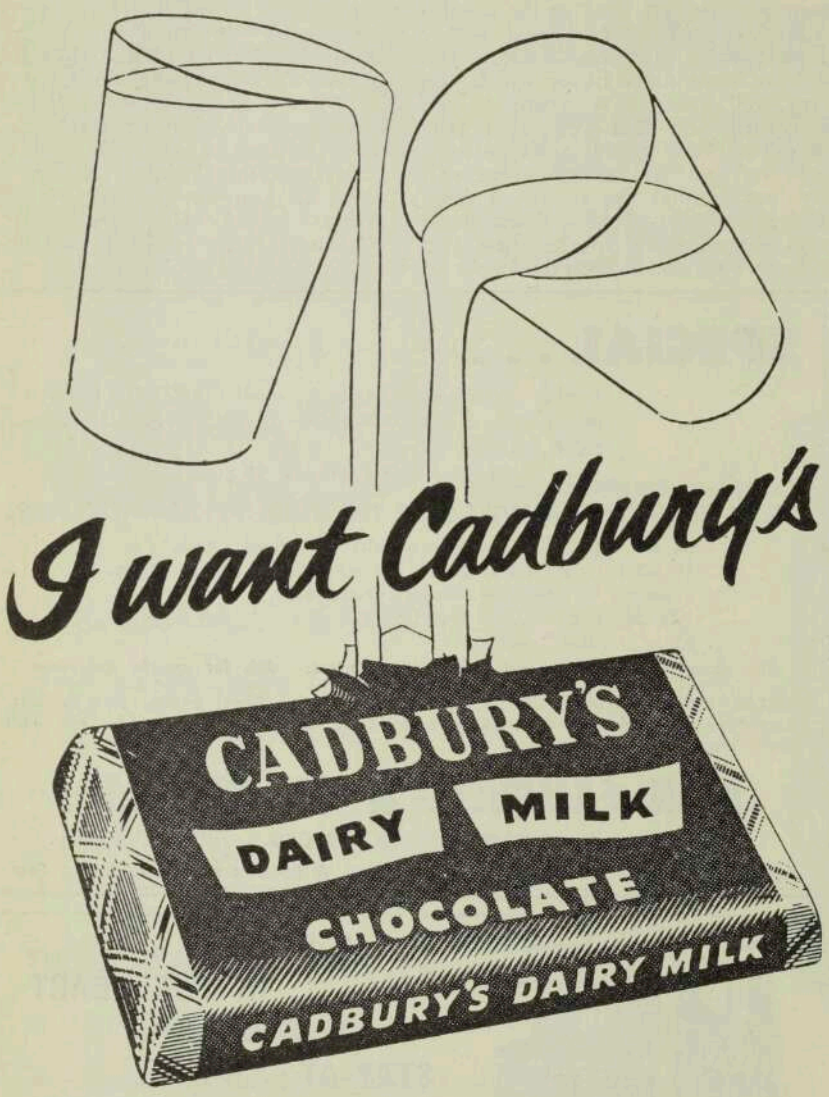

. . . because there is a glass and a half of pure, fresh, full-cream milk in every half pound of Cadbury's Dairy Milk Chocolate

MD25/HP/9

What Of The Tour Potential In P-NG

By a Staff Writer

Travelling across Papua an New Guinea in May, I got th impression that all classes— especially the traders—are eage to develop tourism, but show singular lack of understanding o the difficulties in the way.

PAPUA and New Guinea hav great tourist potential—proba the best in the South Pacific Isla If facilities were provided, and publicity drum beaten lou enough, there could be a grow stream of moneyed sightseers pas through the Territory from April October.

But this kind of traveller w personal comfort. He gets it in ev country that goes after the valu tourist trade.

Nothing less than hotel rooms v air conditioning and private sho and toilet will do for this class traveller; and the Territory ho owners are only just beginning introduce such amenities.

	Est. N Hotels	c t r
Port Moresby	2	
Boroko (P. Moresby)	1	
Rabaul	2	
Lae	1	
Madang	1	
Wewak, Sepik	2	
Goroka	1	
Mt. Hagen	1	
Kainantu	1	
Kavieng	1	
Bulolo	1	
Wau	1	
	15	

There are hotels now in ev Territory centre. Accommoda in some still is crude; but majority of owners are striving higher standards. Some have a l way to go. Investment capital the prime need.

Transportation is in a be category. The planes which c people in from outside are f class—but travellers still must t the horror of the over-night fl from Australia to Port Moresby.

Internal air services are good; there seem to be plenty of mo owners equipped to provide surf transport, when it is called for.

Mr. Noel Maloney, of P Moresby, is at the head of a co mittee of Territory residents wh is trying to encourage tourism; nothing substantial can be done u it becomes possible to send organi

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New Guinea tourist will come across local at every turn in the road. These figures are on the approaches to a Highlands bridge.

es of overseas sightseers through ia and New Guinea, with an rance that they will receive the nities to which they are accus- d.

me hot-air merchants—especial- Americans—have been through G, trying to bring the local ents into various enterprises ned to tie P-NG's tourist poten- to the world's growing hunger new kinds of travel. But they now regarded with suspicion. example, a plan to build a y hotel near Port Moresby (the st attractions of which are very ed) did not win local support use, as is plain to anyone, what eeded is a chain of first-class s, extending from Moresby to half-dozen other important es in P-NG.

e attitude of the Administra- towards this matter is im- nt. The provision of good s calls for huge capital invest- . Investors are not going into Territory, in this field, unless have an official assurance that their investment will be pro- d against political changes which destroy the security of the try; and (b) the Administra- will actively help this form of prise, both with goodwill and monetary grants.

has been done in other coun- and it could be done in P-NG the Australian Government wants a tourist industry and te enterprise in the Territory. e is considerable doubt about at present.

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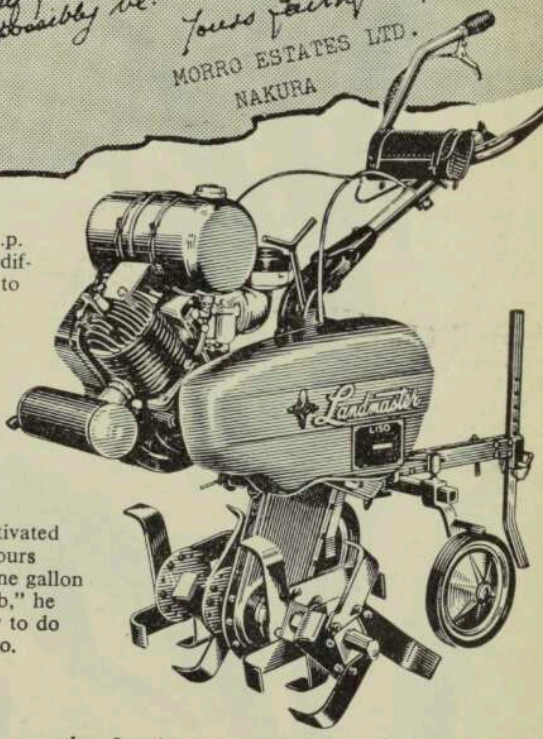

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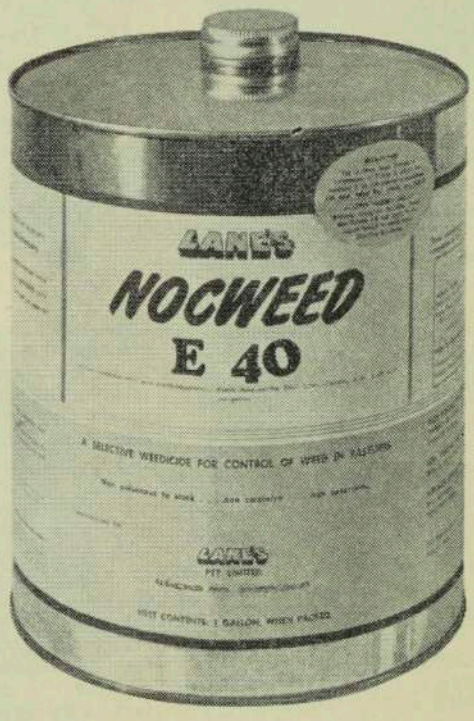

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New Guinea Success Story

Tom Leahy And His Erap Peanuts

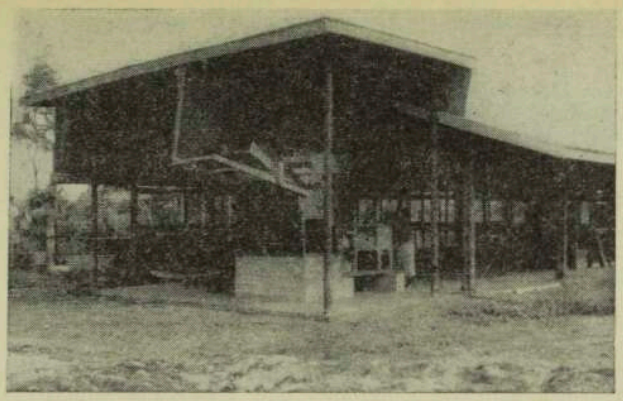
Some high officials may not see, but history will say that no single family contributed more to the establishment of a sound Australian economic structure in New Guinea than the Leahy family.

MICK and Danny, with Jim Taylor, were the discoverers of the Highlands around 1930. Mick later established his famous farm in the Aiyura-Zenag area; Danny has established a somewhat similar farm on the slopes of Mount Hagen; Jim Taylor successfully pioneered the coffee industry on a limited area near Goroka; and Paddy is now a happy coffee-planter near Wau.

The New Guinea Administration owes those brothers a great debt for private enterprise, and for conveying practical know-how to the Highlands natives (whom the planners expect one day will be native farmers).

But the Leahy saga does not stop there. Already established in the territory, and thrusting on with old and new kinds of agriculture and pastoral husbandry, are the sons and nephews of the original four; and New Guinea has not yet seen a better breed of young man.

On a recent journey I saw two of them in action—Tim, who now is his father's general manager at Aiyura; and Tom, who by sheer industry and intestinal fortitude (guts, if you prefer the simple Australian word) has established himself at Erap, in the Upper Markham Valley, as one of the biggest contributors to the export of peanuts, which now earns the Territory a cold quarter-million a year.



Tom Leahy's peanut shelling factory at his plantation in the Markham was designed and personally built by Tom.

The story of Tom Leahy is an inspiration to all young Australian-New Guineans who can see a real future in this huge, blundering Territory.

Nine years ago, Tom was simply a very young man with no money, but a great love of New Guinea land. Somehow—I cannot imagine how, but I suspect that he got active help from certain high officials who liked young Tom, and disliked the Top Brass policy of discouraging Australian enterprise in New Guinea—he got possession of a couple of thousand acres on the flats between the Erap and the Markham; and he went into the job of farm-making literally with bare hands and bare feet.

He could afford only the simplest implements, and he admits that he could not afford shoes.

He went for cocoa—and learned his first bitter lesson. There is something in that stony soil that killed two-thirds of his cocoa trees. Other disappointments fell in on him. But he had married a young school-teacher, and this quiet, charming young lady joined him in a native-materials house, and kept his heart up. It was a hard, bitter fight—but young Tom came good.

He planted a large area in coconuts, and it looks as if that slow-growing plantation presently will give him a fine return.

And then, a few years ago, the farmers in that area discovered that the land will produce the finest peanuts. The peanut is ready for harvesting 98 days after planting, and it will grow any time. Three crops a year!

No wonder Tom Leahy and those other hard-working settlers thereabouts stirred up an almighty howl from the Queensland peanut growers, and that the badgered Australian Government was urged to keep out "the products of cheap black labour."

Actually, the cost of producing a ton of Erap peanuts is higher than the cost in Queensland. The Erap plants grow prolifically, but so do the Erap weeds; and the texture of the Erap soil is such that machines cannot be used to separate nuts from plants. But the Upper Markham farmers carried on, and beat all the ills that nature and some kinds of officialdom can throw against them.

Now, Tom Leahy has a fine new house, with all mod. cons., embowered in lovely trees which Mrs. Tom selected, and surrounded by wide green lawns. Three bright children (including one surprising pair of twins) frolic across the gardens, and ride on the tractors and trucks with Dad, and with the fine old boss-boy—he was Mick Leahy's personal boy

Big Property Deals In Highlands Show Confidence In NG Future

GOROKA, May 2.

One hears much of "investors' uncertainty about the future of New Guinea, in view of political developments". Here is another side of the picture.

Within very recent times, a number of fine Highland properties—among them, Jim Taylor's plantation, which is one of the best in this area, and the storekeeping business and attendant amenities established a few years ago at Kainantu by Mrs. Pat Tudor—have been purchased.

The buyers? Messrs. Bob Dowling and Jim Leahy, of Goroka, and J. V. Crisp, lately managing director of Steamships Trading Co. Ltd., either as a group or individually. And the prices paid are not chicken-feed—rumour has it that £50,000 changed hands in one deal.

The men mentioned are among the oldest, shrewdest and most knowledgeable residents of the Territory. They, at least, are confident that New Guinea is not going to be torn apart by politicians or crippled by the starry-eyed idealism sometimes displayed by high officials in Port Moresby.—RWR.

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when they discovered the Highlands over 30 years ago.

Tom Leahy now has most of the necessary equipment (including half a dozen pairs of good shoes in the bottom of his wardrobe) and comfort and happiness.

But he is anxious and worried lately. "Are they *really* going to take these properties off us, and give them to the natives?" he asks, repeating a question that nearly all private enterprise in this Territory is asking today.

They know how they have worked and earned these agricultural toeholds. They know that most natives, at the present stage, are quite incapable of running this kind of farm, let alone an Administration. So they cannot believe the headlines, which suggest that New Guinea may become another Kenya.

It would be an act of mercy if Australia's Prime Minister would make a clear statement, indicating just what Australia does plan to do with these pioneer people, who have established themselves in New Guinea. —*R. W. Robson.*

The trans-Tasman section of the Commonwealth cable is scheduled to be opened on July 9. The opening ceremony will take place simultaneously in Sydney and Auckland.

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INDONESIAN SCARECRO V. MISIMA'S RICHES

By a Staff Writer

The Indonesian posturings at western end of New Guinea are sl ing up what otherwise would h been the rapid development of Umuna gold lode on Misima Isla in Eastern Papua.

"CERTAIN American interests deeply interested," said a me ber of Pacific Islands Mines Ltd. May, "and we could have had quarter-million operation going th now if times had been normal. to New York, Misima seems rat close to West New Guinea, American investors are scary."

So, although latest expert repo indicate the presence on Misima phenomenally rich gold, PI Mi Ltd. are proceeding slowly w moderate capital from Australia. company has accomplished wond in building staff houses, etc., w the modest £50,000 so far subscrib

It now is offering new issues 2/6 shares to existing shareholde so as to bring the capital, by 19 to £300,000.

To informed observers, this per of capitalisation seems absurdly sl The presence there of a rich go field, which could take the place the dwindling Bulolo (now the o major goldfield remaining in Pap and New Guinea) seems beyo doubt, and its development wo greatly strengthen the Territo economy.

Yet the Administration, wh annually spends lavish millions social amenities for primitive nati cannot find even the £10,000 nee to put an airstrip on Misima. company itself finally arranged a Catalina service from Mores But a few weeks later the Catal was sunk at Daru, and Misima ag is isolated.

It is a conspicuous example official parsimoniousness by the m richly endowed Administration in Pacific.

NH COPRA FOR US, JAPAN

New Hebrides copra is still find a market in South America. Ea this year a ship carried some 5,(tons in one shipment and anot 2,500 tons is due to leave for Ar rica soon. The Fuji Salvage Co. also try samples of New Hebri copra in its mills in Japan as experiment.

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Does Western Samoa Miss Out On This?

From PIM's Apia Correspondent

Pineapple industry, international airport, harbour development, tourist industry and hotels, ice cream factory, desiccated coconut factory and other opportunities have all been passed over by Western Samoa over the years. Now, according to Prince Tungi, Western Samoa has missed out on participation in a million dollar coconut processing factory planned for Pago Pago.

PRINCE TUNGI, on a visit to Apia, said that plans for the factory are going ahead and final talks between American promoter R. C. Turnbull and the Tongan Copra Board will be held shortly.

"The coconut factory was originally conceived as a three-sided affair with Western Samoa and Tonga each to hold 20 per cent. of the shares and Pago to supply 30 million nuts annually," said Prince Tungi.

He said the Western Samoa Trust Estates Corporation was invited to come into the company but after talks in Pago Pago between WSTEC representative R. Burns and company officials, WSTEC declined to participate in either subscribing capital or supplying nuts.

"As a result," said Prince Tungi, "the Tonga Copra Board is now taking up 49 per cent. of the shares and the Board also intends purchasing a new vessel to ship our nuts to Pago. Prince Tungi said that manufacturers of machinery are supplying equipment for the factory in return for shares in the company. He said that American Samoa has specified that the Board of Directors include a permanent resident of American Samoa.

The main products of the factory will be refined oil from green coconuts, coconut syrup, and coconut cream. Other speciality products such as those with medicinal value will also be produced.

The main purpose of Prince Tungi's visit was to present to the two Heads of State dispatch boxes which were a personal gift from Queen Salote. The presentation was originally intended to have been made during the Independence celebrations but the boxes did not arrive from England in time.

Prince Tungi also had talks with the Prime Minister and Agriculture Department officials concerning Tonga's £2½ million banana deal with Japan.

* * *

REGIONAL Representative of South East Asia for the United Nations Technical Assistance Board and Special Fund, Mr. Harry Spence, returned to Apia for a 10 day visit at the end of April. Mr. Spence made a preliminary survey of Samoa's needs in January of this year and his mission now was to assist the Samoan Government in the mechanics involved in putting their request for assistance to the Technical Assistance Board.

Mr. Spence revealed that the target for assistance for Western Samoa was 120,000 dollars. Working out at over a dollar per head of population, this was relatively generous assistance, said Mr. Spence.

He said that the Samoan Government is free to use this money in any of three ways, namely, providing for expert assistance from overseas, providing fellowships for training Samoans overseas, or in buying supplies for any specific projects.

The Samoan Government has al-

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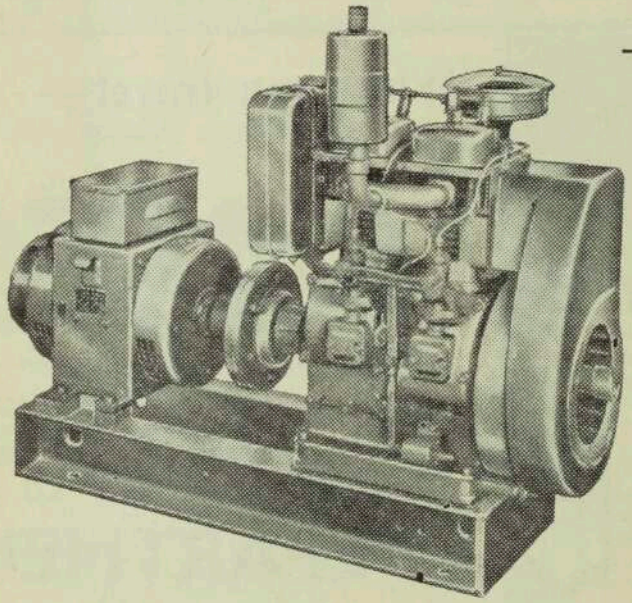

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ly asked for three agricultural nicians and an education expert. agricultural men needed com- one extension officer to set up rvice training on how to get rmation, etc., across to producers; ocessing and marketing officer to lop this side of Samoan agricul- and a livestock and animal ise officer. The education expert make an overall study of edu- n problems and work out how can best be met within the means ne Government.

eaking on economic development, Spence said that Samoa has not got a true economic development

The Economic Development Com- ee did a very good job in pin- ting problems and providing a -section of opinion, and their rt can serve as a guide in setting development plan with priorities rmined and specific targets and s decided."

this respect, Mr. Spence said the Government had asked for m of two or more experts in the of economics to take the mass nformation now available on ern Samoa and put it into focus at a plan can be drawn up.

lelp will come to Samoa and the try will develop, but it will not en overnight," he said.

With major problems in Africa Asia it is difficult for 120,000 le isolated in Samoa, and with no problems on a world scale, to ecognition.

he South Pacific is a very peace- rea and if Western Samoa makes ccess of its independence, as I it will, it can become a tre- lously stabilising influence and ple to the rest of this Pacific in the next decade or so, and much aid is needed now to ve and maintain this stability." ointed out that it was better to d a little now to ensure stability, r than wait too long and have end millions to restore peace, as already been the case in some

. Spence said he was pleased to that there was no loss of the siasm displayed during the first of independence.

* * *

AGUED for years by the exodus of many of its best brains and ers in search of a better living ard and independence in New nd's more advanced society, ern Samoa now faces the possi- of losing many of its skilled ers to American Samoa, where ns of US dollars being poured r development are creating an unprecedented building boom and shortage of workers.

Wages in American Samoa are almost twice as much as those in Apia, where a Public Works labourer gets 12/8 a day and a carpentry foreman 22/6.

Governor Lee, of American Samoa, is anxious to maintain good relations with Western Samoa and has no desire to jeopardise Western Samoa's wage structure, or hamper her development by attracting too many skilled workers which are in short enough supply already.

He had consultations in Apia towards the end of April with Prime Minister Mataafa and Cabinet.

* * *

IS any real progress possible in Samoa under the *matai* system? Can a progressive economy be built up without the incentive arising out of individual ownership of land and the purely personal use of individual profits? The experts seem to think it can be done gradually, provided there is sufficient flexibility within the *matai* system to allow for changes.

One such expert who visited a great number of villages throughout Upolu and Savaii said, "In practically every village we visited, the first thing that was said to me was, 'We don't want to change the *matai* system'.

"Why did people say this so consistently?" the expert asked himself. His answer is at first surprising, but on second thoughts, could be right.

"They said this," he said, "as a part of a defence mechanism. Subconsciously they are aware that the *matai* system must change, so why else do they spring so readily to its defence? I think this awareness of change is a good sign and I believe there is sufficient flexibility and good sense in Samoa to allow for these changes to be successfully introduced and the many good points of the *matai* system to be retained."

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Canberra COMMENTARY

From our Canberra Correspondent.

If ever there was a doubt about the obligations on Australia's "great and powerful friends" in relation to the defence of P-NG, it was set at rest by the communique which followed the Canberra meeting of the ANZUS Council.

THE communique emphasised that the obligations of the ANZUS Treaty applied in the event of armed attack "not only on the metropolitan territory of any of the parties, but also on any island territory under the jurisdiction of any of the three Governments in the Pacific."

That declaration meant a guarantee of American aid should there be an attack not only on P-NG but on other Australian and New Zealand Islands territories.

There have been suggestions that the US agreed to this declaration in return for a "softer" Australian attitude towards the Indonesian claims on NNG.

These suggestions came from New York—a long way from the meeting place—and there was nothing to confirm or deny them in the very limited leakages from the closed-doors Council meeting.

The conference of the three Ministers—Mr. Dean Rusk (USA), Sir Garfield Barwick (Australia) and Mr. Keith Holyoake (NZ)—certainly spent some time on the Indonesian problem.

But their consideration appears to have been a fairly detached study by three men who did not regard themselves as parties principal. However, NZ aligned itself firmly alongside Australian attitudes on NNG.

And the conference at least gave an opportunity for re-stating Australian thinking, particularly on the role which the US has played in the Indonesian-Netherlands dispute.

There were other references to Islands territories in the communique, but they were of much less consequence.

The three Governments confirmed their intention to "move steadily forward with plans for economic and social welfare" and for "progressive development towards the stage at which inhabitants of the territories should have the opportunity to choose for themselves their future form of government and their future international relationships."

* * *

No doubt about the US State Department's publicity men. They did not miss a trick when Secretary of State Dean Rusk came to Canberra for the ANZUS Council.

There were references to the Davis Cup, the America's Cup, Radio Australia broadcasts, his "good mates" Barwick and Menzies.

And, finally at the Parliamentary dinner—broadcast throughout Australia—there was a tribute to the man who helped to save the life of President Kennedy, coastwatcher Reg. Evans.

Said Rusk, after recalling Kennedy's experience in the South Pacific and the ramming of his PT-boat by a Japanese destroyer:

"Lost or captured he and all crew would have been, almost c tainly, but for some friendly island and an Australian—one of that trepid band of Australians and N Zealanders who risked their lives lonely vigil behind enemy lines, watchers over half a million squ miles of Melanesia.

"President Kennedy has asked to convey his warmest regards a best wishes to the people of A tralia—and a special personal gre ing to Reg. Evans."

* * *

The Returned Servicemen's Leag is pressing hard for expansion of Pacific Islands Regiment and forn tion of an all-race CMF unit P-NG. The RSL wants the P expanded from the existing one b talion to three battalions.

League officials told Defe Minister Athol Townley that tra ing in the PIR and CMF would h to develop a sense of responsibil in the native population.

Training would also help to ra their standards as citizens to the po where they could achieve a grea degree of self-government, the R said.

The RSL submission added: "T whole technique of Communist c war strategy is infiltration in supp of local dissidents. Why not ha locals on *our* side in advance, a well trained?"

There's a lot to be said for League's case.

The Federal Government could worse than examine how the Indi Army spread education, health, a leadership through the villages of dia and what is now Pakistan.

The PIR and the CMF could just as effective a job in P-NG.

* * *

Surely there could be no m extreme example of "jobs for defeated" than the appointment Major-General R. H. Wordsworth Administrator of Norfolk Island.

General Wordsworth was reti from the Indian Army 15 years a He will get to Norfolk Island just time to celebrate his 68th birthday.

Until the week before his appoi ment was announced, he was Pre dent of the Tasmanian Branch of Liberal Party.

General Wordsworth was a Libe Senator for Tasmania from 1950 u he was defeated in 1959.

Because he is accepting an appoi ment "under the Crown" his £21 week Parliamentary pension will halved, but the Norfolk appointm is worth £2,750 a year, plus allo ances.

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

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A LETTER TO THE EDITORS FROM WESTERN SAMOA'S MINISTER OF FINANCE

There's No Lack Of Confidence In Samoa's Future

Sir,—Although our Independence celebrations were an un-ubted success without a single incident throughout five days exuberant national rejoicing, the earlier overseas Press reports ere for the most part unfavourable with sensational predictions ugly incidents, and were as unfounded as the dire predictions imminent bankruptcy and some of the other unfavourable mments appearing in your March issue of the *PIM*.

L visiting dignataries without exception were notably im-ed with such an epic beginning ndependence for Western Samoa, shared the sentiments expressed ir John Collins, Australia's High missioner in New Zealand, to Prime Minister in these words: e disgruntled Pressman had d around the world before the rations his doubts about the be-ur of the local inhabitants. He great disservice to a cheerful, disciplined and happy people." though a new era calls for a ition in thought and outlook, al comment very often stems a few who are not prepared to reality and adjustment to the conditions, and are inclined to it the freedom of the Press to off their sentiments as an expres-of public opinion.

e "hit and run" articles of the rivately owned circulating news-s, usually under convenient lonyms, contrast from the stan-noted in the American *Times Newsweek*, whose correspondents the courage of their convictions publicly identifying themselves articles.

Freedom of the Press

conditions in the home scene oo well known, with the radio ork also informing the people e full proceedings of the Legis-Assembly, our Government for ost part has not found it neces-to correct, reprimand, or take about some of the misleading ments, half statements, and omis-appearing under the freedom of Press, except where damaging injurious statements require em-c refutation and correction.

r this reason only I deem it nec-y to reply to the unfortunate alisations and series of non sequiturs served up to your readers by *PIM's* Apia correspondent in "A News Round-up of the West Samoan Scene" reported in your March issue.

Because of glaring inaccuracies I have again chosen the caption "Journalistic Bankruptcy" for this reply as I did when I officially commented on similar bankruptcy predictions in the *Sentinel* in February last, a copy of which I enclose for your edification.

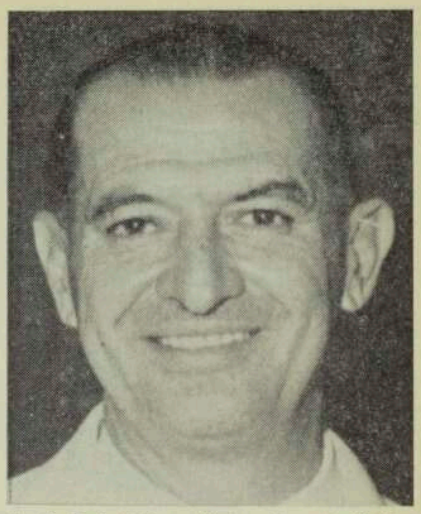
Matters of Sex

Your correspondent highlights the problems of sex and speaks of "the often free and easy sexual morality of the Polynesian Islands as exploited by novelists and travel agents". It takes all types to make a world, good and bad, but as a proud Polynesian one cannot but resent such sweeping generalities.

It is a pity that civilisation or progress in many countries records an alarming growth of immoral social behaviour, but should this unfortunate trend be imputed to all countries, including the artist's dream of the glamorous Pacific Islands? If homosexuality and other forms of perversion are not, as our Superintendent of Police indicated, a problem in Western Samoa, why does your correspondent make a feature of this type of behaviour in his article?

The sensational claims "that Western Samoa will be bankrupt before the end of the year" are as fantastic as they are unfounded. Many countries today are encountering financial difficulties and if they shared the gross pessimism and despair of your correspondent, and other doubting Thomases, they surely would go under.

However, under the inspiring leadership of our Prime Minister, the Hon. Fiame Mata'afa M.F.11, Western Samoa has already arrested a drifting imbalance of trade over the past two years (exports for the first quarter of 1962 are already ahead of imports for the first time over this long period) and reduced a budgetary deficit in 1961 of £411,051 to £223,207.



Mr. G. F. D. Betham, Western Samoa's Minister of Finance.

Our young nation's first Independence Budget tabled on March 29, 1962, was necessarily a full recapitulation of our economic and financial situation on the take-over from Trusteeship status. (*PIM*, May, p. 19.)

Unlike the reaction to a "bankrupt" Budget, it met with the general acceptance and approbation of the nation as a whole through its elected representatives, as the verbatim reports on the Budget debate will confirm.

'Disgruntled' Correspondents

Whose opinion is more meaningful and significant; that of the nation as expressed by its elected representatives, or the sniping of a few disgruntled correspondents? Furthermore, the Legislative Assembly on this occasion created an all-time record in disposing of the 1962 Estimates in six bilingual sitting days, in contrast to eighteen and more previously.

Surely this exemplifies in no uncertain manner the awareness of our parliamentarians to the responsibilities of a young nation, and their apparent eagerness to get ahead with the task of implementing the vigorous and realistic policy of econmic development advocated by the Prime Minister in a recent Statement to the nation, which was enthusiatstically received in all quarters. (*PIM*, May, p. 139.)

The facts speak for themselves; these are deeds, not the idle and

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empty outpourings of a partisian reporter.

May I conclude by saying that there is no lack of confidence in those who have Western Samoa's welfare and well being at heart, and with the united efforts and co-operation of every proud Samoan, and the very friendly help and assistance of the United Nations, New Zealand, and other international friends, let me assure your readers that the challenge is invigorating, and no obstacle insurmountable, for a stronger and better Samoa in the future.

Rather than criticise for criticism's sake, and cast unnecessary doubts, do you not think that words of encouragement from your magazine could be an inspiration to help under-developed territories and young developing nations in the Pacific in developing the faith, hope, and charity that is so badly wanting in today's troubled world, which is rapidly progressing towards a Space Age without solving the growing earthly problems of Mankind?

As this reply is an endeavour to relate the Western Samoa scene in its proper perspective I trust that as you have seen fit to publish your Apia correspondent's view in full you will likewise accord me the same privilege.

Yours,
G. F. D. Betham,
MINISTER OF FINANCE
Apia,
Western Samoa

● While we agree with Mr. Betham that "a new era calls for a transition in thought and outlook", we also subscribe to the old-fashioned view that honest criticism is good for Governments as well as people.

We don't understand why Mr. Betham begins by reminding us of the sensational predictions of mayhem by some of the overseas Press on independence eve, and then tying this in with *PIM's* alleged "dire predictions of imminent bankruptcy".

PIM readers would not unnaturally think that he is accusing us of having made some of those ridiculous predictions of mayhem ourselves. *PIM's* coverage of that facet consisted of one paragraph—deploring the rubbish.

Nor did *PIM*, in fact, predict "imminent bankruptcy" for Samoa; or quote a hit-and-run anonymous source of having predicted bankruptcy.

The article in our March issue which is the subject of complaint was from our Apia correspondent who reported: "A front page article entitled 'How Close to Bankruptcy?' in Apia's controversial English-language weekly *The Sentinel* created quite a s among top officials and politici . . . . If present trends contin claimed *Sentinel* editor R. F. Rank in the article, Western Samoa will bankrupt before the end of the yea

The *PIM* correspondent then w on to quote from the *Sentinel* artic which gave some facts and figur and he wound up, "Governm spokesmen claimed that [Rankir criticism is unfair and point to recently released report of the E nomic Development Committee. out of this report no policy has b adopted and no specific project proved. The Government's difficult are amplified by poor public relatic and the reluctance of politicians a officials to talk freely to the Press"

Mr. Rankin's criticism was just able. It turned out to be based on official memorandum. (*PIM*, Ap p. 35.)

On the matter of sex: Our Samc letter in March comprised sev columns of Samoan news, but o three inches of that space referred the sex matter, which was apparen misread by Mr. Betham.

The Police Superintendent was fact quoted as saying that one fo of perversion was "the cause of great deal of official concern a was becoming increasingly commo

Mr. Betham's uncomplimentary marks about the local Press are our concern; nor do we apologise *PIM's* own reporting of Samoan ne over the last 30 years. For most that time, until his death recent our correspondent there was Mr. M. Gurau, MLA, whose love Samoa doesn't need to be emphasis

PIM's continuing interest in task of reporting Samoa to the Sou Pacific and of reporting the Sou Pacific to Samoa was stressed l December when we gave over almc an entire issue to Samoan affairs. was an issue which received prai from Samoan leaders—*The Edito*

A number of old Territorians we at St. Swithun's Church, Pymb NSW, on May 5 to see Miss Pat Evans marry Mr. Warren Milsom Sydney. A reception for about guests was later given by the brid parents, Mr. and Mrs. Hal Eva at Oatlands House, Dundas. T bride was born in Madang and the third generation of the Eva family to be associated with Ne Guinea. Mr. and Mrs. Hal Eva lived in the Territory until a fe years ago and the bride's gran parents, Mr. and Mrs. H. Beil Evans, who were also at her weddin left the Territory after long residen about the beginning of World War

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Patrol Attack Case Reveals Faults in 'The System'

From a Port Moresby Correspondent

The judgment on New Guinea's Alder case by Papua-New Guinea's Chief Justice, Mr. Justice Mann, illuminates many problems that have been concerning New Guinea patrol officers for some years.

THE judgment deals with the responsibilities of a patrol officer when attacked by hostile natives in a primitive area.

In his judgment Mr. Justice Mann acquitted Patrol Officer Otto Kenneth Alder of a charge of having unlawfully burned native houses while on a patrol amongst the primitive Kukukuku. The judgment was delivered in April. Earlier, a charge against Alder of having wounded a native during the same patrol had been withdrawn by the Administration. (See *PIM*, April, p. 21, and earlier issues, for the details.)

The Alder case created wide interest in the Territory.

Mr. Justice Mann, in his judgment, said Alder had been accused of setting fire to two men's houses in the Sebanumu and Iabwiara hamlets (in the restricted area of Kainantu subdistrict) on May 26 and 27, 1961. Alder, who was stationed at Wonenara, had been investigating a murder at Sebanumu, which he had reached after climbing a 1,000 ft. ridge. He had found all the houses in the lower part of the hamlet empty and after checking carefully to avoid surprise attacks, he had climbed further, only to be attacked by natives using arrows from higher ground.

The arrows, with palmwood heads, were known to be extremely dangerous, and had a penetrating power at close range superior to a .303 rifle bullet. Alder and his police had stood their ground, and Alder had gone forward trying to persuade the attackers to stop shooting. When he

THE TREACHEROUS KUKUKUKUS

Who are the Kukukukus who attacked patrol officer Alder?

In his judgment, Mr. Justice Mann said of them: "The Kukukukus generally are small but very powerful and vigorous people of Negrito stock, probably proto-Malayan in origin and extremely primitive in their social development. They and peoples related to them, in many places, have survived in spite of pressures from more advanced peoples with better resources, and have earned the fear of their neighbours and even of quite distant peoples, through their savagery.

"They are most skilful in the use of bows and arrows, probably the most effective in the Territory. They are great bushmen, can hide almost anywhere, and have developed to a high degree the art of warfare in grassland and bush. One favourite device is the ambush, often used against people in much smaller numbers, apparently for the sheer joy of killing. They have a reputation second to none for treachery, butchering of victim's carcasses and cannibalism, deadly accuracy with arrows, and courage. They instantly take advantage over any enemy, and at close quarters use clubs and similar weapons without mercy or hesitation."

Mr. Justice Mann said the main feature of the Kukukukus social order was bloodshed and constant warfare against their neighbours.

is picturesque Kainantu, where P-NG Chief Justice, Mr. Justice Mann, heard the trial Patrol Officer Alder. The picture at top was taken by Patrol Officer J. Jordan at the patrol post in the Southern Highlands, and shows carriers climbing a hill. It is a typical patrol scene in New Guinea.

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saw that his police and interpreters were in fear for their safety, Alder and two policemen had fired rifles over the heads of the natives. However, one bullet hit a native in the ankle and all the attackers fled into the jungle.

The Chief Justice said that during the attack Alder and his party had to watch the flight of arrows from above and dodge them as they came down. If any of his patrol had been killed or wounded the attackers would most likely have charged the patrol and possibly wiped them out.

The Chief Justice said Alder then uncovered the fact that two people had originally been murdered including a *luluai*, and his local knowledge of the area, which he was trying to bring under control, made him realise that if he did not arrest the offenders quickly there would be paybacks, the benefit of all his work would be lost and the tribes would revert to warfare.

He thus "took several steps designed primarily to assert his authority, obtain information to identify the murderers and persuade or force the people to come back and converse with him".

Houses Burned

After warning some of the natives on an opposite ridge what he planned to do, he had had several houses burned and some garden fences broken to let in the pigs, as a means of forcing the village people to return to save their gardens and converse with him. Alder had said that this had begun as a bluff and that he had had to carry his bluff through. The natives had made it clear they would continue their tribal warfare and would not come back. The Chief Justice said that Alder had not put in his report the burning of the houses.

Mr. Justice Mann continued: "Alder . . . clearly had no understanding of his special powers and duties in the event of a major breach of the peace . . . on a proper analysis however he emerges with great credit, for reasons which I do not think he appreciated at the time. I think the case, properly understood, reveals weaknesses in the system under which he worked, rather than fault in his own actions."

Mr. Justice Mann said he felt the explanation of Alder's conduct was that "as a very young officer [he was then 22], having received inadequate training and being provided with inadequate resources to carry out his duties in a way that would satisfy his eagerness to do his job really well, and having been posted to take charge of a new and hostile area and create a new patrol post and airstrip, he felt very much on his own, to improvise and make-shift as best he could.

The Law

"I think that he probably regarded himself solely as an officer of the Department of Native Affairs, carrying for administrative purposes supplementary powers as magistrate and police officer, rather than as a citizen carrying at the same time three separate sets of legal and other duties.

"His career, as I think he saw it, rested with the Department, and if he continued to succeed he would earn rapid promotion and fully engage his talents, but if he fell from grace his career and reputation would be ruined.

"I think he knew very well that any mention in his report of burning houses would be a source of embarrassment in his relations with the Department, and that when news of the occurrence leaked out, and he heard of the investigations, and was wrongly told that his conduct was illegal, he found himself in a serious position from which he could not extricate himself."

The Chief Justice said it was the duty of the Administration to establish a state of law and order throughout the Territory, but in so far as law and order was not fully established and maintained it was the duty of Alder to take action as a citizen, as a police officer, and as a magistrate for Native Affairs, to do his best to install law and order. powers and duties varied with e capacity. As a citizen he must act without reasonable cause, bu a police officer or magistrate he n act on an honest belief. It was wr to regard Alder on this occasion simply a police officer with a to arrest specific people.

This was in fact the lawful purp on which he was engaged when entered the first hamlet, but a situation arose when he was attac and the lives of his men and him were placed in jeopardy. His orig mission then became only one as of his wider duties to restore law order. He was not merely b obstructed in the execution of duty. The villagers were attemp to murder him and his patrol, told him that they proposed to tinue to fight to settle old sc which meant they would murder of their neighbours who str within their reach. This situa clearly amounted to a rejection all Governmental authority, and stituted a riot, and probably an surrection, for it was directly aga the whole Government and the as the natives knew them.

The Chief Justice said Ald action was "fully justified and wa every way commendable. The su quent damage and destruction obscured the effectiveness of actions and his later accounts spoiled what would otherwise be n clearly a fine example of courag the execution of lawful duty".

Alder had a task which warra the posting of several much se officers. Having built the airst Alder had tackled the task with en and by all accounts achieved g success. There was no doubt that soon knew more than any o officer of the peculiar problems had to face. He was short of f for his police and labourers, mo was not available for essential charters to keep up his supplies, police force was inadequate and cluded unreliable men and raw cruits.

"He knew the consequence of d and the risk of retreating," said Justice Mann.

"He honestly believed he c handle the situation by applying fo and I think it then became his to do so.

"By burning the men's houses A had attacked a 'military objecti for the houses could be arsenals defensive positions."

(See "Patrol Officers Should Trusted", p. 49.)

(Advertisement)

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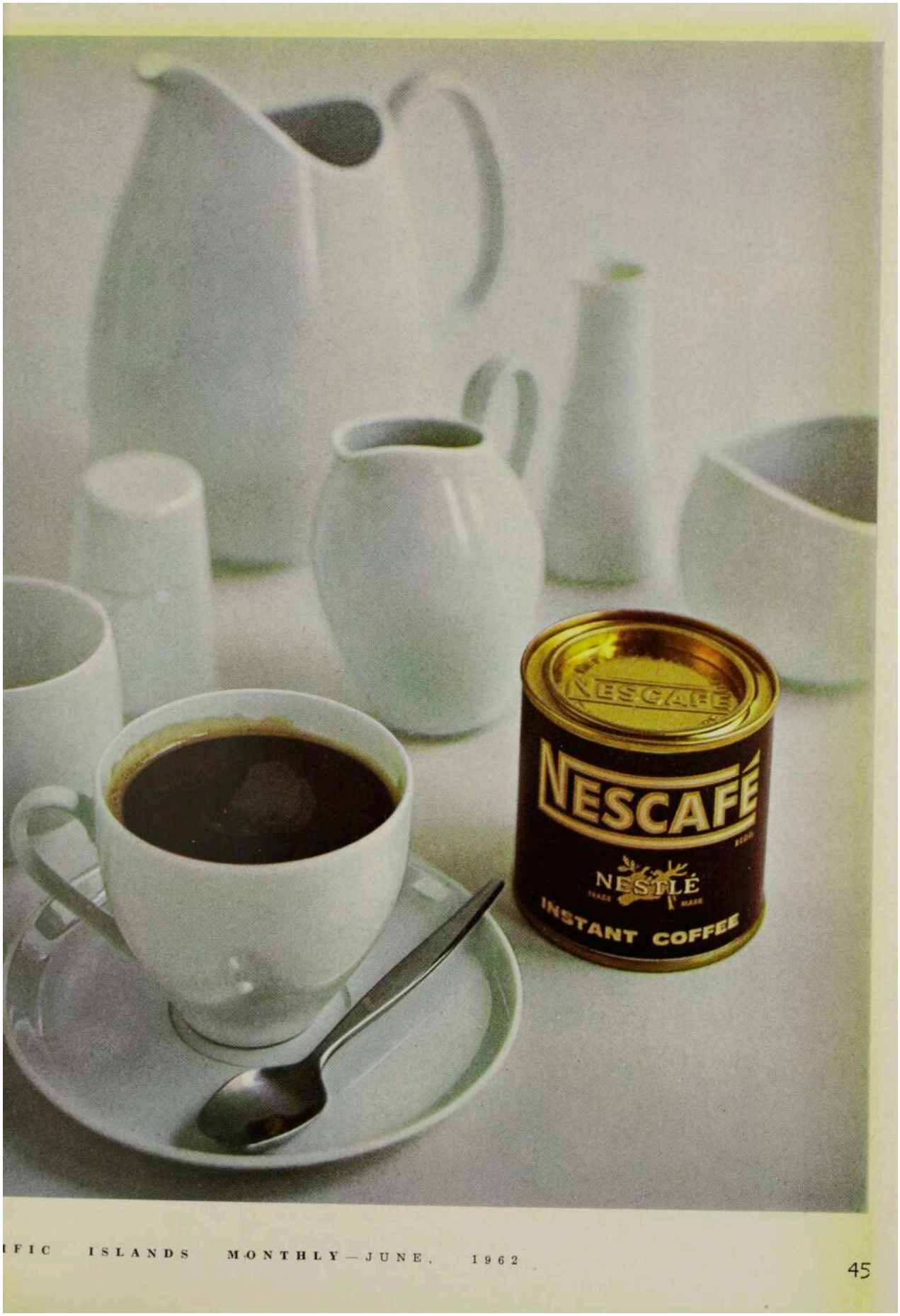

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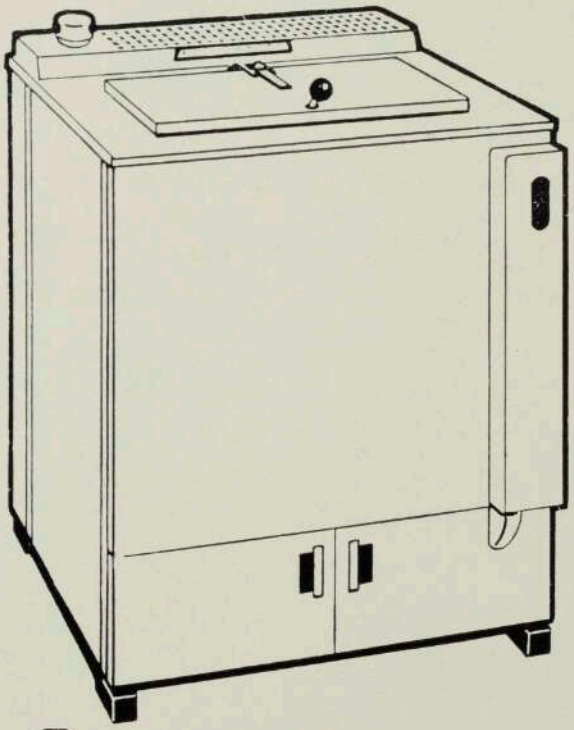

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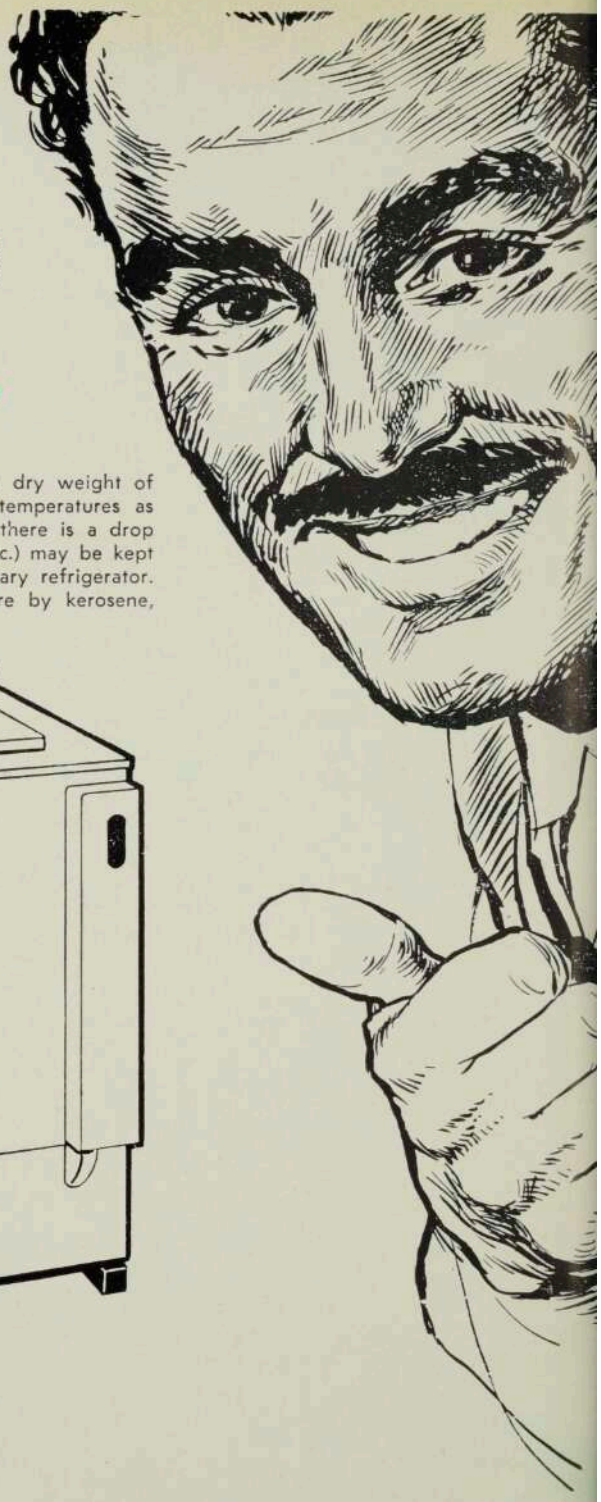

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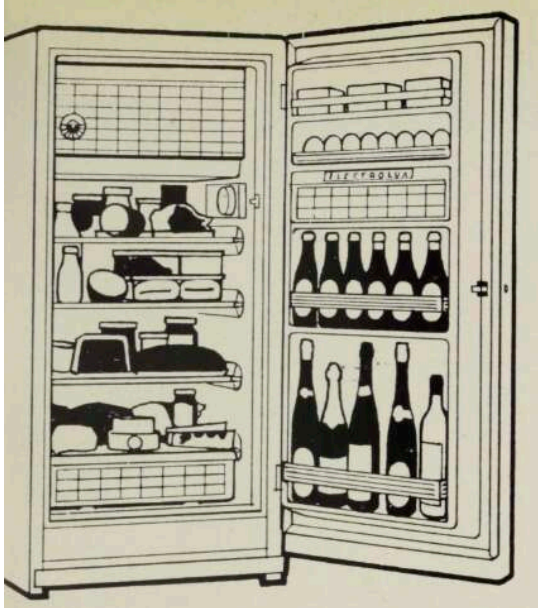

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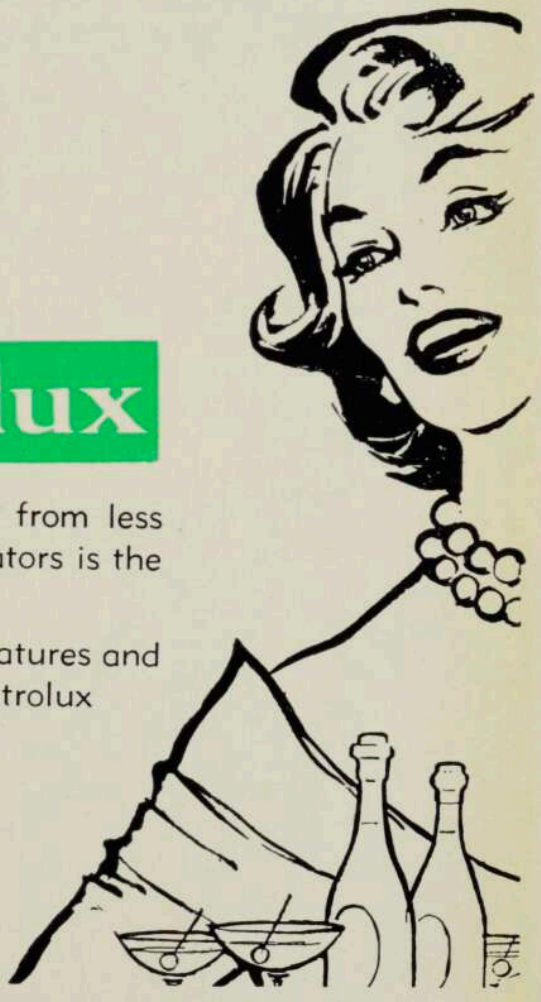

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New Guinea Standards Are High and . . .

PATROL OFFICERS WHO HAVE PROVED THEMSELVES SHOULD BE TRUSTED

By Eric Feldt

The judgment in the Alder case will clear the air for those members of the District Services who are bringing what is left of New Guinea's uncontrolled areas under the law. The decision is no surprise; the law of self-defence is what it always was. If a patrol, going about its lawful occasions, is attacked, it can fire in self-defence.

IE recently raised argument that a patrol is a trespasser and ld ask the murderer's permission nter his village in order to arrest can now be treated with the sion which such gibberish de- es.

he whole question was thrashed in the 'twenties and it only comes ow because the field staff is the m of its own efficiency. Because 5 per cent. (or more) of cases, tration is made peacefully, some lists lacking in experience assume it can be done in all cases.

remember an experienced officer ose years who held that opinion he was, in spite of his skill patience, wantonly attacked; I particularly recollect his embarrassment when he reported that he had opened fire. But the classic case was goldminer Baum, who had wandered in uncontrolled areas for 20 years, holding that if you did not harm the natives, they would not hurt you. Then he tried it with the Kukukukus in the early 'thirties and was murdered.

The truth is that there are some recalcitrant tribes who will not respond to peaceful methods. These are not necessarily confined to those who have no knowledge of Europeans and their weapons; on the Middle Sepik in 1924 there were many returned labourers who fought against patrols. As with other human beings, natives are not all the same.

The law of self-defence is clear and I do not think there is any need to alter it.

It does not mean that an officer must wait until he is shot at before he can defend himself. In the case of individuals in other communities, if one man draws back his fist preparing to hit another, the other may, in ring parlance, beat him to the punch if he can, and it is still self-defence. Similarly, if natives, by overt actions, demonstrate that they are about to attack, the patrol is entitled to defend itself by opening fire.

An experienced officer will know when an attack is coming; inexperienced officers should not be in charge of a patrol. (I do not know if the Chief Justice traversed this point in his judgment, but the principle was set out in the old District Standing Instructions issued in General Wisdom's time.)

Further, the officer in charge has a duty to protect the lives of his police and carriers and should not expose them to unnecessary danger. I know that there are arguments that a patrol should be given greater latitude. An officer, living alone for

Feldt, before his retirement, was one ew Guinea's most experienced and t District Officers, and nothing he to say on the role of the patrol r in primitive areas could fail to be with interest. He was prompted to his views following the Alder case, details of which are reported on an r page. Outside of New Guinea Feldt is probably better known as author of "The Coast Watchers".

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Cockroaches: What To Do

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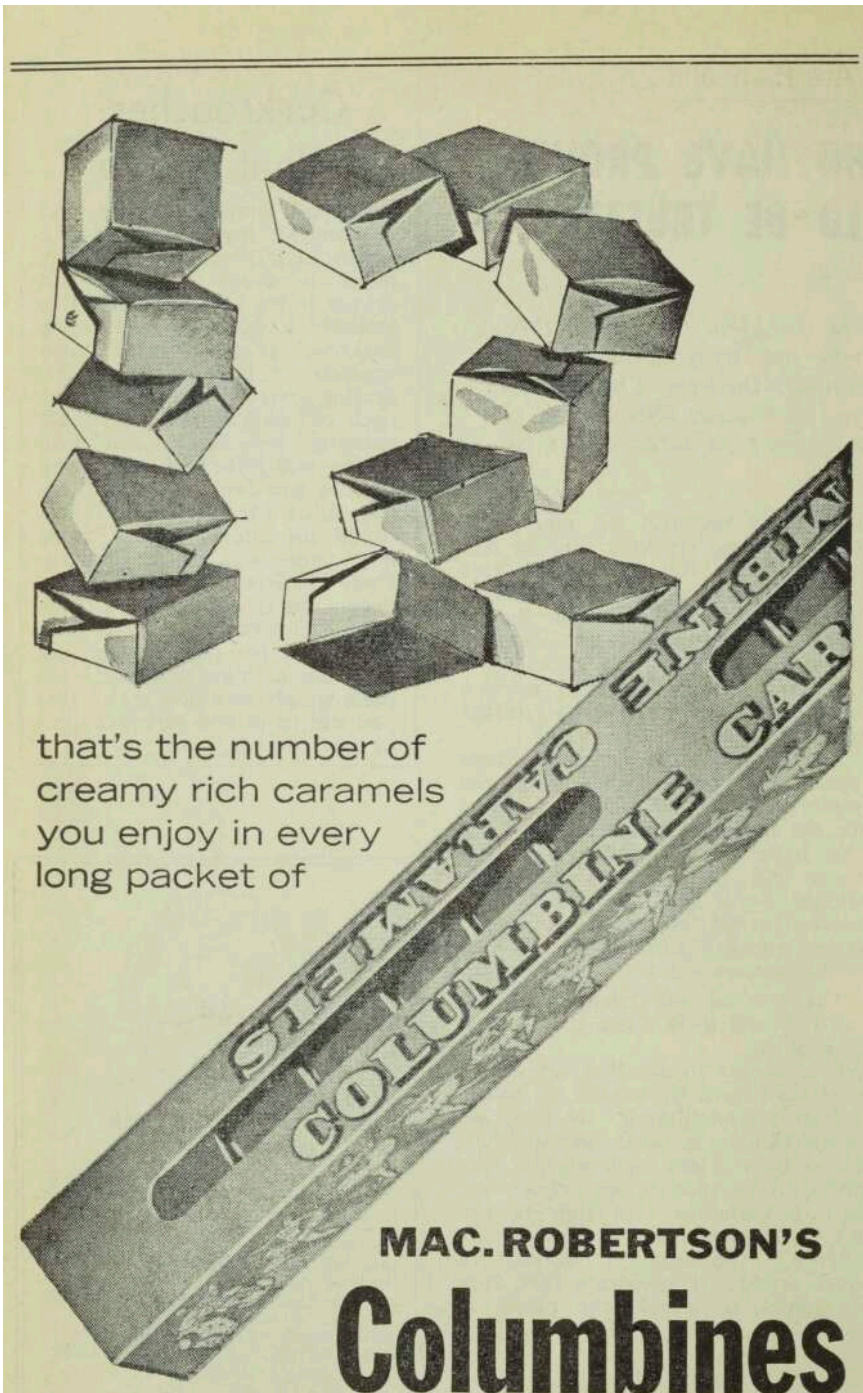

long periods, goes a little off balance his health is below par; he has bee on patrol for weeks perhaps, wit poor sleep and constant discomfort he has been wet through and ha climbed mountains all day. The he is met by armed natives who re ject all peaceful overtures. He i given more than a man should b called upon to bear. This is a true, but if the officer cannot tak that and still keep his head, h should not be in the field staff, bu be pushing a pen somewhere else.

If there is no need to alter th law, there is need for intelligen administration of it. The Crimina Code was not designed for these con ditions, and it should be interprete in the light of experience in Papua New Guinea.

If a patrol opens fire, this is no *prima facie* evidence that the patro has committed a crime. On the othe hand, it *must* be reported as, if is not known, it endangers the nex man who goes there. There is onl one worse crime against one's fello officers, and that is not reporting retreat in the face of oppositio *without* a fight, as that endange the next man still more. When re ported, it should be investigated b a senior officer, departmentally, an patrols sent back to the area unt it is pacified.

Trust Destroyed

I knew of one station where th Policemaster privately interrogate the native police after every patro in order to find out if any irregularit had occurred. This despicable prac tice destroys all trust in the fiel staff and encourages the manufactur of false evidence. It should neve be allowed.

The law is clear that if, for in stance, a house is being used as strong point in a fight, the house ma be destroyed in order to bring th fight to a successful conclusion. Bu fire must cease when there is no fu ther resistance.

There is never any doubt on th point as the natives disappear in flash. But there is no justificatio in the view of old hands, for burn ing houses as a reprisal. It punishe women and children, the sick an the old, much more than the health bucks who are the opposition.

The objective of the patrol is t bring the natives under control quickly and with as little loss o life as possible, and there is no mor sense in burning a village than the would be for strikers to burn dow the factory in which they hope t work later on at better wages.

The morale of the native polic

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primitive Kukukukus with their bark were photographed at the time of the murder referred to in this article. They ust as primitive today in some areas— as Patrol Officer Alder found.

n on patrol is an important fac- If police feel that they cannot nd themselves, they will become re of themselves, and will betray nervousness. It is extraordinary well other natives will sense

othing leads so much to success- peaceful penetration as a patrol g confidently with the attitude: want to be friends but if you anything, we'll fix you in short r." I knew a case, many years when native police whom I knew told me that, with another offi- who issued one cartridge only he sentry, they had made up minds to run away and let him illed if they were attacked. On other hand, police must be well plined.

heavy responsibility is placed an officer leading a patrol in le country and he should be ed as one who is equal to it. cult situations arise in which he make a snap judgment.

is natural for the men of a ge to line up armed when they strangers approaching, but gen- y a peaceful entry can be made. etimes they are lined up, in

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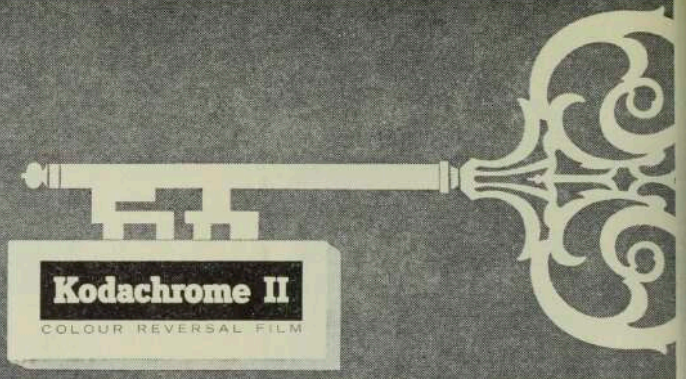

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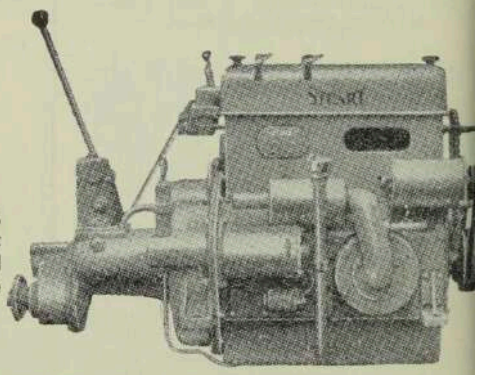

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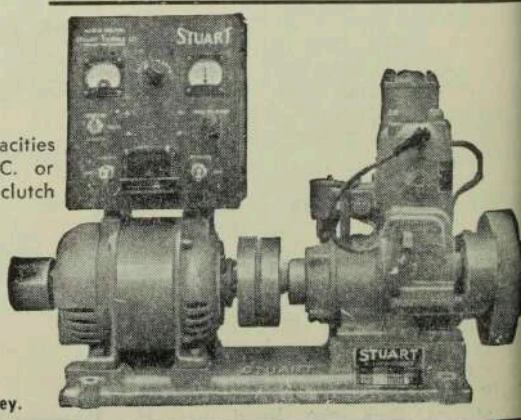

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Menyamya In The Thirties

Aviator "Bunny" Hammond in Sydney recently retired from his last aviation job—that of boss of Adastra Airways. This naturally reminded "PIM" of Mr. Hammond's early connection with New Guinea flying, and we asked him for this photo of one of Holden Air Transport's DH50's just after it had landed at Menyamya, in the Kukukuku country, with supplies for Keith McCarthy's exploratory patrol in the early Thirties. Mr. McCarthy, now P-NG Director of Native Affairs, selected the Menyamya site—and was attacked and wounded for his trouble. Some of his patrol were killed.

themselves what to do, and mall act may precipitate a fight. young skite may fire an arrow o show what a big man he is. officer must then instantly de- if that will start a fight or if n be disregarded. If he opens no one else can ever decide ıer he was right or wrong.

e law of self-defence is satis- ry as it is, but it would help ere were legal provisions cover- the forcible bringing in of es for taming where they are recalcitrant. Experience has n that this is the best way to them under control. After ience in a peaceful community, can be sent home and their nce will bring the others under ol.

metimes large numbers must be ducated, e.g., the Kukukukus. Baum's murder, I took prison- nd held them under remand for hs, justifying my action by say- hey did not know the nature e proceedings against them as were no interpreters, which the letter of the law, but bad none the less. In this educa- process, they must be taken from home so that they have ope of escaping. For instance, naua was not far enough away he Kukukukus.

wever, whatever the law, the ing of primitive natives under ol will depend for its success y on the character and integ- of the officers who carry out atrols. The native police will ıeir part. (As Napoleon said generals—there are no bad , only bad patrol officers.)

ere is the danger that a young r may feel that he has failed he visits a village and the itants all run away, and try to ıore; but his seniors should be to curb undue zeal without ening his enthusiasm.

very high standard is required those who do not measure up should be transferred to other work.

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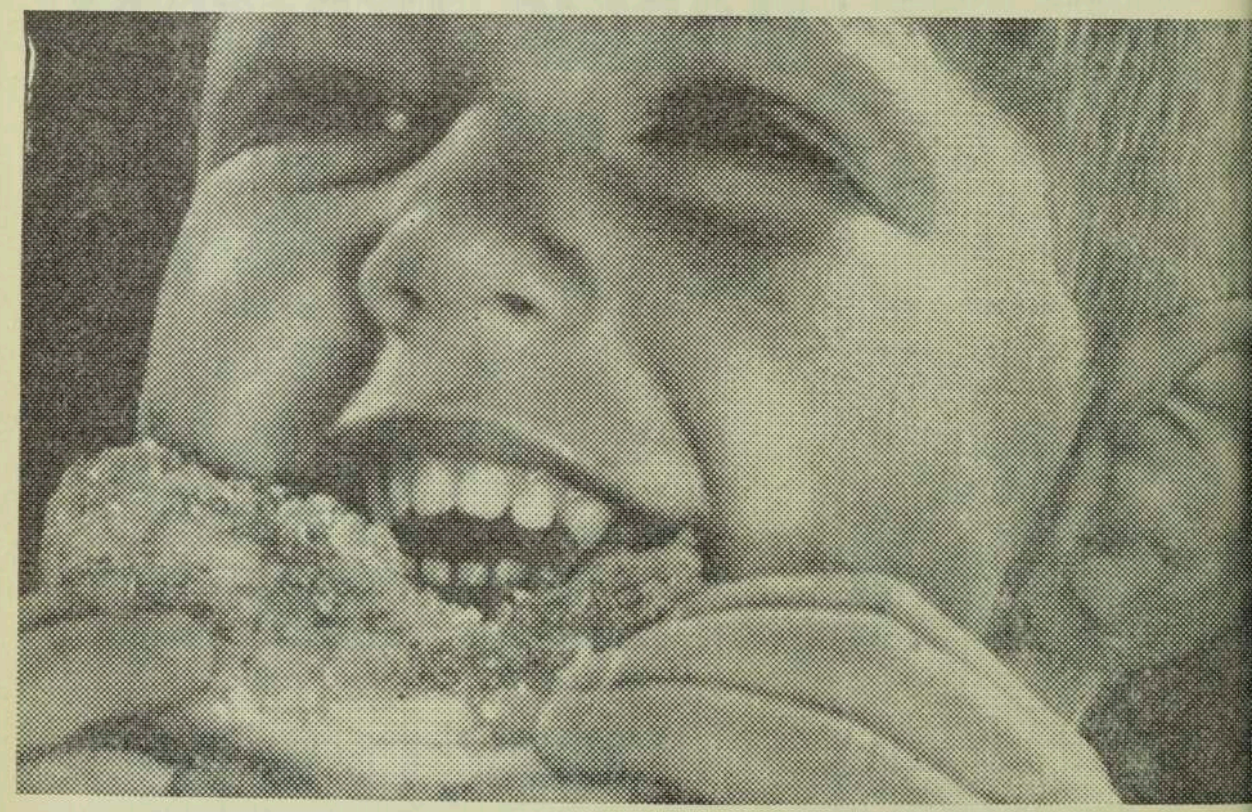

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M144

Is Still "First Line Of Defence"

From a Suva Correspondent

Visitors to Fiji early in May heads of the New Zealand y and Royal New Zealand Force (the youthful Major-eral L. W. Thornton and Air Marshal M. F. Calder). For or-General Thornton it was miliarisation visit, and for Vice Marshal Calder it was ave a last official look at AF installations in Fiji be-he retires on June 30.

H their close association with e RNZAF, the people of Fiji l most interest in the air l. What would be the future RNZAF at Laucala Bay, and nbering 20-odd-years-old Sun-l flying boats?

Vice Marshal Calder gave a d answer. No decision had nade about a replacement for eing Sunderlands, for flying-were not now being manufac-

ever, the Sunderlands still bout five years useful service them, so the natural inference in Fiji is that the Laucala ase will remain in existence 1967. If seaplanes are not actured in the meantime it be that the RNZAF will base aissance and anti-submarine t at Nadi, which Air Vice Mar-Calder considers could easily vith civil and service aircraft.

did he ignore the possibility ne sort of land plane being at Suva Point, should a deci-e made to reclaim land for an . He suggested this as well examining, and that laying the could be a co-operative effort n Fiji and New Zealand.

Base to Remain

eems certain that Fiji will re-New Zealand's first line of de-and that the RNZAF will have in the Colony for many years ne.

or-General Thornton had a more extensive itinerary, which im through Fiji, Tonga, Samoa e Tokelaus. As New Zealand s many of the senior officers e Fiji Military Forces, and is esponsible for training many ldiers in New Zealand, Major-al Thornton was naturally anxious to make a close inspection of as many military installations as possible.

There was nothing to suggest that all was not well within the scope of the defence vote.

Major-General Thornton gave details of the number of Fiji soldiers who have received training in New Zealand. In all aspects of soldiering, 225 soldiers from Fiji have gone to New Zealand in the last 10 years, and 15 officers and 72 other ranks have attended the Army School for specialised work.

TERRITORIANS ABROAD

Mrs. F. M. Stewart, of Lae, New Guinea, and daughter Ella (Mrs. Birrell) are planning another wander abroad. Mrs. Stewart (affectionately known throughout the Territory as "Flo") has done much world-wandering since she sold the Cecil Hotel at Lae. The Territory's pioneer hotel-owners seem to have itchy feet. Mrs. Alice Innes, whose Salamaua Hotel was one of New Guinea's famous hostelries before the war, is now one of Sydneys' most consistent globetrotters.

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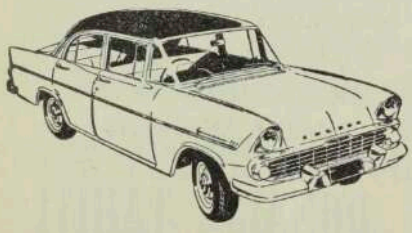

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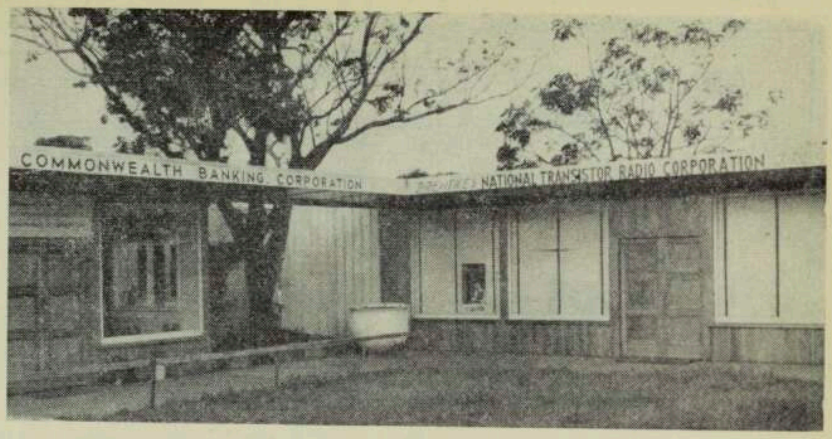


Mr. K. A. Prentice's new Norfolk Island store on the right, and new Commonwealth Bank office on the left. As the tourists continue to arrive, business is beginning to boom.

ORFOLK: SHOPPING BONANZA OF THE SOUTH SEAS

From a Norfolk Island Correspondent

While Fiji is still arguing about the chances of getting the vernment to allow luxury goods into the Colony duty free as to build up Fiji's name as a shopping Mecca for tourists, folk Island has got on with the job.

FOLK ISLAND already has a servedly wide reputation as the cheapest shopping centre South Seas, and now that has agreed to retain the Skymaster services between , Sydney and Auckland (in- of fortnightly) there is no why the island's reputation ontinue to grow.

visitor who strolls along Burnt opping centre will find a vari- shops selling souvenirs and prices that can be bettered Singapore and Hongkong. a lot cheaper to get to Nor- m Australia or New Zealand is to get to Singapore and ng, and Norfolk has plenty of famous name watches, precision cameras, ropes of fine cultured pearls, tape recorders and, inevitably, transistor radios. If any of those aren't what the practical minded tourist wants, then he might like to pick up cheaply an efficient outboard motor or a Canadian chain saw.

The prices apparently are so competitive that Norfolk has had inquiries from Switzerland for watches and from Germany for cameras! Here are a sample of Norfolk prices (all in Australian currency, of course.)

Men's Omega "Seamaster" watches from £16; women's Omega "Saphette" watches £28; Omega Ladymatic £32; National 10 transistor portable radios £18/10/-; National Console stereogrammes £49/10/-; Philips Stereoplayers £30/10/-; Asahi "Pentax" cameras from £35; Canon "Canonette" automatic 35mm £22/10/-; Canon Zoom 35m movie cameras £49/10/-; single-strand necklaces of Mikimoto cultured pearls from £8/10/- and single pearl rings from £2/10/-; Noritake dinner services, 48 pieces, from £8/10/-.

The secret of these prices is that there is no sales tax in Norfolk and Customs duties are at a low level.

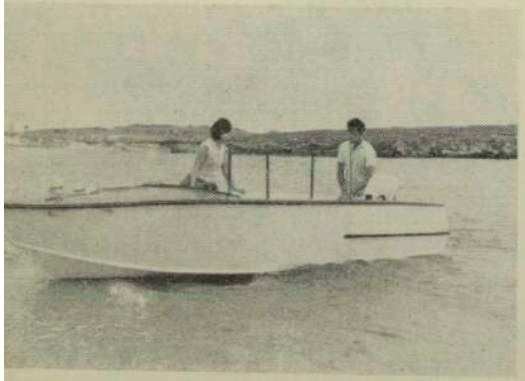
The tourists who wander around Burnt Pine will see one sparkling new "emporium" more spick and span than most. This is the commercial world of K. A. Prentice and Company, a husband and wife team which first arrived on Norfolk from New Zealand in 1952—a team which has done more than anyone to make Norfolk the shopping Mecca it has now become.

Tale of a Shirt

When Mr. Prentice arrived, tourists were not offered much in the way of luxury items from overseas, and Mr. Prentice himself had not entered the commercial world. But in 1956 he happened to purchase a shirt from a local store and noticed the quality, the price and particularly the label. The label gave not only the exporter's name but his address in Hongkong, and this address Mr. Prentice wrote to.

The reply gave much food for thought. A careful examination of Norfolk Island's benevolent import taxes was further instructive. It appeared to Mr. Prentice that it was possible to funnel many of Hongkong's goods to Norfolk Island for sale to visitors and that there was even a possibility of the procedure being profitable.

When the first imports arrived the home of Mr. and Mrs. Prentice be-



With more tourists arriving on Norfolk more amenities can be offered. Here Mr. and Mrs. Ian Kenny make adjustments to their new glass-bottomed motor boat, "Mystic", which will take visitors on reef inspections and charters.

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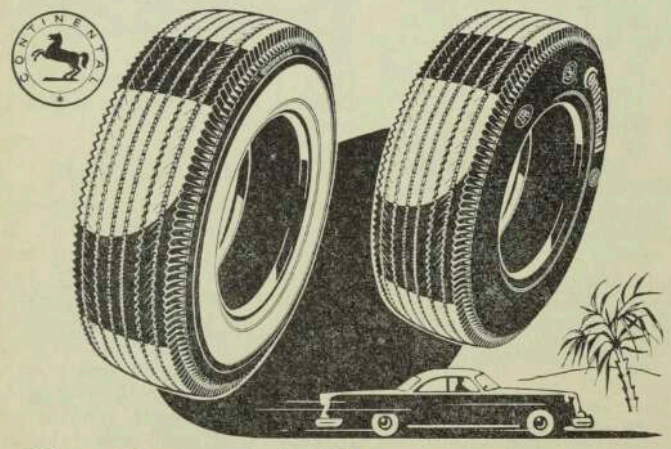

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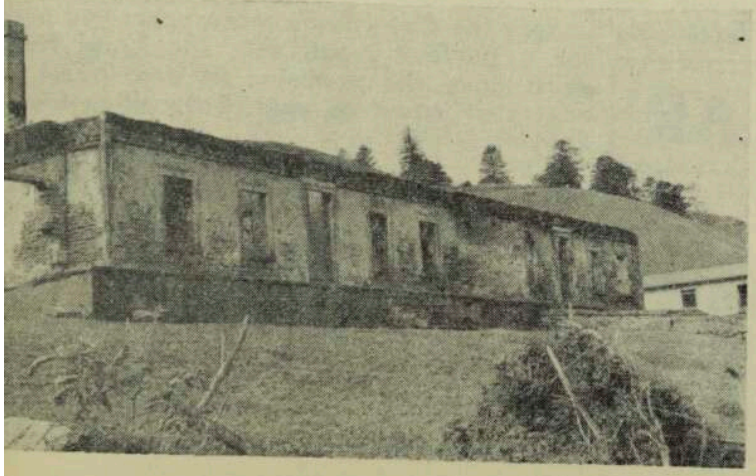
's Hotel Paradise, will be taken over by new owners—a syndicate from Sydney—
e. The new owners (see "PIM", May, p. 135) will have the task of restoring
built No. 3 Quality Row (below) and using it for additional hotel accommodation.

shop. These beginnings were
s, but the buying public ap-
to know what it wanted and
he type of imports was in-
to include footwear, radios,
s, binoculars and all the fancy
he tourist loves to take away
m. K. A. Prentice and Com-
vas off the ground and even
g fast.
established traders on the
at first sniffed at the upstarts
nored them. This was their
g. As Mr. Prentice admits,
y had got their heads together
clared a price war I was out
ear. At that time we had
the financial backing nor the
s experience to combat organ-
position."
in time other shopkeepers re-
almost too late, that they
climb on the band wagon,
this extent K. A. Prentice and
ny have altered the pattern
mpo of tourism on Norfolk
Additional advertising is
the number of visitors al-
lying in.
too late now to attempt to
he Prentice business venture.
mpany is not only importing and exporting, but branching into other fields.

In partnership, Mr. Prentice runs South Pacific Car Rentals, second hire car business to be established here in the last two years. He is the local manager for Customs Credit Corporation—an Australian hire purchase organisation. He dabbles in real estate.

He recently made a bid for a convict-built ruin at Kingston which he intended to restore to its original condition and create as a motel (without cars) for the tourists who are helping his business grow. His tender was not successful—the Hotel Paradise won it and the new owners will turn it into hotel accommodation—but no doubt Mr. Prentice will find other avenues to explore in this connection.

For the future, Mr. Prentice realises there could be problems. He wonders, for instance, whether Britain's entry into the European Common Market will affect Australia and New Zealand to such an extent that they will not have the money to spend on tourist trips. But meanwhile Norfolk's cash registers continue to chatter away.



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Territories TALK-TALK

ala" this month remembers some of the events of Rabaul's pre-war Lakunai race-course. Here is one of Lakunai's race days.

Upholding the appeal of some 49 Bukas against their con-ctions over the Hahalis incident will no doubt create a lot of tisfaction in the minds of some folk who, inappropriately, ink the native people of New Guinea are being needlessly shed around.

E does not question the finding of a Chief Judge, but one is at y to assess the reaction which judgment will have upon the mind, which knows little or ng of legal technicalities such as ifference between an "authorised " and one who is "unauthorised" certain regulations.

the Hahalis natives the judg- merely indicates a victory over hite man's law and a justifica- for future similar action under r circumstances; or, to put it plainly, "We are strong; the are weak. We are right; the are wrong."

r leaning over backwards in our istration of British Justice—as is wrote—can, at times, be ther impracticable amongst a aratively primitive people.

unfortunate precedent has now created, which may have far-ng and tragic effects at some date.

P-NG ard

ne months (or it may have been ago I had a whinge on these about the delayed delivery of ansard of P-NG Legco. Now a to the editor of *The Sydney ing Herald* from a Sydney cor-respondent complains that "the reports of the third meeting of the first session of the fifth council, held during September 19-28 last year, reached Sydney subscribers by air mail from Port Moresby on April 6. The same reports were available in Port Moresby itself only three days earlier. As at April 6, no reports were available in Australia or in the Territory of subsequent meetings of the council. . . . This delay of six months is so great as to amount to an especially objectionable kind of censorship."

I received my copy of this particular Hansard on April 5. But then I live in the country and the writer of the letter lives in Wahroonga! Being a printer at one time I tried in vain to work out a logical reason for such a long delay. But also having had the task of publishing a Hansard at one time—that of the TNG Legco back in the Thirties (there was no Government Printer at that time)—I do realise that most of the delay is in the proofing which, to the uninitiated means allowing the members of the Council to correct their speeches so that what eventually appears in the finished product is not always what they actually said (particularly from a grammatical angle) but what they should have said.

(Over)

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. . . . . Margaret Merril.

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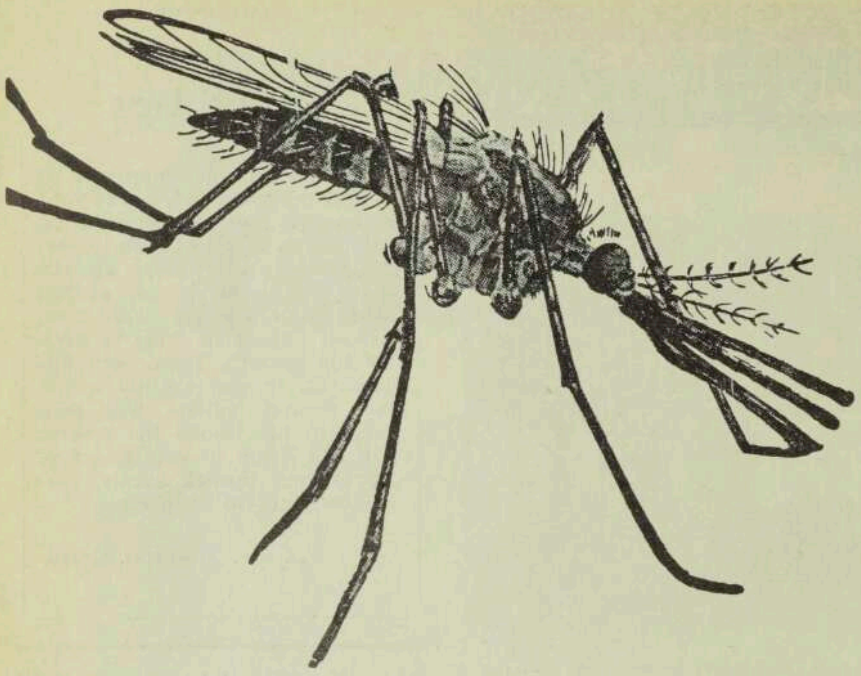

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Even in the 'Thirties, when mo of the members were easily "get-a able", it required weeks before "fin proofs" were returned to the print from the various geographical poin where members were located. So ho much greater must the time lag b now when members are located fa from Port Moresby, even allowin for aerial services.

One can realise it is not easy b any means for some of the nati members to give their final OK to proof, which appears in straig English after translation from th Pidgin. And then there is always th possibility of a native member speech requiring the imprimatur the person or organisation of whic he or she is the mouthpiece.

What a time-saver it would be we the speeches published, w i t h o u amendment, and what reading would make!

At the Rabaul Legco meetings o of my greatest difficulties was securing sufficient stenographers wi speed capable of recording the pr ceedings, despite the co-operation received from Administration, co mercial and professional employe in the town. In fact (to repeat wh I wrote here in May, 1949, p. 4 one of the members—the Hon. B Grose—had such a speedy deliver that Mrs. Broadbent, who was charge of the stenographers, used turn up a cardboard sign, GO SLOW when her staff was unable to kee pace with the Honourable Membe There was one thing, however, abo Bill Grose; he made the least alter tions in his Hansard proofs, althoug his speeches were extemporaneous.

Footnote: On glancing at my o Hansards I notice that the last on referred to by the writer of the lette is the biggest issue yet published; al that other issues took from three five months to reach me.

From Squally to California

Following on the par. "A W Time Incident" (*Talk-Talk*, Feb., 34) came a letter the other day fro John G. Troster, of Atherton, Cal fornia, in which he said the pa "completes a story which began f me back in 1940."

He continues: "During the War spent 15 months on Emirau with US Marine Bomber Group. In 194 I think it was, I heard an Australia radio broadcast (while I was o Emirau) saying that some Australia Lt. Commander had received a med for rescuing several hundred su vivors of a German raider who wer put ashore on Emirau in '40 or '41. . .

"Several years ago I wrote severa agencies of the Australian Govern

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nt trying to find out about the sent state of Emirau. I wrote both the Embassy here and to Can-ra. I received very nice publica-ns from Port Moresby on the Man-ed Territories which included irau, but nothing about the island lf. Possibly you know where I ght obtain up-to-date information. was really a very serene, idyllic nd—as we knew it at the time. . . One reason I like *PIM* is that m an amateur radio operator and e the opportunity to talk with ny through the Islands. It keeps up-to-date on what is going on their backyards!"

How frustrating can it be when writes to a government depart-nt for specific information about ocality and one receives in reply lossy brochure or pamphlet deal-with Careers in the Territory's lic Service or the Progress of a ple, describing the advancement le by the indigenous folk under guidance of a paternal govern-nt.

One hears there are steps being en to pep-up Public Relations in Territory. It's about time, too, for are at an all-time low at present. want factual information; not oily itudes about Administration evolence, nor highly-coloured rnalese stories—just dinkum facts. Come in Bruno Kroening, of irau, and appoint yourself a one-n Public Relations Bureau for n G. Troster, of 45 Laurel nue, Atherton, California. Tell how this "idyllic island", planted before War I by Nita and Carl de, is doing now.

Old Race Book

From time to time amongst my I receive nostalgic links with the , such as copies of the Eruption e of *The Rabaul Times*, roneo-ed he Vunapope Mission during the 7 upheaval; or perhaps other es of that paper from old residents explain the kindly thought by ng: "You seem to like living in Past, so this might interest . . ." And these old links with by-gone years certainly do hold interest and I thank them, one all.

The latest link was a copy of a book for the New Guinea Cup ting on Saturday, September 28, 5, held under the auspices of the aul Amateur Turf Club on the unai racecourse. "First race, 1.45 . Refreshments obtainable on the rse." And E. G. MacAdam, Act. n. Secretary.

The Patron was the Administrator, Brigadier-General W. Ramsay Nicoll; the President: The Hon. L. Clark, MLC; Vice-Presidents: Dr. N. B. Watch and F. O. Greenwood, Esq; Committee: Messrs. E. G. MacAdam, D. S. Davies, J. B. Cruise, G. Penton; Stewards: Messrs. J. C. Archer, W. R. Smith, J. Ahearn, Hon. J. C. Mullaly, J. M. David; Judge: Hon. H. O. Townsend, MLC, and Asst. Judge: C. J. Gascoigne, with many old-time names such as Syd Costelloe, Jack Edwards, Drs. E. T. Brennan and H. C. Hosking, Messrs. F. O. Moody, Andy Kelly and W. W. Flynn.

Few of the officials mentioned are alive today and these include (to my knowledge) Gilbert Renton (still galivanting about the world from time to time); Clarrie Archer (now retired after being Administrator of NT for some years); John Ahearn (retired in Melbourne, I believe); J. M. David (he was a bank manager, of whom I have lost all trace); Dave Davies (in WA, the last I heard); Syd. Costelloe (still going strong somewhere in Sydney) and Andy Kelly (retired Judge and now in Brisbane).

The records show that previous NG Cup winners, starting in 1930, were Enchant, running the distance of seven furlongs in 1.39 with H. A. Gregory up. (He was later DO Rabaul and was lost at sea during the war); in 1931, Gaberdine won the nine furlongs in 2.04 with Ben Costello up. In 1932 he was also the winner with the same mount and 2 lbs lighter and the time was 2.13 4/5. (Ben has gone

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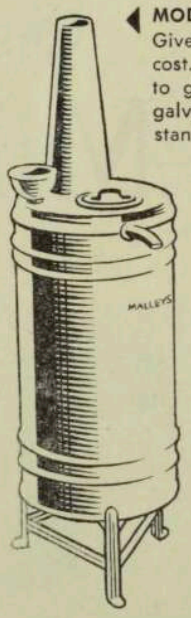

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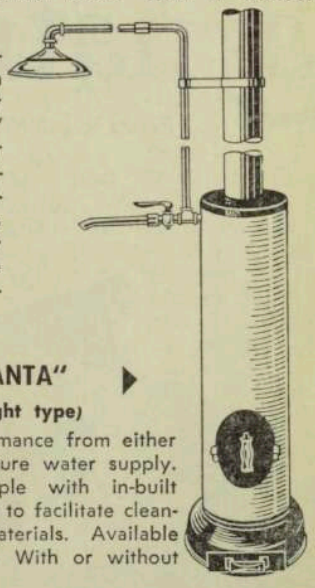

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and his widow, Mildred, still carri on at Gire Gire plantation). In 193 the winner was Guiding Light, ridde by A. L. Robinson (who escaped t Tol massacre by a whisker only to murdered by natives in Decembe 1948, in that same area) in the bet time of 2.2 1/5. And in 1934 Exi won in 2.2 2/5 with Jack Eaton u (I haven't a clue where Jack is now

Going through the various trop winners from 1931 to 1935 reca some old-time amateur jockeys su as Jack Sherry, Jack Allan (died b recently), Peter Blanden and R Smith. Other riders in that peri were Theo Thomas (still goi strong), Major Ayris, Dick C (passed on) and E. S. Burke.

And so much for the 1935 Ne Guinea Cup Meeting held on the o Lakunai Race Course, where aft noon tea was served at 1/6 a p and "Hot Frankfurts and Roll available for 6d each, and "music numbers rendered during the aft noon."

I wonder if they have as much f at the Vulcan Racecourse nowada as we had in 1935 with Dick Moo and Tom Barnett calling the odds?

Some Questions

A United Nations Informati Centre, with Mr. Sami Dajani as i terim Director, has opened in P Moresby to "deal in facts only," quote the interim Director, "not engage in propaganda". The idea that the centre be ultimately head by a native of either Papua or N Guinea.

And why, might one ask, is t Centre situated in Papua and not the UN Trust Territory of N Guinea? And why possibly headed a Papuan who couldn't care l about UNO?

Or is Papua to become a Tr Territory under UN? As Eliza Do little would say: "Not bloody likel

If the location is to be near hea quarters, then why hasn't Mr. Daj gone to Canberra, the true ner centre of both Territories?

BSIP Readers, Attention!

An inquiry comes from Rob Bruce, 85 Kingsway, South M bourne, about some old-time Solom Islanders:

Claude Buffet and Anderson, Stanmore, "Stinker" and Fuller, of Kolombangara; "One Punc O'Brien, of Gizo; old Tost, of Re dova and D'Arcy Brown.

Any clues from anybody from t Sorrowfuls? If so drop a line Robert Bruce for auld lang syne.

—"Tolal

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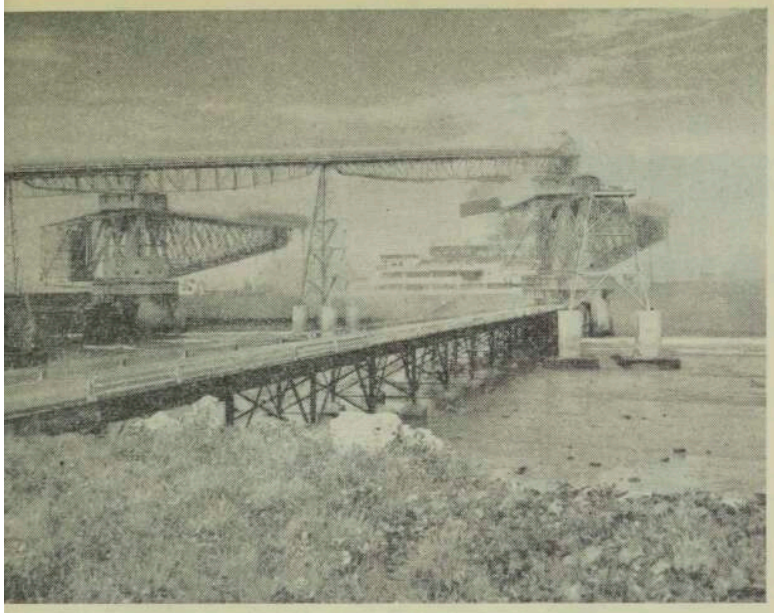

Phosphate Wealth From Nauru

With more than 3,700 acres of phosphate spread across an island whose whole area is only 5,260 acres, Nauru's phosphate industry is naturally a big one. It is the island's main activity and the reason for the prosperity of the Nauruans.

THE British Phosphate Commissioners are taking more than 1,500,000 tons of phosphate from Nauru each year, and as far as they can tell at the moment, the life of the deposits is about 30 to 40 years. The uneven surface of the bedrock underneath the phosphate makes exact estimation difficult.

The photographs on this page were taken by an Australian News and Information Bureau team who visited Nauru to make a 20-minute film. At top left the MV *Triaster* loads phosphate directly with the aid of a cantilever. The cantilever is built over the reef and ships are moored to buoys in very deep water at the end of the reef. Top right shows cargo being brought ashore from the *Triaster* in steel barges and unloaded at the protected boat harbour. In the centre, phosphate passes from the crushing machine into the drying kilns, and lower photo shows Anibare Bay and beach at Nauru. It affords no protection from the weather.

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ıpua Farewells Judge R. T. Gore

m a Port Moresby Correspondent

When April ended, Mr. Justice ɔh T. Gore, of Papua and / Guinea, completed 38 years' ice in the Territory's judi- y; and in the following week nd his wife left for the home ch they have prepared in hport, South Queensland, for retirement.

OBABLY no one in the history of these Territories earned more d in public activities, and more ɔnal love in their associations both Europeans and natives, Judge and Mrs. Gore. A ientious devotion to duty in all s seems to have been the main- g of the judge's long career.

ere was a long round of public private farewells, in which tributes were paid to the services and qualities of the two old Territorians, and valuable presents given.

Judge Gore.

In a farewell ceremony in the Supreme Court, Judge Gore brought forward his old and devoted Papuan interpreter, Kabua ɔ, who has been with Judge for 38 of the 60 years he has d the Administration. Kabua's Kora Kabua, has been a Court ɔreter for 20 years.

hese are good men," said the , as he told of their loyalties. Kabua openly wept.

lge Gore always has been a friend of the natives. On the day morning before he left, he around to old Hanuabada e, with his capacious pockets f black stick tobacco and other ents—as he has done every tmas Eve for years past—and his last goodbyes. One was left tle doubt about the love of the Papuans for "the Old Judge".

haps the most marked tribute to Judge Gore occurred on c Day. Judge Gore served in World War I, and among the veterans he is known as "Gunner Gore". This 1962 march in Port Moresby was one of the biggest in many years—the ex-servicemen came from everywhere to show their respect for their departing comrade.

Again and again, at these functions, Judge Gore tried to tell his friends how he felt about this severance of happy official and personal relations, built up in 38 years; but words usually failed him.

Long radiograms conveying thanks and good wishes from the Prime Minister and Minister for Territories were read out. The Territorians were not entirely impressed with these. "Why is this fine old man leaving without the decoration he has earned in all those years of distinguished service?" was their comment. "The politicians hand out knighthoods to all sorts of clots—but Ralph Gore gets nothing worth mentioning."

However, so far as Papua is concerned, Ralph Gore departs as a knight in shining armour.

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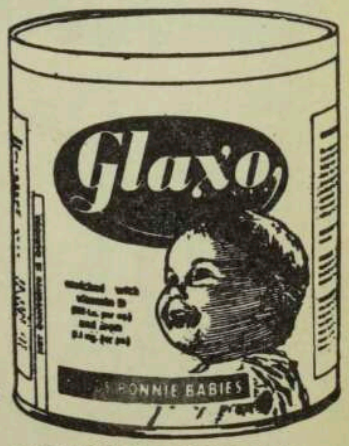

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Remarkable" Readjustments In P-NG Views

From R. W. ROBSON

Port Moresby.

A remarkable new spirit—it ıld be described as an awaken-—is abroad in Port Moresby. is a new appraisal and con-ɔusness of public and inter-ional affairs as they affect ɔua and New Guinea.

clearly is based on three far-reaching changes of the past two rs:

) The war dances being performed r the western end of New Guinea Soekarno and his Indonesians.

) The special measures taken by lberra under international pressure 'orce upon Papua and New Guinea rash programme of native educa- and training for more self-ernment.

) Realisation that Australian ned Services, in co-operation with ain, United States and France, putting into the Melanesian chain South Pacific Islands an organisa- that will allow those islands to ıse more effectively than in 1941 a defence screen for the Anglo-nch countries of the South Pacific.

ven as I write this, there are re-rts of wild Dutch-Indonesian mishings off the western tip of v Guinea. Some of the newspaper dings which arrive here every rning from Australia announce, ı squawks of sensationalism and sponsibility, that the Indonesian ısion has begun.

'ort Moresby is not in the least urbed.

'ort Moresby it appears has a ıt contempt for Indonesian mil-y prowess, and a great respect for Dutch. There are some Dutch cials living here now, and relations ween them and the Australians n very happy.

The Dutch have some first-class ipment now, and they'll start the karno boys on a fast run home-ds as soon as they make contact," Port Moresby's opinion.

But Port Moresby also is well-ormed on international politics, politicians. The Top Brass here oth official and non-official—ex-ts that eventually the Dutch will move out of West New Guinea—gladly abandoning an administrative and economic headache—and that the Indonesians, probably under United Nations supervision, will move in.

After that, it is presumed, Australia will meet the situation as it develops. But, so far as Papua and New Guinea people are concerned, there is determination by all classes that neither the Indonesians nor their Red friends shall find any place in Australian territory.

"If they come into the West with United Nations blessing won't they expect admission into New Guinea, which is also a United Nations Territory?" I asked high officialdom.

High officialdom's answer is not printable. But it was couched in the good Australian language one likes to hear.

In non-official (property-owning) circles I was most interested to find that there is very little uneasiness and uncertainty. They admit that "something might happen" in the Trustee Territory of New Guinea; but they are quite sure that Australia never will surrender its old Territory of Papua.

For the first time in 30 years of visiting, I find Administration and private enterprise thinking as one in relation to a fundamental problem.

They are in agreement that, in view of international developments, everything possible should be done to train and educate these natives, so that they may undertake, in a spirit of goodwill to Australia, all the self-government they are capable of handling.

It is seen that New Guinea, and the Melanesian islands to the east, are on the line of the defence screen that is being established between Asia and the European South Pacific. It obviously is important that the Islanders, of their own wish, should stay on our side of the line.

This fundamental consideration introduces all sorts of subsidiary problems, mostly social.

I think private enterprise now perhaps has a better appreciation of the terrific education task facing this Dual Territory with its 700 different languages. Moreover, the task of getting the goodwill of the natives involves a better standard of native living. That, in turn, means closer social contacts between Europeans and natives.

The older Europeans don't like it much. All the younger classes of natives seem to have become extremely class-conscious. To a degree that is almost unbelievable—so quick has been the change—they are reaching out after Australian clothes, Australian entertainment, American

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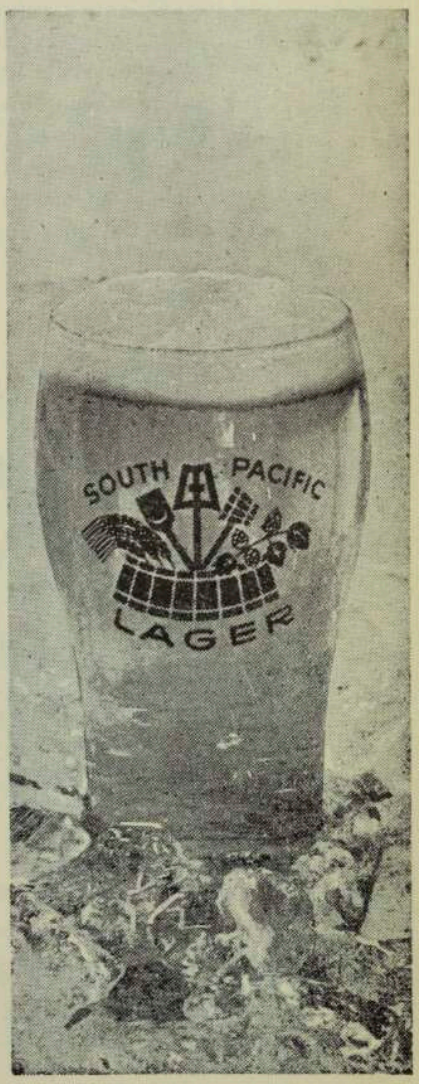

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ined music, even the ownership of s.

There is a sharp, growing demand education—they most definitely nt to use the speech of Taubada l Masta.

'Look at him—for Gawd's sake, k!" exclaimed a store manager to in Port Moresby's main street.

On the other side, a handsome ing Papuan strutted. He wore a open-necked shirt, tailored shorts, dals, hair cut a la European, and nging from his shoulder, bumping his shapely buttock, was a nera in an expensive brown case.

'We don't bother about 'trade ods' in the stores around Moresby more," said the merchant. "No now for bush knives and black acco.

'They get cash instead of rations, l do their own buying—they buy goods the Australians buy—they n cripple themselves with our d of shoes.

'There has been a tremendous ial change—they are not just ives any more—they are deter- ned to be black Australians. And black Australians we have to ept them—if we know what's good us."

That, coming from a hard-bitten stralian merchant, startled me re than any other recent change e.

t is a sign of changed non-official stralian thinking, and a frank eptance of unavoidable facts.

Mr. Newby's Task

The appearance of Mr. L. R. wby as Director of Information l Extension Services, on a £3,600 annum salary, is another startling t. That is a big salary for what s supposed to be "a public rela- ns man," even in these days of in- ion.

But this is no public relations ointment. Mr. Newby's job, stated simplest terms, is to sell Western- ion and Australia, to the natives; l to see that any frightfully dis- ted descriptions of New Guinea ditions sent abroad by irre- nsible journalism are countered, at least modified.

There are 1¼ million natives in NG. Only a small proportion are rate, and a still smaller percentage capable of forming an opinion social or political affairs.

How is Mr. Newby going to reach m, Your guess is as good as mine. t it is most important that they reached. I presume that every ool, training establishment, military unit, will be used, and that the media will be generally Pidgin, in radio and, where possible, in the printed word.

But right across this country is the maddening barrier of language. The times are ugly and the need is urgent. Everything that officialdom plans is hampered by the difficulty of getting it across to the eagerly receptive, friendly natives.

If they wish to become "black Australians" then we, in view of world circumstances, must certainly encourage that sentiment, before it can change. But it is a slow and painful process.

We could have a "black Australia", perhaps, in Papua; but what about the Trustee Territory?

Every babbling idealist in the United Nations insists that Australia can have only one purpose in Trustee New Guinea—namely, self-government and independence. To that we pay lip service. Yet every thoughtful European here knows that we dare not permit an independent New Guinea on our northern frontier, while the world is in its present condition.

Maybe, the way may become easier when the United Nations Organisation collapses—a definite possibility, nowadays. Meanwhile, no one envies Mr. Newby his task.

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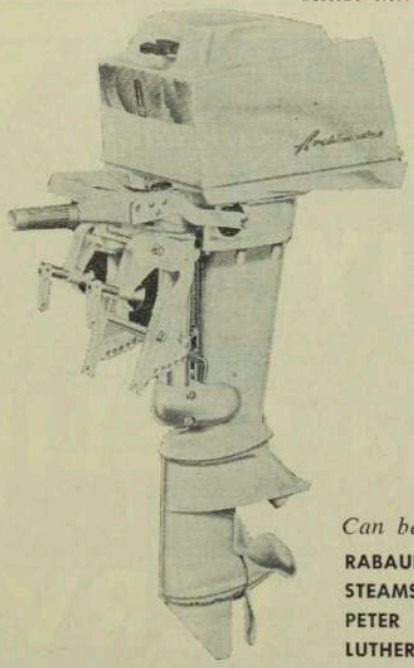

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N. Guinea Native Unemployment Creates Problems

From a Rabaul Correspondent

Sounding a gloomy warning on the Territory's economic position, Mr. A. J. Bretag of Morobe District Advisory Council, has said that falls in world prices for coffee, cocoa and peanuts were causing widespread concern amongst rural workers.

THAT Councillor Bretag's warning boiled down to was that dessed prices were causing unemyment amongst natives and a eral move to urban areas.

his is an age-old problem not uliar to native societies.

he stepped-up education pronme has also brought about a dy inflow of "semi-educated inenes whom we are unable to orb into industry and who are king around in urban areas dissfied and discontented in being ble to satisfy their newly acquired ds and desires," Councillor Bre- told a recent Morobe District visory Council meeting.

hough not tracing the problem k to falling prices, the same ques- has been raised by other coun- including Rabaul's Town Advis- Council.

peaking at a recent meeting, DO East New Britain, Harry West, that there was an indication of wing unemployment amongst nas in some part caused by natives ging their families with them n they moved to urban areas.

hat unemployment is on the ease is certainly evidenced by ter numbers of vagrants roaming aul's streets, day and night, and almost incessant requests for k made upon the householder and nessman.

The government could repatriate e natives," Harry West told ncil, "but this would be expen- and only encourage others to e to the town."

ouncillor John Chipper, MLC, e a practical suggestion—that e sort of work for fare be intro-ed.

e suggested that vagrant or innt persons be made to work a ain period of time to secure re- passage to their home areas.

his is one way of combating the blem of unemployment—by removal. But in the long run it merely means the problem is being shelved and will recur almost immediately while the native retains complete freedom of movement.

It is of little use and less sense to urge education and progress upon a native people if they are not permitted to enjoy the benefits of it.

If we speak of progress we must deliver—and if we urge that these people must work towards their economic future it is incumbent upon the Government to provide work which in return will assure a higher standard of living.

Easier said perhaps than done—but the answer lies in emphasising to the rural worker the importance of his role to his country's economic structure—and in introducing without too much further to-do the very necessary secondary industries without which no country can exist economically.

Co-op. Officers Get High-Level Instruction

Over 20 experienced co-operatives officers will get some high-level training at an eight weeks' course to be held in Fiji in May and June.

Officers will attend from British Solomon Islands, Fiji, Gilbert and Ellice, West New Guinea, Papua-New Guinea and the US Trust Territory.

The seminar is under the joint sponsorship of the South Pacific Commission and the Food and Agriculture Organisation of the UN. The centre for instruction will be the Nasinu Teachers' Training School, near Suva.

Mr. F. E. M. Warner, Registrar of Co-operatives in Fiji, will be director and he will be assisted by two associates, Mr. R. C. Gates, representing FAOI, and Mr. R. H. Boyan, of the South Pacific Commission.

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Pacific Islands Monthly MAGAZINE SECTION

New Zealand's Cook Strait Remains Unconquered

From a Special Correspondent in Wellington

Cook Strait, the often boisterous, temperamental 13-mile stretch of water separating New Zealand's North and South Islands, remains unconquered. All eight attempts to swim it this summer and early autumn have failed, as have the ones before them. The unpredictable currents, the cold waters and the vagaries of the winds have proved too much.

In fact, Cook Strait is fast becoming the "Everest" of the long-distance swimming world, and is certainly proving a tougher proposition than the once formidable English Channel. The much wider Channel has been swum more than 100 times in the past 86 years and has even been swum both ways by a 17-year-old girl. In the year nine swimmers completed the crossing.

IEN why should Cook Strait be so formidable? All five asnts this season can tell a tale of -knot tides, fearsome six-knot rips er the coasts and temperatures nd 60 degrees Fahrenheit. From wims this summer it appears that a challenger to be successful ything must be right at once—the , the winds, the currents and the swimmer himself.

his was almost so on March 1, n two young surf life-savers from ington had to admit defeat when a mile or two from their retive goals.

venty-one-year-old Bill Penny, of anui Surf Life-Saving Club, who failed by less than two miles on uary 10 to swim from the North d to the South Island, tried the direction in the hope that the would be kinder to him. Barrie nport, of the Worser Bay Surf Life-Saving Club, tried to conquer the strait from north to south, following a slightly different course from that of Penny's February attempt.

A third swimmer, Chris Billings, also set off with his clubmate, Devenport. Billings, however, had to be taken from the water at a comparatively early stage, suffering from cramp. Devenport swam for more than 10 hours but had to be taken from the water at 5.13 p.m., less than a mile from his projected landing point.

As Devenport was lifted out, almost unconscious, Penny was stroking confidently toward the North Island and looked certain to succeed. In an accompanying boat sat a man with a gun keeping watch for marauding sharks, and Penny's trainer, Mrs. M. C. Ongley, wife of a Wellington doctor.

In the end, darkness and the fear of an attack by an unseen shark beat Penny when only two miles away from a landing at Ohau Point, near Wellington. An expected reverse of tidal currents, which would have helped him ashore, did not occur that evening.

Both these attempts were followed with intense interest by the entire country—as was also Penny's February challenge—and radio commentaries from the accompanying boats were given every 15 minutes throughout the day. Both efforts impressed two business men to such an extent that each donated a trophy. One is valued at £100 and will become the personal property of the first New Zealand amateur swimmer to make a successful crossing.

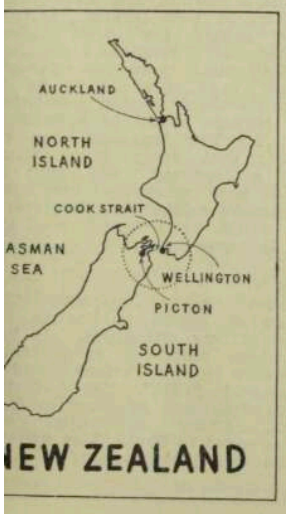
Penny tried again from the South Island side on March 27 but one of the strait's unpredictable winds sprang up when he had been swimming for two hours and caused the attempt to be abandoned.

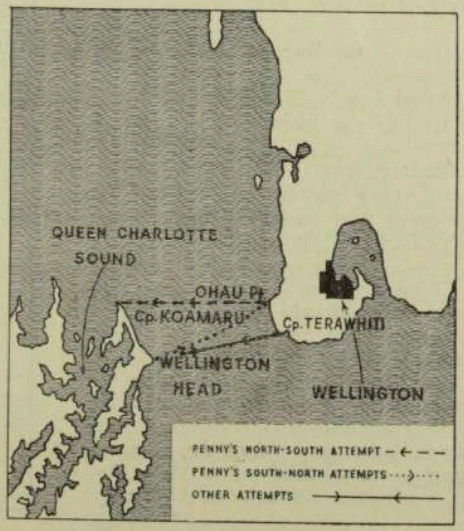
Inspiration for the spate of Cook Strait swims this season after a lapse of some 31 years was Miss Margaret Sweeney, a 33-year-old Aucklander and a long distance swimmer with English Channel experience. She made two attempts, on January 10 and January 26, but sea sickness beat her each time after three and a half hours in the water.

One other swimmer made a south-north attempt on March 18. He was 32-year-old Derek Chapman, of Blenheim, South Island, who lasted only one hour 20 minutes and three miles in the cold water.

Only seven swimmers have ever made the attempt on Cook Strait, five of them this season.

First to try was R. J. Webster,





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from the South Island side in 1929, but he had to give up because of the cold, although he had swum for half an hour each day for months in rivers flowing off New Zealand's snow-capped mountain tops. Another to be beaten by the cold after only an hour in the water was Miss Lily Copplestone, who tried the same year to swim from north to south.

Then a former world champion long-distance swimmer, Miss Mercedes Gleitze, had aspirations to be the first to make the crossing. She arrived in Wellington in December, 1930, and made preparations to swim the strait in March, 1931, from north to south. After consultations with her adviser the attempt was eventually cancelled because of the cold and heavy swells.

Cook Strait is just over 13 miles wide at its narrowest point (Cape Terawhiti-Wellington Head) but because of the rips near both islands after a tide change, a swimmer has to cover anything up to 20 miles.

The prevailing westerly wind has a habit of springing up suddenly on the calmest of days and even makes low-altitude flying over the Strait a tricky business.

According to Maori legends two successful crossings have been made. A Maori girl, Hino-popo, is said to have swum the Strait when she awoke one morning to find that her tribespeople had deserted the village. Another tale is of a young Maori, Whakaru-tapu; he jumped out of a canoe near the North Island to avoid the likelihood of being murdered by his captor, Te Rauparaha, and swam to the South Island.

Legend also has it that this stretch of water was declared tapu by the Maoris many many years ago and that the tapu has never been lifted. According to certain Maori tribes who knew intimately the moods and devices of the Great Sea of Ruakawa, as they called Cook Strait, an unaided swim will never succeed.

The China Coasters

We know the coast of China, Tongking to Pechili,
We've stemmed the Canton River, the Min, Peiho, Yangtze;
Steamed north to Vladivostok, the shores of fair Japan;
Korea knows our vessels; we've coasted round Taiwan.

And south to Iloilo, Manila or Cebu,
The Java Sea has borne us, the Gulf of Siam, too;
We've anchored off Macassar, we know Sandakan's shore,
And, sou'-by-west from Saigon, have won to Singapore.

We've loaded coal at Mojii, or bean-cake at Hankow,
Brought sugar up from Java, and "porkers" from Haichow.
Too strange for us no cargo—poles, chickens, cattle, beans,
Eels, seaweed, donkeys, samshu, and even "dead marines".

We've battled up from south'ard, against the fierce monsoon;
Through thickest fog we've blundered, or fought the dread typhoon.
The four-hour watches tire us in sun, rain, ice or snow,
Our rooms awash with water, or hot as hell below!

No pass or strait too narrow, too shoal for us no bar;
No inside track too tricky but there the coasters are.
We've found the rock uncharted and beached her high and dry;
We've dodged the deadly war-mine and risked our ships thereby.

We sweat beneath the tropics in fever-haunted seas,
We know the Northern winter, when rapid rivers freeze.
We've seen our shipmates stricken by sickness foul and swift,
Ay! some no more we'll sail with—they've had this final shift!

We know the joys of sailing with lazy Chinese crews,
Whose motto is "No savvy"—small blame if we should booze!
We know the Hongkong "ladies", the dives of gay Shanghai—
Ye gods, to think this living is ours until we die!

Our ships are far from splendid, and not too large our "screw";
Our spells in port not lengthy, our pleasures passing few.
You landsmen, in your comfort, who know not these things be,
Think not too harshly of us—your countrymen at sea!

Suva. —C.S.S.

Yesterday

What was happening in the South Pacific 20 years ago this month? Here are some extracts from "PIM" of June, 1942:

Fiji was strictly enforcing the ban on production of photographs of military significance in the Colony, and a well known Suva chemist was fined £25 for having printed off some old negatives. It was not suggested his action was deliberate or had ulterior motive.

* * *

News from Tahiti was late in arriving, but the latest batch brought a report of the death of M. Georges Bambridge, head of the famous family and a leading businessman.

* * *

News that the Japanese had established a sea-plane base at Tulagi, capital of the BSIP, came as something of a shock when it was announced in an official communique on May 30. Until then nothing had been said of strong Japanese penetration of the Solomons.

* * *

The copra situation in the South Pacific is "almost fantastic", said "PIM". Normal copra price was around £20 a ton but in Sydney sales had been recorded at £24 and £30. "PIM" said: "The outside market now will pay almost any price for copra".

* * *

A correspondent in Suva said there had been a "marked change for the worse" in the Fijians, especially around Suva, with an increase in drunkenness and petty crime.

* * *

"PIM" published in full copies of two proclamations issued by Japanese military and naval commanders in New Guinea. Among other things the proclamations warned all "citizens of New Guinea" that there was a night curfew, that there could be no trading without written permission, that citizens would be ordered to work for the Japanese when required, that every house would hoist a Japanese flag, that all would bow whenever they saw a Japanese soldier and that everyone would be required to learn the Japanese language.

* * *

Burns Philp's quarterly "BP Magazine" ceased publication because of war difficulties. It had first been published as a travel magazine 14 years before. And it was, said "PIM", "one of the finest periodicals produced in Australia, giving substantial encouragement to South Seas writers, artists and photographers".

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Men Against the Sea

A Pitcairn long boat rides the breakers into Bounty Bay

Pitcairn's 'Worst Experience In Thirty-Five Years'

The wind had howled all night. Few had slept really well. Most were wondering what the sea would be like by 4 a.m. when the bell was expected to ring in preparation for the coming of the *Rangitata*.

HEN it did ring, and the men-folk and several women made their way to the landing with torches to light the way, they soon discovered that the harbour was reasonably good, but the open sea rather boisterous.

It was felt that three boats would be needed to care for the cargo and the people's orders from London, but it was not long before they were under control and faced out to sea waiting for the opportune moment. The captains, with their faces tanned and wet with perspiration and salt water, stood up in the stern of their respective boats while their oarsmen crews watched and waited for the order: "Pull! Everyman!"

The battle was on—the men against the sea.

When all the boats were safely out of the harbour, the motor boat was quickly attached to the other boats. We were on our way, and in about thirty-five minutes reached our rendezvous.

The sky became overcast and wind came with squalls, so the boats had to be kept on the move. The captain would nose the motor boat into the seas.

This was a terrifying experience, for at the time the strong wind whipped up tremendous waves which appeared to be about to engulf us. When we turned to cross them our boats seemed to come up into our faces, shutting off any words that might have been uttered. The boat turned in silence.

Then came the hair-raising experience of surfing on the crest of the wave. The two boats behind would also be caught and come hurtling towards the motor boat. The silence was then broken when several of the men began shouting instructions to the captain. He tried to calm our fears by saying all would be well.

After nearly two hours of nerve-racking riding in very heavy rain, Pervis, the motor-boat captain, consulted with the other captains. Seeing that the *Rangitata* had not come and was now long overdue, the decision was made to return to land. Just then someone called "Sail-oh" and out of the heavy squall the *Rangitata* appeared like a grizzly apparition. Once again the boats were turned round, and eventually we were aboard.

During the next hour and a half trading was done and the large cargo unloaded from the ship into the long-boats. The captain of the ship was reluctant to blow the whistle, being anxious for our safety.

We were seven or eight miles out to sea and could not see Pitcairn for continuous heavy rain. He offered to tow us nearer to land, but this was not successful as the sea had become even more rough. Within a short time of taking up the tow it was realised that it was too dangerous with the heavy-laden boats, so we cut ourselves adrift, fearing disaster.

As it came to secure the two other boats, the motor boat was caught in a big swell and the current dragged it under the bow of the vessel. As the big black ship rose high above us and paused, about to plunge towards the little boat, eyes bulged with fear.

We seemed only seconds from death, when a great wave suddenly shot the boat clear of the bow just as it plunged down where we had been a split second before. Some were unaware of what had happened as they were busy baling out water or vomiting over the side of the boat. Providence had prevented tragedy.

We had been given our bearing and told we were three miles from the island, but land was still not visible. The *Rangitata* stood by, fearing to leave us in case further assistance was needed.

After forty minutes of struggling under our own power, the ship came as close as possible and called to us through the megaphone that we had made no progress and were still three miles from land.

It was now considered by some of the crew that much of the cargo should go overboard. We were carrying heavy roofing iron as well as the stores and a new water tank for the school, and the flywheel of the motor was now under water in spite of continuous baling. Realising we had no sails with us, we feared to think of our plight should the engine cut out. It sounded sick, but somehow kept going. The men were ordered to the oars and this seemed to make a difference.

(Over)

"Men Against the Sea" is a true story of a recent adventure on Pitcairn Island. It was written by the island's pastor, Pastor D. Davies, of the Seventh-day Adventist Church, and published in "Pitcairn Miscellany", which is a roneoed news sheet produced on the island. Pitcairn, of course, has no harbour—merely a landing stage—and the islanders go out in small boats to meet passing ships and take off mail and cargo for Pitcairn. Pitcairn Islanders are among the world's best handlers of small boats.

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Changing course and going east, working by compass alone, we attempted to reach land by coming up behind the island. We were now making slow but gradual progress and the *Rangitata,* delayed four hours while standing by us, steamed slowly away. We were alone.

On this occasion there were with us the two schoolteachers, Mr. M. D. Howse about to depart and Mr. S. A. Kinder recently arrived. What a farewell and what an initiation! I can still picture their faces, Mr. Howse thinking his farewell had indeed come and Mr. Kinder wishing his had.

Visibility cleared and we could now see the island a mile and a half away. As we came round the front of the island we were into the wind once again. Nearing the historic place where the *Bounty* was grounded and burned, the motor cut out. Panic now seized us through fear that we too were about to be dashed against the rocks without control.

Quickly the oars were snatched and ropes cut, leaving the two following boats to fend for themselves. Almost super-human effort was made with only four oars to get the heavy motor-boat away from the rocks and out to sea again.

The condition of the harbour was now really dangerous, and only the experienced skill of hardened seamen could have possibly got the two boats safely in to the beach to quickly unload and go back to the rescue of the motor boat now drifting further and further from the land.

Every available woman and child was waiting at the new jetty to chain handle the unloading of the soaked, sodden goods.

This, too, was a task, as every carton was wet and fell to pieces, and the tin goods had to be handled individually. One-hundred-and-forty-pound bags of dripping wet flour and sugar some of the women hauled round with amazing agility. Only a part of one carton of spaghetti was dropped into the sea, and this the children dived for later.

Fully manning one boat and taking extra oars, a boat's crew now faced the sea again to go to the aid of the motor boat. When these two joined company a considerable portion of the cargo was passed over from the vessel in distress, and both were then rowed back to harbour.

Normally the entire trip should have taken about three hours. But this day 11 tense hours had tried the nerve of those at sea and those waiting anxiously on shore.

"The worst experience in thirty-five years" was the general opinion expressed by the men who have wrestled with the sea all their lives.

The Magic Of English

According to the latest announcement from the Australian Minister for Territories, there will be a University in Papua-New Guinea "within the next five years"—which, as the sonorous Parliamentary phrase has it, "will be a step in the right direction."

OR it might even, as the latest jargon has it, be a "status symbol". The mere fact of having a university is going to prove something to someone.

But let's hope that when the university is a going concern, they won't loose upon it the experts who are teaching English to the men of the Pacific Islands Regiment, because if they do there's likely to be the biggest flap in academic circles since the Renaissance.

I'm all for making the language of instruction Pidgin, myself—the First University of its kind in the world—and we'd at least then be able to understand the graduates.

Recently a disturbed Sydney watchmaker sent us this letter, which he had received, with a watch, from a private in the PIR:

> Dear Sir—I will send my watch prees you can sang new spelling strong and sang waterproof you sange. If you like money send your letter to me I can send your money. The tame scourd is to slow I want you sange new one and of my talk your friend—Etc.

The watchmaker couldn't understand more than half of it nor, for the matter of that, could we. But it was a simple enough case. We advised him to make his own diagnosis of the watch's ailment, estimate the cost of fixing same, and advise our Esperanto-speaking friend of the damage before proceeding with the work.

A couple of weeks ago we had another letter from another PIR man—a corporal this time. The words were in English, but not one of them had any relation to another, even when you read it backwards, forwards, sideways or vertically. We could only conclude that he had copied a list of words from a Top Secret military code-book, or got them off a packing case or the jam tin labels in the mess hut. And the week before that we had an appeal from a national magazine who had a letter from a PIR man that they couldn't make head or tail of. (Neither could we.)

It all reminded me of the o story that used to be told in N Guinea of the illiterate Scandinavi sailor who had been washed ash from his ship and lived on to b come a planter.

He couldn't write, so had a t rible time getting his stores fr the faraway Big Firm, but on o occasion when he was in town, saw his first typewriter and was f cinated. He wanted to know h it worked so the supersalesm rolled a piece of paper into t machine and said: "You just s what you want to say and tap t keys like this . . . ."

The planter bought one and to it home. When he wanted to se an order to the store he'd put in t paper, talk to the magic machi ("One case tinned meat—one cad stik tobac—etc") and pound aw at the keys at the same time. Th he'd fold up this "pass" and send off to the town by runner. Po bloke could never understand w he never got any goods back.

That seems to be what ailed o corporal friend—belief in the i fallible magic of words. They we European words—hey presto, a old European should be able understand what they mea Trouble with us was that we did know what he said to himself he wrote them down.

A couple of months ago we g a letter from a Tolai, civilian ty this one. In a mixture of Pidg and English, which we could unde stand, he asked for a Farmer's Sto catalogue—which order we hasten to fulfil—and "one small bottle magic for girls". Not having h witches, warlocks or dispensers love-potions on the staff for so time now, this we were regretful unable to supply.

In the course of a year we g dozens of inquiries from Australi firms who cannot understand t letters sent to them by Papua-Ne Guineans and other South Paci Islanders.

And such is the sentimental a tachment of ordinary mainla

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Fiji's Latest

Latest thing for sportswear i Fiji is this locally designed ool top adapted from the umous serrated sulu worn by iji policemen. Aptly, this one ornamented with a couple of olicemen directing traffic. he pretty model is Miss mma Whitcombe, "Miss ibiscus" of 1960.

ralians for "the native boys up n" that they pretty nearly burst am in their eagerness to oblige.

European who went about his -order business with the same happy abandon would no doubt back a stern please-send-remit-e-with-order. But nothing is too n trouble for the people whom all think of as "Fuzzy-wuzzy ls."

lthough they don't know it there distinct commercial advantage heir naive approach to mail-ring. When they have all had advantage of (here we go n), "tertiary education," and writing letters with a university ur, they'll just have to take their ce with the rest of us. They ld be warned before it is too —*Judy Tudor.*

A Brett Hilder Profile

PETER-OF-ALL-TRADES

PETER KALTOLI of Vila, New Hebrides, is a good example of the modern type of Melanesian.

THE Melanesians are of growing importance in the slow progress of the different territories towards self-government, and Peter is above the average in determination to overcome the handicaps of a scrappy education and lack of training in his multiplicity of occupations.

His story gives a good idea of the difficulties facing these people, remembering that in Australia there are many untrained workers who come into the same category yet had better opportunities.

Peter was born on Fila Island, which partly forms the harbour of Vila, and which gave the name to the capital of the New Hebrides. The natives of this tiny island have a strong Polynesian strain, which is mainly noticeable in their language.

Peter was born in 1922 or 1925, and attended the local school of the Presbyterian Mission, where the teacher was a native Pastor, Kalorisu Saureli.

In 1936 Peter went to work as a house-boy to the Burns Philp bachelors' mess. When war broke out he served in the same capacity to officers of the RAAF in Vila for a couple of years, and then went to sea in American smallships.

His first ship was a three-master named *Eco,* according to Peter, and the next was the *APC 75,* running supplies to the Banks Group and as far north as Vanikoro. He then came ashore to work in the American Red Cross, and on the USN vegetable farm.

After the war he returned to Burns Philp in Vila, and in 1946 joined the *M.V. Muliama* as a steward. Next year we went through a cyclone of double hurricane force, between Lord Howe and Norfolk, in which all the native crew, passengers, and even some of the officers thought the ship was doomed. Two years later he went to the inter-island vessel *Lolowai* (ex-*Stella Maris* of Madang) until that vessel's untimely end. Then to her successor the ancient *Nikau* until 1951, when he retired to the family estates and got married.

His bride has borne him three sons and two daughters since then. Peter has not been to sea since, but has had various jobs ashore, with spells of fishing and gardening in between. The French Government licensed him as a porter to meet overseas ships, which gave him a close view of visiting VIP's, including Sir Ronald Garvey and General de Gaulle. Another job was to assist in putting up a building to serve as a school for the newly-arrived Bahai faith. Peter says he got no pay for over six months' work, but he sent his children to the school and studied the faith himself.

He then joined the Public Works, building the road to the new mining industry on Efate under French bosses for 16 months. After that he worked at Ballande's store for a year, when he wished that he had studied at the French school in Vila. Since then he has been working for Burns Philp on building and renovations at 30/- a day.

While he was serving on the *Muliama* with me, on the run from Sydney, he enrolled at a correspondence school to learn English, as he only spoke Pidgin and his native tongue. Now he can struggle along in French as well as English, which is rather a lot to expect from a native whom we also expect to build his own house or make a canoe, work as a labourer, painter or carpenter ashore, or as a handy crew member and sailor at sea. This Jack-of-all-trades could in fact put many Australians to shame. —*BRETT HILDER.*

THAT OLD FAMILIAR STORY

From a Rabaul Correspondent

Legion are the stories heard in the Islands of hidden treasure, legendary goldfields, gems without price sunken deep in the sea.

FOR months New Guinea people have been mystified by a legend much nearer home—that of a pearl "bilong snake".

This almost certainly mythical miracle is alleged to be part of the lighting-up time equipment of a large jungle-dwelling snake, habitat New Britain.

Natives claim it is amphibious and can be found on land and in the sea.

The story goes that the snake, a nocturnal reptile, slinks through the bush at night in search of food, and that periodically it spits out a small pearl which glows with a bright luminous light.

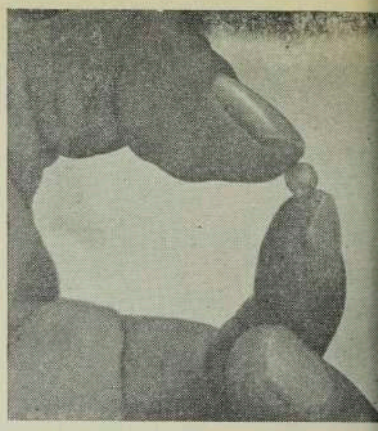
Since it is attached by a tendon, the snake is able to haul it in again at will or step up the voltage as the light dims.

This at any rate is the story which is attested to by dozens of Tolais. Many, it should be mentioned, are men of substance—and a certain amount of sophistication.

The "luminous" pearl became bathed in publicity about eight months ago when a brace of fast operators called on business manager Cyril Holland in Rabaul and offered to sell him one such pearl for the ransom price of £13,000.

Cyril Holland promptly called in ex-Coastwatcher 'Snowy' Rhoades, who nowadays is with the Dept. of Agriculture, Stock and Fisheries. Between them they interrogated the pearl hawkers at length and subjected the bauble to intensive examination.

They found it to be a smallish sphere less than ¼ in. in diameter, semi-translucent and with a milky hue, and girdled about by a slight groove, which admittedly looked as



Worth a king's ransom? New Britain To would have everybody believe so, tho general opinion is that the "pearl" worthless. The story, however, is wo a drink in anybody's language.

though it might have been the attac ment point of a tendon.

Consensus of opinion was that could have been a plastic bead fr the tail-light glass of somebod secondhand jeep.

The fortune-hunters depart albeit glumly, and periodically sin that date Tolais have with hope regularity been appearing with pe "bilong snake", offering them to t highest bidder.

And still, despite careful scruti by dozens of people, no one has a idea what they really are!

Mrs. E. East, wife of watchmak Ted East, took one with her recen on her southern leave and deliver it to the University of Queensla with the request that they try identify it.

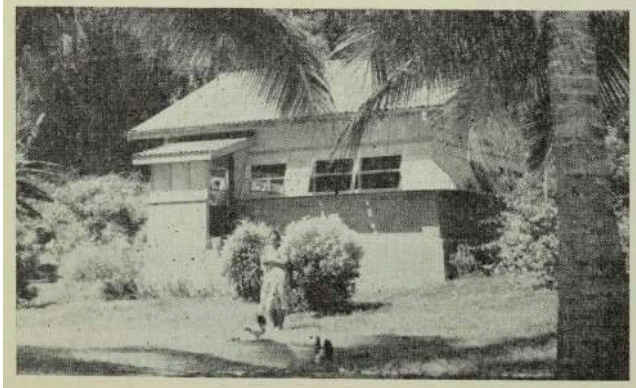
The best the university could was to pronounce the pearl w decidedly of vegetable origin.

The local newspaper, havi printed the story on two occasio finally got around to offering £1 the first Tolai who could bring a live snake so that the pearl cou be removed beneath the keen clo scrutiny of the Press.

Net result—several promises, live snakes but a succession of hop ful Tolais carrying "pearls".

Old-timers in the Territory sta they've heard the story for yea and that although natives a adamant there lives such a sna they've never had the good fortu to see one.

And the twinkle in their eyes they say this suggests they're n likely ever to see the pearl snak It's something strictly bilong To conman!



The Modern Trend

Grass huts are disappearing from the South Seas, as everybody knows, but the influence is still there. Here are two recently built houses in islands a long way apart. Top is at Rarotonga, Cook Islands. The walls are of hardboard and the roof is the traditional kikau. Lower picture shows a typical fibro and brick Nauruan house, this one occupied by a radio technician. —Photos: C. Russell and Australian News and Information.

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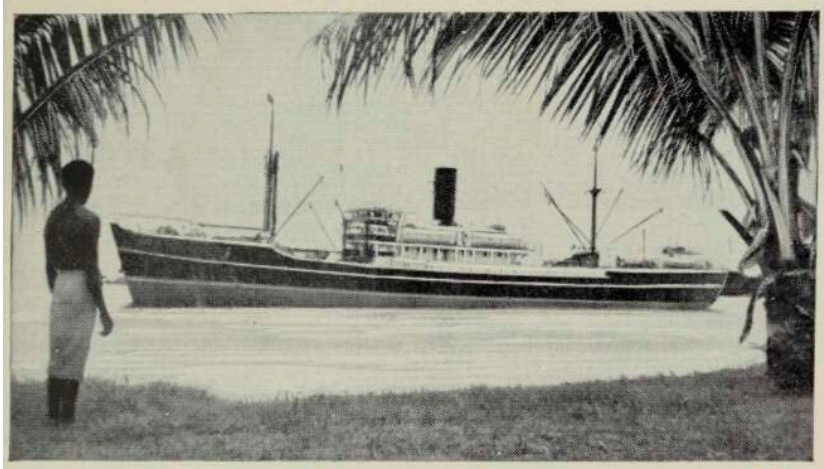

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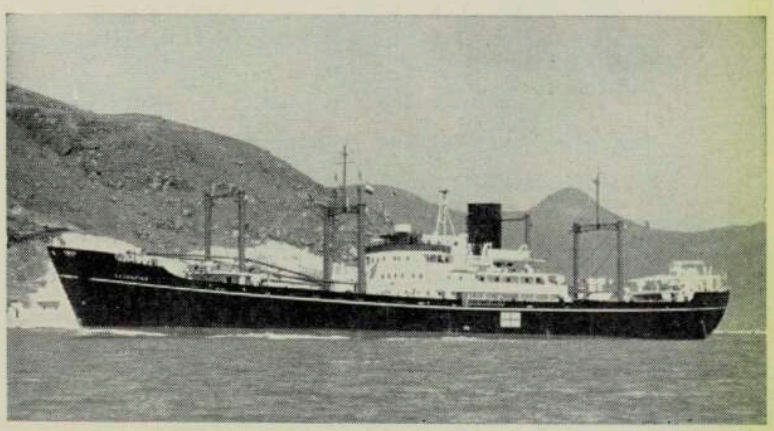

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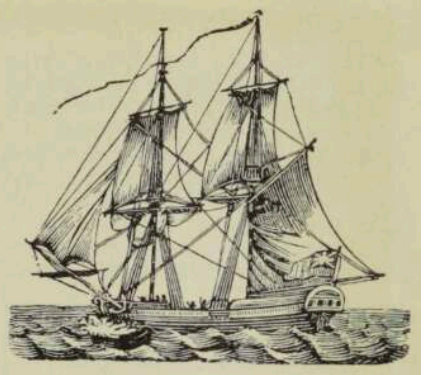
THE MONTH'S NEW READING

WITH JUDY TUDOR

MUTINY ON THE BRIG "CYPRUS"

Whatever else might be said about *The Pirates of the Brig Cyprus,* the latest Frank Clune effort, it has at least brought Frank under the august notice of the reviewers of the *Times Literary Supplement*—but only, we suspect, because on this venture he was accompanied in collaboration by another Australian writer, P. R. Stephensen.



The brig "Cyprus".

OLLABORATOR Stephensen is better known these days as an tor and advisor on other people's ›ks, and you can see his hand te strongly in this one in its total k of Clunisms.

Clune, on the other hand, was bably responsible for the historiresearch, which was considerable, as usual good.

Australian history is Frank's forte; emerges even through his homen folksy style which he usually ploys for the edification and inıction of other folksy Australian racters.

n presenting the account of what pened to the convicts who seized brig *Cyprus* and sailed her across Pacific to China in 1829, the aborators mix fact and fiction. y imagine the minor details and dialogue between the main racters in the story, and stick to umentary evidence in the larger es and the over-all picture.

And, although this is a difficult rriage in the literary sense, they nage well enough; the characters' versations are in accordance with it is actually known about them xcept perhaps for Swallow, the o of the piece, who manages nehow to emerge with a fragted personality.

wallow was born Walker and at er times went under the names Brown and Waldron. He was a arkable man and in the short 42 rs of his life had the distinction eing transported to Van Dieman's d thrice—once as Walker and e as Swallow—and surviving all e experiences only to die of T.B. Port Arthur.

He had been apprenticed to the as a youth and ultimately became Master on coastal vessels; then unemployed as a result of the ıp during the Napoleonic Wars took to petty thieving and housekking to keep his wife and children n starving.

When caught he was sentenced to seven years' transportation, made himself useful on the voyage and was afforded privileges when he arrived in Van Dieman's Land.

Through these he stowed away on a ship, with the connivance of the Mate, reached England and undetected, rejoined his family and lived in and out of jobs and in and out of petty crime for some years, first as Brown, later as Swallow.

In 1828, when he was Swallow, the law caught up with him again. He was sentenced to death, but this was commuted to transportation for life.

The law was swift, simple and severe in those times—and not at all scientific. Neither Authority in England nor Authority in Hobart then or later recognised Swallow, alias Brown, as Walker; there was no one to remark on the similarity of his tactics during his second deportation with those of his first. For on his second voyage out to Van Dieman's Land he again made himself indispensable to the Captain, arrived with the reputation of being a "good man" and was again soon planning to stow away on a vessel returning to England.

In this he was discovered and for his efforts was sentenced to Macquarie Harbour, a notorious convict settlement 40 miles up the wet, west coast of Tasmania. It was then he began

Australian People Make Australian History

Australia is still close enough to its pioneering past—and in some parts, close also to a pioneering present—to make any comprehensive account of the first 170 years read a little like an adventure story.

AND this angle Marjorie Barnard has developed well in a large volume (*A History of Australia*) recently published. She has already distinguished herself as an historian and in this book she has managed to produce something readable as well as a work of reference—not an easy assignment in a volume that runs to 700 pages and covers this continent from discovery and settlement to the present post World War II period of expansion.

Although her treatment is over-all chronological, some subjects she treats fully and individually—such as the growth of trade, land tenure and the convict system.

This allows the researcher after specific facts to read them all at a sitting instead of chasing stray references through 700 pages.

Her discussion of the convict system ("The System: A Retrospect") is an excellent summary of this early chapter of Australia's history and it is presented in an unbiased and unemotional way, setting out what was intended in principle and what in actual fact resulted.

Throughout she writes with a sense of humour and with an eye to the human-interest story and the entertaining incident—all of which are too often missing from history books. Miss Barnard takes the view that it is people who make history and events, and not events that make people.

(A HISTORY OF AUSTRALIA. Published by Angus and Robertson. 63/-.)

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to plan his excape on a more ambitious scale.

When the 80-ft. long brig *Cyprus* left Hobart for Macquarie Harbour on August 5, 1829, she had on board 31 convicts including Swallow; 12 crew; 13 soldiers, a medical officer, a woman, her two children and two servants, and enough stores to provision the settlement for months.

Eighteen of the convicts were determined that the brig would never reach her destination and luck played into their hands when the vessel had to take shelter in Recherche Bay, just north of South East Cape. In the week that she lay there, Swallow perfected his plans with a long-sightedness that permitted him an "out" when he finally had to face the music 12 months later.

The mutiny occurred on August 14, and after it 46 people were marooned on the lonely beach of the bay, and the 18 convicts sailed the brig eastwards with a sure couple of weeks head-start.

Of the 18 only a few were sailors and these Master Mariner Swallow (the only navigator) had to weld into a team capable of taking the vessel across thousands of miles of ocean to safety.

Where safety lay was arguable. Some hoped for America, without any real idea of what this entailed. Swallow himself set his sights on Japan or China, mostly with the idea of getting passage from there back to England.

In the meantime, the idea was just to go, and this they did, first to New Zealand to replenish the water supplies and then into the tropical Pacific.

Even in those days the charms of Tahiti were well publicised and the pirates headed hopefully north-east only to be set off the land by contrary weather when it was in sight. They turned then for Tongatabu, and came instead upon Niue, which sheltered them for a couple of months but otherwise marked the beginning of the end.

Was Niue Ever Like This?

Imperfect knowledge of where they were seems to have been transmitted to the authors of this history and few people who know Niue under today's conditions would recognise it from what is made to come out in the pirates' conversation.

It is referred to throughout as part of Tonga, and the people as Tongans; and the island is described as "high volcanic".

Niue is one of those odd islands of the Pacific that consist of upthrust terraces of limestone. On Niue there are two terraces—one 90 feet high and the other over 200, and it is on these that the villages are built —not on the non-existent beach amongst the coconuts, as writers Clune and Stephensen have it.

Nor is there a harbour nor even an anchorage as the writers seem to suggest. Ships today hang on and off the reef entrance to Alofi when loading and unloading—the Master usually doing a 24-hour watch on the bridge, in anticipation of the first hi of treacherous weather.

Only surf boats and canoes us the narrow entrance through th reef that has been widened sinc the *Cyprus' day*. The first thing that the traveller notices at Alofi ar the surf boats and canoes tucke into niches in the high cliff to pre vent their being dashed to pieces o the rocky cliffs.

Yet *Cyprus* is supposed to hav sheltered for many weeks in "Niu Bay" while the 18 pirates took it i turn to carouse ashore with th "Tongans" and there is never a mer tion of the sort of weather that ha made Niue a nightmare for seafarer

When the time came, in Novembe 1829, to leave Niue, seven of th pirates elected to remain behind wit their "wives". (Years later two o them were recaptured, but the othe five disappeared completely.)

Those remaining on the *Cypr* began the long haul through th

100 Years Of Service

A very glossy book that has been labelled with policeman-like terminology, "Centenary Brochure," is one of the ways in which the New South Wales Police Force is celebrating its centenary year of 1962.

The Force, as it exists today, was created by the Police Regulations Act of 1862, *but Forces of various other kinds did in fact exist before that.*

Governor Phillip, soon after the arrival of the First Fleet appointed a "night watch patrol" from amongst the ranks of the best-behaved convicts, and as time went on, much more regular groups emerged—sometimes under the control of the Military and latterly under the individual control of specially appointed Police Magistrates.

But if the basis of the Force is still the same, its functions have changed and increased mightily. The bushranger, the biggest menace to law and order in 1862, *seems a simple problem against the involved background of* 100 *years later, but if criminals have become more ingenious and sophisticated with the years, police methods have grown to match. Moreover, their functions have extended far beyond the simple business of protecting property and apprehending criminals.*

This Centenary book will be of particular interest to policemen everywhere but it will also be of value to historians. Some of the old photographs that are used to illustrate it are quite remarkable. Compiler and editor is Sergeant L. E. Hoban, MBE. Detective Sergeant L. J. Foley of the CIB has also contributed a great deal.

(Our copy from the NSW Police Department.)

'Innaminka' Author in New Guinea

Australian author of "Innaminka" and the out-of-print "Labrador Memories", Sister Elizabeth Burchill (above), won't admit the possibility of her writing a third book on Papua-New Guinea, where she now works. But she confesses she is "always writing something". Sister Burchill's nursing career has taken her through Australia's inland and north, including Thursday Island, and she is now stationed in Port Moresby for the P-NG Administration. She has contributed to "PIM". "Innaminka", which tells of her work with the Australian Inland Mission, is now in its fourth edition.

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ronesian islands to Japan and ul-
ately—spilling a convict here and
e—to Canton.
lere the saga of the *Cyprus* ends
not that of the men. By various
ns five of them found their way
to England but because of the
flicting tales they had told in
na, the Law had been alerted
was waiting to receive them.
ntually the five were brought to
t was called justice and here Swal-
plays the most remarkable part
is remarkable career. Using the
sight he displayed at the time
he mutiny in Tasmania, he was
to talk his way out of the worst
equences of his folly.
f the five men before the dock
were found guilty and sentenced
ang, while Swallow, born Walker,
was the ring-leader in the ex-
and always the brains, was
d not guilty of mutiny.
e was nonetheless still an
ped convict and as such was
rned to Van Dieman's Land to
n his life sentence.
ehind the story of the mutiny
is the larger one of the
ict transportation system. The
onal conscience has had various
ns about this—at times being
y troubled and at others trying
whitewash the whole thing.
was, of course, a barbarous sys-
but only slightly more so than
in general for the lower orders
urope at that time. For those
survived the ordeal and adjusted
was more in the new land than
ne slums of British cities—and
miracle of it is that so many did
t and live on to found a nation.
r those who did not—the so-
d "incorrigibles"—there was a
road to the chain-gang, Mac-
e Harbour, Port Arthur or Nor-
Island, and probably to a noose
a long drop at the end of it.
tough system but as one method
olonising an unpromising land it
rd to say that it failed.

E PIRATES OF THE BRIG
US. Published by Rupert Hart-Davis.
26/6.)

stralian Poetry, 1961, without
n your education on Australian
re would not be complete, has
been published. It is edited by
Leonie Kramer, university
er, ABC broadcaster and critic.
e poems cover just about every
t in the field, from the odd
e orthodox, and even those who
modern verse as hard to under-
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An Idyll Now Fit For Australians

Twenty-five years after it appeared in print in America, Norman Lindsay's *Age of Consent* is now considered fit for his fellow Australians to read.

WHY it should have offended the delicate sensibilities of the censors in the first place, is one of the mysteries of the century. As a novel it is entirely innocent, in the widest sense of the word, with no resemblance at all to the flood of pornography and violence that has come onto the market in the last decade and can be bought in paperback form for a few shillings at any bookstall.

Even a quarter-century ago it couldn't seriously have been regarded as offensive. But Lindsay was an artist as well as a writer, and as an artist he painted some lascivious looking figures that bureaucracy could not understand. This branded him as an eccentric and eccentrics may be dangerous even if what they write seems simple and straightforward.

Lindsay got off on the wrong literary foot with his novel *Redheap* in which he depicted a Victorian country town, some of whose characters, some people thought, were drawn too close to real individuals.

The censors stamped heavily on *Redheap*, it became a prohibited import so that innocent Australian eyes should not be corrupted thereby, and when Lindsay wrote other novels—including the *Age of Consent*—the same treatment was meted out to them, with even less reason.

Age of Consent is a delightful story of a delightful character called Bradly Mudgett. Shy to the point of being a misanthrope, he had a timid heart under a gruff exterior, a thick tweed suit and a bristling beard.

Bradly was a painter, and like all painters in the Austerity Thirties, he was always broke or close to it. This worried him more than he cared to admit even to himself, but he had learned to live with it.

One way was to go off to a quiet spot where £20 (in those days), could be made to last for three months, and paint pictures that could be sold to tide him over the next financial crisis.

This particular episode in Bradly's 40 years of life begins when he has just rented a 5/- a week shack on a lonely beach about 120 miles south of Sydney.

He has £20 odd in a mustard tin, a five mile walk to the nearest village, Edmund his fox-terrier confidant, and a single, one-track purpose—painting. But when all seems set for Bradly's life of austere bliss there suddenly are complications. To wit, people.

First there was Cora, buxom, honey-coloured from the sun, who wore one single short, bedraggled garment; and her ancient crone of a grandmother. They lived in a humpy a few sandhills from Bradly, and Cora spent her time gathering oysters and prawns which she sold in the village to buy her grandmother gin.

There was Miss Marley, a dried-out spinster from the look of her, who lived by herself in a neat cottage to save herself from occasional "dippy spasms over men".

And finally there was Podson, a bank clerk acquaintance from another painting expedition who, having been caught *flagrante delicto* with the bank manager's wife and £50 short in his cash, had bolted to Bradly for cover.

Life rather than being solitary became complicated—even more so when Bradly found that what his pictures needed was a "figger"—Cora's, at first with her skimpy dress hitched around her and later without.

To Bradly, Cora was part of the scenery, of no more significance than the picturesque branch of a mangrove tree or a beach-side casuarina. But when Cora's old harrigan of a grandmother found them together, with four bob lately having changed hands, she put only one construction upon it—and Cora had not reached the age of consent.

(Over)

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lthough her grandmother would e swapped Cora for a bottle of she yelled for the police and kmailed Bradly out of his last nd note. She would have had e had not Fate decided to give bedevilled artist an unaccustomed k.

/riter Lindsay has a pixie wit, a lamental understanding, not only he craft of which he writes, but of the Australian character and e.

he fact that it was written over /ears ago does not date it except the things he writes about have reshness and simplicity lacking n the same scene today. Un-/ed Australian artists now are n to looking like beatniks, paint positions that not even their own ired souls understand; while Aus-an artists who have arrived never t anything that costs less than guineas.

here are few Bradly Mudgetts —and for the matter of that, no ly deserted beaches within 120 s of Sydney. The novel is illus-d with 28 original Lindsay draw-

GE OF CONSENT. Published by Ure Pty. Ltd. 22/6.)

This Has Been Australasian Old-Home Month

ractically every writer in Aus-asia who ever rolled a piece copy paper into a typewriter ns to have appeared between covers of a hard-bound book month—as a quick look at review section shows. The owing four, from three dif-nt publishers, help to prove point.

the humble opinion of this re-viewer, Dympha Cusack has r achieved the same high standard novels subsequent to her war-*Come In Spinner*, which she e with Florence James. And her t model, *Picnic Races* emphasises The best, or worst, that can be of it is that it is Gwen Mere-s *Blue Hills*, with swearing.

ubba, a NSW sheep-country let, is celebrating the centenary ts white settlement and the two ons in the township have differ-ideas on how this should be .

The new blood, flash-rich, want to have Picnic Races; the conservative want to build a new Community Centre.

Around this cataclysmic split in local opinion, the author is able to hang all sorts of pure merino gimmicks—like social climbing squatters, dispossessed aborigines, gold-mining, gum trees, . . . the lot. Like many other Australian writers, Dympha is ultra class-conscious and subscribes to the belief that being an underprivileged battler has some special virtue.

(PICNIC RACES. Published by Heinemann. 20/-.)

LESS reeking of metaphorical gum-trees although still in the great open spaces of a Queensland railway siding, is *Don't Speak to Strangers*, by a newcomer, G. R. McCallum.

This is a story of a small boy and how he recovered from an emotional shock through the friendship of a mongrel dog and a childless couple.

Samuel Bentley Thornton is known through the book as Dummie because of his affliction. Shocked by the death of his father and a favourite dog, abandoned by his mother, who ran off to America with a boy friend, shut up one night in a greyhound kennel, he loses his memory and his speech. He is absorbed into the irregular life and family of Glory Ryan and her railway ganger husband but is never quite part of it.

It is only towards the end of the story that Dummie finds his tongue and his name and loses his fears.

Miss McCallum is country bred, a trained nurse, occasionally a school matron and has written short stories and articles for Australian newspapers and magazines. All have been good training for this, her first novel.

(DON'T SPEAK TO STRANGERS. Published by Macmillan. 17/-.)

NEW ZEALANDER Mary Scott has written half a dozen other novels against the background of her native country, including *Families Are Fun* and *Dinner Doesn't Matter*. Some of the characters in the latter—Susan and Larry—re-appear in her latest, *Tea and Biscuits*.

For those who like simple and kindly tales of authentic New Zea-

PAPUA AND NEW GUINEA

Brian Essai

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country life, with comedy thrown
his will suit admirably. It con-
Larry's uncle, who decides to
y a woman much younger than
elf—a woman who turns out to
caricature of every designing
an that ever was.

A AND BISCUITS. Published by
and Robertson. 17/6.)

STRALIAN writer Hal Porter
s an acquired taste and *A*
elor's Children is up to standard.
"children" are in fact 30 of his
stories of what he calls his
Period," all of which have
published in Australian maga-
etc.
ey are presented in the order in
they were written—the first
936 when he had just emerged
the Victorian bush and gone
ve in the city; the last in 1959
he was established as Regional
rian for Goulburn Valley libra-
Victoria.
will be an interesting exercise
he amateur critic to ponder on
irst and last offering and com-
the style and technique of each.
e may assume that Mr.
r has now entered his Second
d.

BACHELOR'S CHILDREN. Angus and
tson. 22/6.)

ve TB—It's
d Fun

ou can believe everything that's
ritten in *The Doctor's Tempta-*
(by Hans Kades), it seems it
ssible, in Europe, to have plenty
n with your TB.
des, who is translated from the
an, is particularly interested in
rs, and their temptations (e.g.,
irst novel, *The Great Tempta-*
and as medical matters are
ar with lay readers, he no
is on the right tack.
s new novel adds sex, scenery
other pastimes to the basic
e. The entire action takes place
sanatoria — first near Lake
iore, Switzerland, then in the
Forest, Germany — and
ugh the latter was a serious
lishment, the former was run
e lines of a tourist camp, with
e boys and girls visiting around
financing their rest-cure with
h Insurance.
e hero, Hugh Kokke, is a
-graduated doctor who, even
e he has finished his final
s, finds himself with pulmonary
Instead of going into practice
es to the sanitorium on Lake
iore, and when he is part-way
through his cure joins the staff of the slap-happy institution.

His temptation is in the matter of his professional integrity and not so much of the flesh—it is the director of the establishment who goes to bed with Hugo's girl and makes her pregnant. (She was also a patient).

This book should be read only by those who have a morbid or cynical interest in tuberculosis. It is not particularly stimulating otherwise and no advertisement for Swiss sanatoria.

(THE DOCTOR'S TEMPTATION. Published by Angus and Robertson Ltd. Price, 18/9.)

Space-Man With Reservations

THE Colonel Glenns and Major Gagarins of outer space might orbit like dedicated men, but it comes harder to the British breed. That seems to be the message of *Long Night Among the Stars* by Pat Booth, who won a prize with it in the *Otago Daily Times* centennial competition last year.

Squadron Leader Darlton Johnson was a most reluctant orbiter although he had volunteered for a dangerous mission two years previous to the beginning of the novel. (Over)

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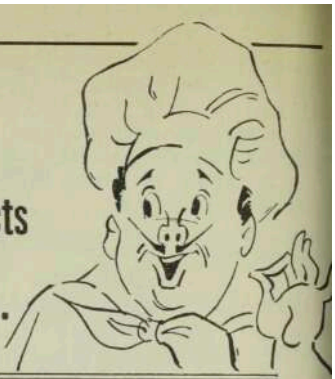

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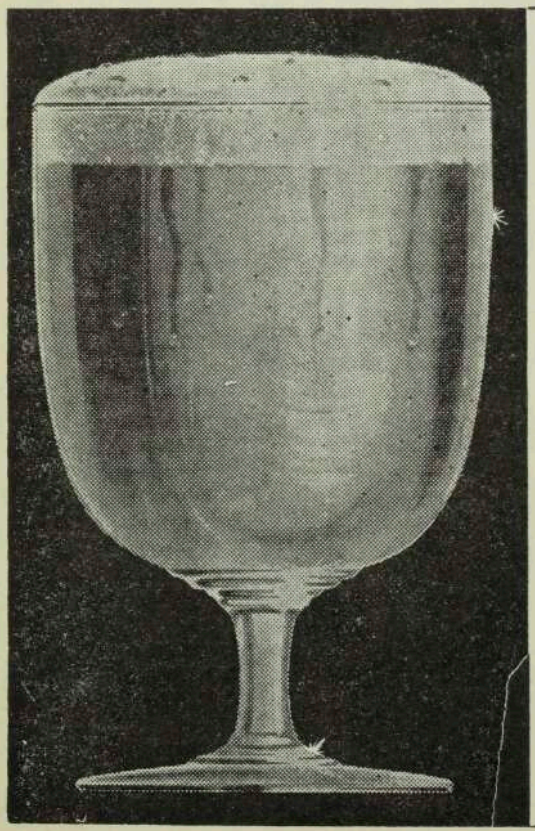

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e novel concerns mostly the five prior to blast-off somewhere in al Australia but dips back retro-vely long before that.
e coming experience heightens on's awareness to everything—emotions, his career, his mar- and to life itself—and he quizes about them all in a o-toughness that seems to in- nothing much more than that poor, mixed-up kid.
nehow, in spite of all the tech-jargon and its 1960 brand of ur psychology, it's hard to be-that Sqdn. Ldr. Johnson would have got as far as being the Briton into space, even if n is now a third rate nation.
is it easy to believe that a, his wife, and the kids, would been permitted to live at the ing site so they might add their onal spasms to his.
s easier to believe that there re to being a "first" space-han being pushed along by a circumstances that you don't how to get out of.
lly, on the last page, Johnson ted into space but whether he akes a re-entry into our atmos-—which seems to be the real o this space business—is left sequel, or to the reader's ation.
G NIGHT AMONG THE STARS. ed by Collins. 20/-.)

With Middle Vapours

ER VANSITTART'S *Sources of nrest* could be more properly ed as art than a novel, as it s mainly of a prose-piece about with a misspent youth tremb-the horrible brink of middle-

ough it might be imagined iddle-aged vapours are con-o the female sex, Graham, the r, had them too, and having ssed through an emotional ex-e via the divorce courts, he spend a holiday with an old friend to recuperate.
horrible mental tortures n is to recuperate from is ery clear; nor is it clear what ails his host's rebel teenage t together they make confu-orse confounded.
purpose of this story seems o show that even in an ap- quiet English village there o emotional undercurrents and ed souls. The mystery is yone would want to write it nd put it into a book at this

CES OF UNREST. Published by tead. 18/9.)

The Month's Mystery

IT'S against a background of her own line of country—country journalism—that Osmington Mills, pen-name of a she-reporter, writes her seventh detective novel, *Headlines Make Murder*.

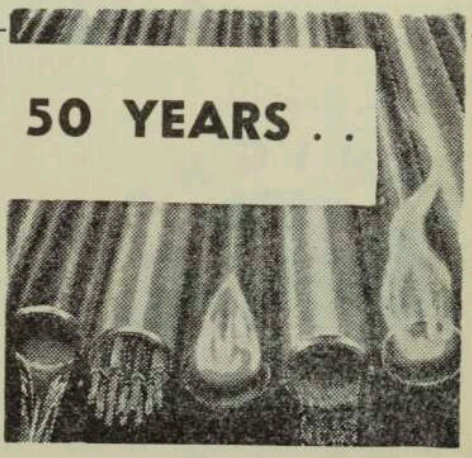
It is therefore something more of a newspaper story than a standard-type thriller, although the unmasking of the murderer, when it comes, will surprise even hardened crime-fiction addicts.

Otherwise the strange types that inhabit provincial journalism, the wild rivalries between the stringers of various Fleet Street newspapers, the trials and tribulations of cadet reporters and the odd characters they all pursue in the line of duty, make up an entertaining few hours of reading.

(HEADLINES MAKE MURDER. Published by Geoffrey Bles. 17/-.)

Her Ship is Now Smaller

OCEAN yachtsmen, armchair and otherwise, who enjoyed Ann Davison's *My Ship is So Small* will probably be disappointed in her latest



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y effort, *Gemini*. *Gemini* was yacht at all but an outboard boat and something of a gim-

lot of tides have risen and in the Atlantic since Ann, in sailed her 23-ft. *Felicity Ann* it from England to the West and finally to New York.
re was a marriage that failed as struck off the rolls; a seri-llness, another marriage and the idea of a Grand Stateside n 17-ft. *Gemini*, equipped with 5 hp outboard motors.
route was Miami back to via sheltered coastal lagoons nals, up the Hudson River and canals into the Great Lakes to o; down the Rivers Illinois Mississippi to New Orleans; the Gulf of Mexico to Florida home to Miami.
as a journey, so far as you ther, undertaken simply in or-write about it and her con-with her publishers stipulated be a one-woman effort. Hus-Bert therefore cannot accom-er although both, at times, do of mid-way commuting.
far as the journey itself is ed it could have been done adequately and with no less re in a car, but doubtless the t stipulated also that it be

t from the fact that no addict ies about long yacht voyages fobbed off with this sort of it is an interesting enough of wandering amongst Ame-and Canadians in their own ds. In its descriptions of American canals and rivers it p quite a new aspect of that nt.

NI. Published by Peter Davies 6.)

, Models and esses

CEL AYME, whose publish-have obligingly translated *nscience of Love* from the for your edification, does not here to draw the line between nd fantasy—as the publishers es admit on the jacket flap. should warn you of what is , but if still undismayed, on.
pening sentences set the pace rest of it: "I am Martin," narrator, "I am twenty-eight. g home unexpectedly one n I found my brother and cee asleep together in my or a moment I controlled . . ."

But not for long. Bounding out of the house he met a neighbour, threw him over the banister and broke his neck.

The jury did the right thing and he got off with two years, after which he returned to live with his brother and his fiancee—who presumably had gone on sleeping together in his bed while he had been unavoidably absent. A half-Russian friend introduces him to a new job and a world of mink coats, models and mistresses.

A real French lot, you might think. But not exactly. The French are a practical people and usually draw the line at fantasy.

(THE CONSCIENCE OF LOVE. Published by Bodley Head. 20/-.)

What's New in Paper Backs

THE DHARMA BUMS, by Jack Kerouac. The same type of fare as this writer's other novel, "On the Road", only more so. This also concerns the Beat Generation, American version, with the two main characters searching for truth and kicks on the Pacific Coast. (Great Pan.)

SINGING IN THE SHROUDS, is by NZ's Ngaio Marsh, a recent number, the action of which all takes place on a ship's voyage between London and Cape Town. (Both Fontana.)

PUZZLE FOR INSPECTOR WEST, by John Creasey. Murder, blackmail, arson, the lot—that's what Chief Inspector "Handsome" West has on his plate in this Scotland Yard mystery. There is also Francesca, the murder suspect's beautiful daughter. (Great Pan.)

(Over)

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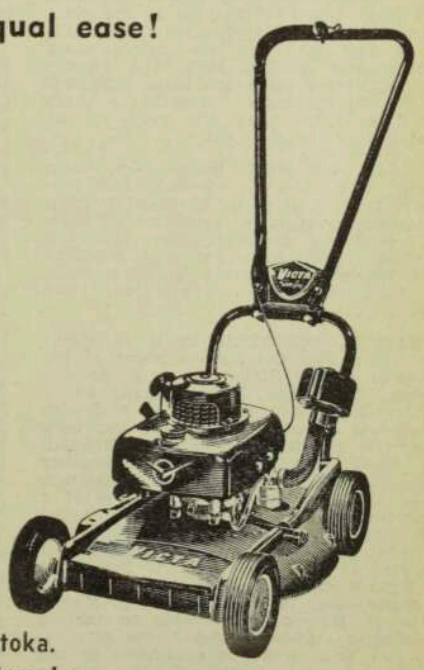

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DOCTOR IN EXILE, by Maysie Greig. Love and fate and doctor-nurse relationship on a romantic island in the West Indies. Need we say more? (Fontana.)

MAN IN MOTION, by Charles Williams. Thriller, American style; story of a man on the run after killing a policeman. With—as it says on the back—"a bit of sex thrown in". (Great Pan.)

RIMROCK, by Luke Short. A Western up-to-date—No cows. Everyone's looking for uranium although the hero goes round in a ten-gallon hat and low-slung six-shooter. It's still tough, mighty tough, in America's West. (Fontana.)

THE PAN BOOK OF ETIQUETTE AND GOOD MANNERS is a Pan Original. This book is specially designed for the needs of today and would probably cause the Emily Posts of a past generation to do a double-take.

It is, moreover, British manners, not American—and in spite of a lot of fiction on the subject, Americans are probably more sold on convention and conforming to what's done by the Joneses than the British.

The only real hurdle to jump, in the UK sense, is the old one of the U and the Non-U, which expresses itself mostly in an accent and a convention of words. (This, say the editors of this book, is probably because this is all the upper-classes in England now have left.)

So if you are Non-U and aspire to be U, you should read chapter 7, "Talking", with great care; while if you are cosmopolitan by inclination you can comfortably dismiss the whole thing in the knowledge that it is only the English who think these things important.

The book gives other valuable information on such things as when not to wear brown boots, how to get rid of an unwanted boy-friend, how to be a good guest, what clothes are suitable for what, how to address Royalty. (You don't say "Love" or "Ducks" even if you do live in a council house.) (Great Pan.)

FORTUNE'S FOOL, by Rafael Sabatini. With other books by this writer, including "Captain Blood" and "Scaramouche", this was a best seller in the 1920's when Sabatini was at his peak. His swash-buckling heroes made romantic historical thrillers. This particular item has a background of London in the year of the Great Plague. (Pan Giant.)

RITUAL IN THE DARK, by Colin Wilson. This is an up-to-date Jack-the-Ripper type of story of a sex-killer loose in modern London. A monumental novel that combines research into the less elevating vices, with sex and Scotland Yard who-dunnit thrown in. The result has been described as "mature". (Pan Major.)

TRAITOR BETRAYED, by E. H. Cookridge, is a Pan Original—a story of the infamous George Blake who is at present serving 42 years imprisonment as a traitor. Blake was the son of a Jewish father and a Dutch mother and was born Behar. He was brought up as a Christian and when little more than a schoolboy became a leader of the Dutch Resistance, fooled the Gestapo in the disguise of a monk and escaped to England via France and Spain. He became a trusted member of Naval Intelligence and remained so for the rest of the war. After it he joined the British Foreign Service and was posted as Vice-Consul to the Republic of Korea, at Seoul. He was there able to take a grandstand seat when the Korea war began and was already sympathetic to the Communist cause. During the fighting he was taken prisoner, and a smart piece of brain-washing completed the work to which he was already inclined. When he was released he was posted by a grateful Government to Berlin, as M16's most trusted expert on Soviet methods. It took many years for the British to find that he had been working for the Russians too (Grea Pan.)

SCANDAL AT HIGH CHIMNEYS, by John Dickson Carr. Murder, sordid secrets, depravity—all behind the discreetly drawn curtains of a Berkshire manor house at a time when Victoria ruled England. (Great Pan.)

THE LION, by Joseph Kessel. A colourful story of a game reserve in Kenya with a Chief Game Warden, his neurotic wife and their young daughter as the central characters. This was originally written in French about a British colony and has now been filmed by an American motion picture company. (Great Pan.)

Colin Simpson Will Revise His New Guinea Books

Such is the continuing demand for books on New Guinea that Angus and Robertson will shortly publish Colin Simpson's three books on that Territory in one combined and revised volume.

THE books are *Adam with Arrows, Adam in Plumes* and the New Guinea chapters of *Islands of Men.* The new combined edition will bear the title of *Plumes and Arrows* and will be a big book of 400 pages, plus 24 colour plates and 40 plates in black and white.

"Because the colour plates have already been paid for in the previous editions, the publishers hope the new book will sell for less than £2," said Mr. Simpson in May, just before he left Sydney on a four-and-a-half-months visit to Europe. "The original books were a bit long-winded anyway and cutting won't do them any harm."

In Europe Colin Simpson will gather material to revise his *Wake Up in Europe,* a travel book published a couple of years ago, and he will obtain information for a new book to be called *Four Corners of Europe,* which will be ready for the Christmas, 1963, market. It will take in Spain, the Scandinavian countries, Russia and Greece, with a side trip to Central Asia.

Meanwhile, he has a new book, *Asia's Bright Balconies,* telling of his travels in Hongkong, the Philippines and Macao, being published in Sydney in June. His only novel, *Come Away Pearler* is shortly to be issued as a paperback.

"I'm writing my books full time now, and we are making ends meet," he added.

THE IDENTITY OF JACK TH RIPPER, by Donald McCormick. Th Ripper roamed Victorian London's Ea End and no one ever saw him except th women whom he murdered. The man an the crimes have remained mysteries fo three-quarters of a century, but now th author tries to set this right. (Gre Pan.)

THE ABC MURDERS and CAT AMON THE PIGEONS, both by Agatha Christi The first is a pre-war Agatha when He cule Poirot was in full flower and Capta Hastings was being his Watson. Th second is also a Poirot, sans Hastin and of much more recent vintage. (Fo tana.)

QUADRANTUS REX, by Norbe Coulehan. This novel of Ancient Rome its most golden imperial days was r viewed in PIM when the book was fi published in 1959. (Great Pan.)

ALWAYS SAY DIE, by Elizabe Ferrars. A mystery of what happened Poor Aunt Violet who married late in li but suddenly, and then vanished fr human ken. (Fontana.)

LOVE CALLS THE DOCTOR, by Eli beth Seifert. As everyone knows, doct are so romantic—at least according to novels. Marian, the beautiful sist thought so; so did Belinda, the hard wo ing one. Somehow writer Seifert m ages to square the triangle. (Fontana

MAIDEN'S PRAYER, by Joan Flemi concerns the fate of a Miss Maiden a a mysterious Persian called, of all thin Mr. Aladdin. So far as Miss Maiden concerned, Mr. Aladdin didn't need magic lamp; or even mirrors. (Fontan

THE HATEFUL VOYAGE, by Mar Neville. Murders are happening just ab everywhere these days and this one h pened on a voyage between Australia England—via Indonesia and Ceylon. a work-plan that allows the author only to be mysterious but to get in a of travel writing as well. (Fontana.)

THE CLIMATE OF COURAGE, by Cleary—this is the now best-selling A tralian author's first novel. It's based his own experiences in the 2nd AIF the Middle East and New Guinea. (F tana.)

LOVE AND MONEY, by Erskine C well. The pursuit of love, Southern F style. (Great Pan).

ORDINARY FAMILIES, by E. A Robertson. This novel by a well-kn British writer is reprinted in the Font Library series, which is reserved "better writing". It is about the pe and beauties of adolescence when tim an enemy—because it goes too slo (Fontana Library, 5/6.)

OVER MY DEAD BODY, by June O A different kind of "doctor" story, true. Even those who do not like b about hospitals, sickness and the med profession may find it as absorbing a thriller. June Opie, a young New Z lander on the usual working holiday the United Kingdom, became ill with p within a few days of landing in Lon and becomes totally paralysed. This is story of the slow road back, told great humour. (Great Pan.)

(All 4/-A. except "Ritual in the D and "Fortune's Fool", which are 7/6 5/6 respectively. Our copies from Collins (Overseas) Ltd.)

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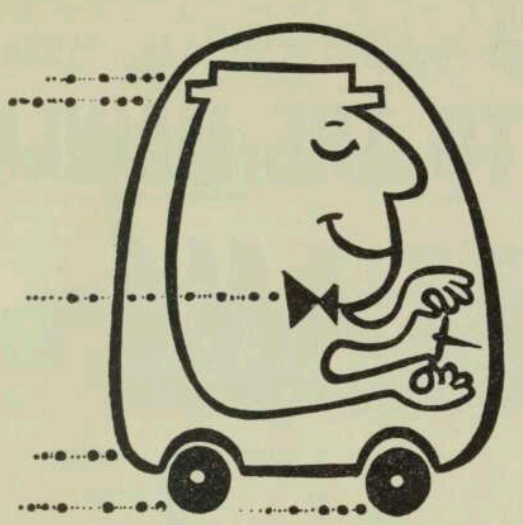

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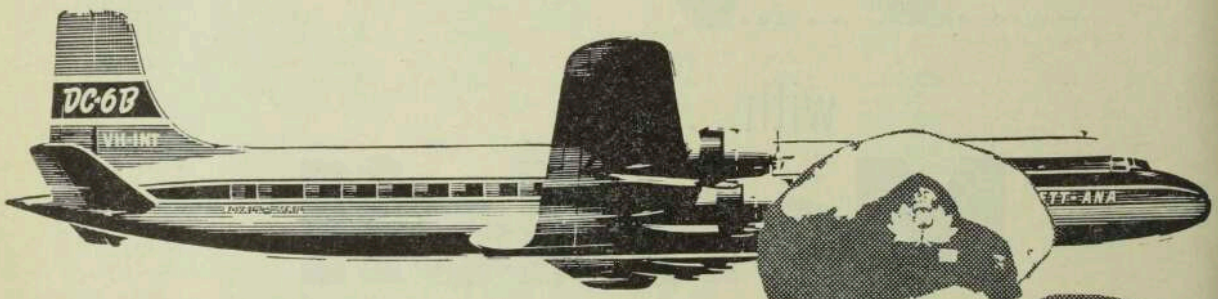

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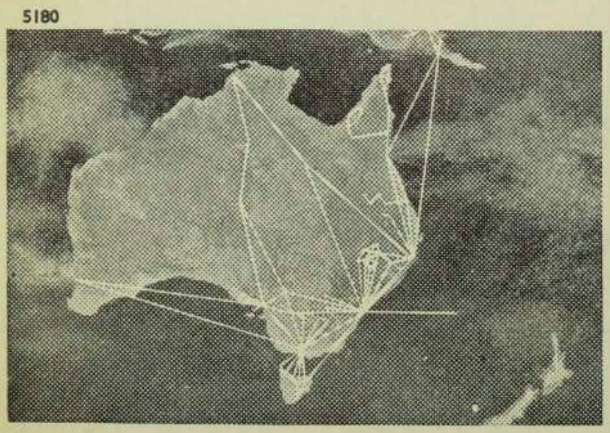

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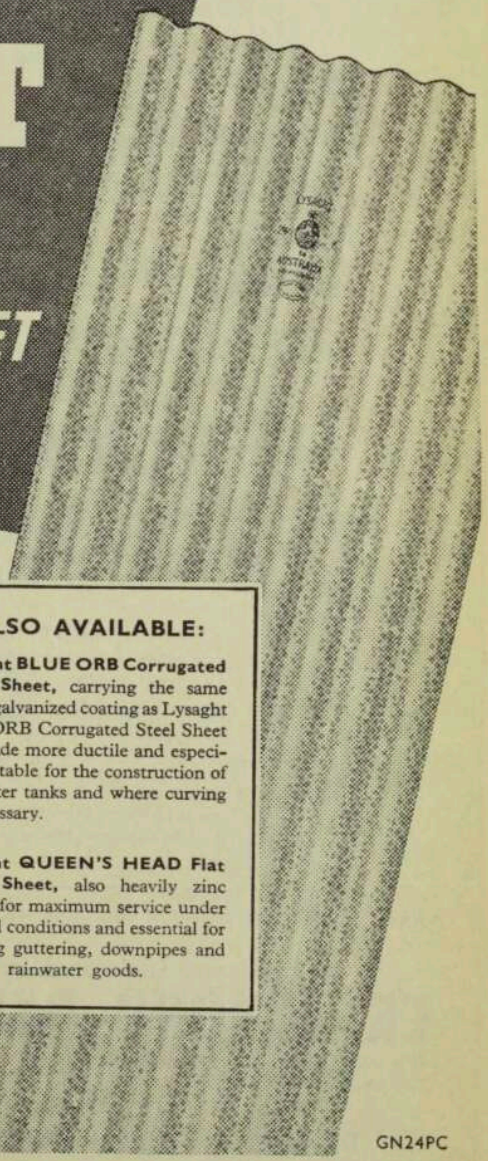

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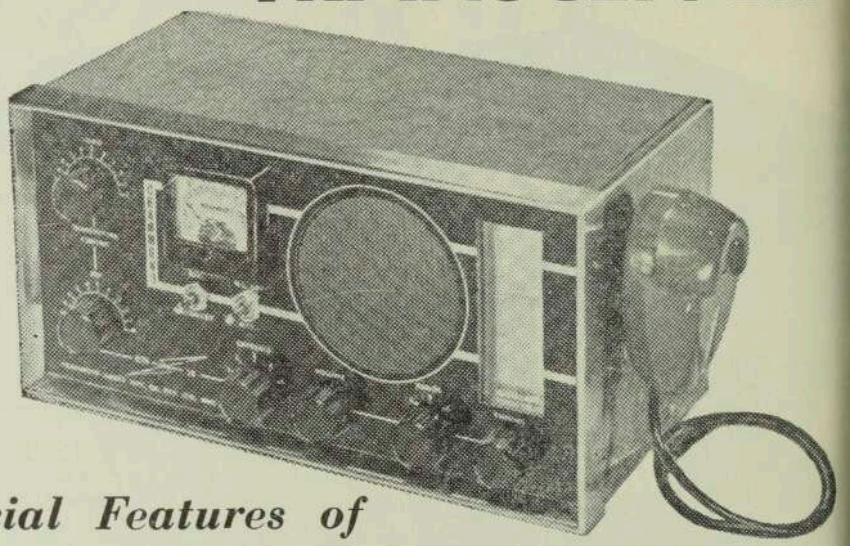

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Pacific Shipping And Cruising Yachts

The search-rescue organisation in Fiji had a busy time in last days of April and early May when they engaged in rches for 11 men in four vessels, and prepared to search for "Dobiri" in the Cooks (but were not needed). The or- isation was handicapped to some extent by lack of detail ut some of the vessels they were seeking.

Fiji Deputy Commissioner of olice, Mr. T. A. Handford, who ponsible for the initial stages earch, told *PIM* that those who sea in small ships should leave them details of their ships oyages. He pleaded that in- g sailors suppply the details he requested in December Jan. p.95).

t information in the early stages search could mean the differ- between life and death.

the first search the RNZAF called in to look for a launch, *atukoula*, in which three men ne out on a fishing trip. En- ouble developed and the owner a small boat to get a spare

owner, Mr. Bill Wise, of Vatu- returned the next morning, ere was no sign of the launch s companions, Messrs. Bill s and Harry Small.

sent out an alarm and the -rescue organisation went into . The RNZAF at Laucala Bay out a Sunderland flying-boat, fter a brief search saw the , with Rounds and Small, drift- bout 15 miles off the north of Viti Levu. This was two after Mr. Wise had left the .

cue launches took off for the but none was able to reach *atukoula* before dark. How- next day, the same Sunderland returned to the area and d" the *Sitaram*, from Lautoka, the *Vatukoula* which was taken to Lautoka.

going was so difficult in heavy hat the master of the *Sitaram* d the tow rope after taking o men into the *Sitaram*. They d through, to reach Lautoka hat night, *Sitaram's* sheathing badly damaged en route.

Other searches involved two canoes carrying eight men in the Lau Group, and a boat with one man on board off the north coast of Kadavu.

Lack of detail about these three vessels handicapped the search-rescue organisation. The best they could do was broadcast sketchy descriptions and ask shipping and islanders to keep a watch.

The two canoes left Kabara on April 24 to take the men to Namuka-i-Lau, about 18 miles away. They left in smooth seas, but dirty weather sprang up about an hour later.

The search for the missing Lauans was about to be extended on May 3, when the two canoes and their crews turned up safely at Kabara. A RNZAF Sunderland flying-boat was standing by to make a search of islands near Kabara, and the inhabitants of those islands had been given instructions by radio how to respond to messages from the aircraft if they had any information about the men.

Five minutes before the aircraft was to take off a message was flashed through to search-rescue headquarters that all was well.

The Buli Kabara (M. Kotobalavu) sent a message to police headquarters on behalf of the people of his island apologising for the trouble that had been caused.

The men reported that they had run into heavy seas, and had taken a battering. High waves started to swamp the canoes, and all had to bail quickly to keep afloat.

In the meantime fears increased for the safety of Aminio Rakutu, about 30, who had been missing in a canoe off Kadavu since April 28. A RNZAF Sunderland, based at Auckland, which was on a flight to Laucala Bay, was ordered to search the seas round Kadavu over an area of 100 square miles.

The *Matua*, southbound for Auckland, and a tanker on a voyage from Auckland to Suva, swept the area with radar without making a contact. A search was also made at Vatulele, a small island about 40 miles north-west of Kadavu, as it was possible he may have gone there.

The search-rescue organisation was able to establish that there was a small oar in the boat, but this would not have been of much use. Aminio also had a little food, but he had no water, and no fishing line, which is generally regarded as indispensable in a small ship.

The air search was abandoned after three days, and because of the heavy

OFF TO WAR. The Coconut Pests and Diseases Board of the Fiji Government has built itself this smart little craft to transport men and materials, to outlying islands affected by the dreaded enemy of the coconut palm, the rhinoceros beetle. The launch, built by Mr. William Fauroro, is 21-ft, and powered by a 25 hp outboard. Appropriately its name is "Meca Ni Niu" ("Enemy of the Coconut") and a larger than life-size rhinoceros beetle has been carved on its bow.

Photo: S. A. Whippy

In The News This Month

Anwhar III
Adi Maopa
Bonite
Cook
Caronte
Dobiri
Dona Ourania
Emma Claudina
Euskalduna
Forso
Faith II
Hermes
John Williams VI
Koongola
La Dunkerquoise
Meca Ni Niu
Matua
Margaret Thwaites
Myonie
Moaia
Maori
Nivanga
Norfolk Whaler
Noona Dan
Okeanos
Pacific Enterprise
Quebec
Ra Marama
Runic
Retriever
Rakino
Sitaram
San Juanita
Southern Cross IX
Spencer F. Baird
Staghound
Sea Wind
Sea Chanty
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Yankee Doodle

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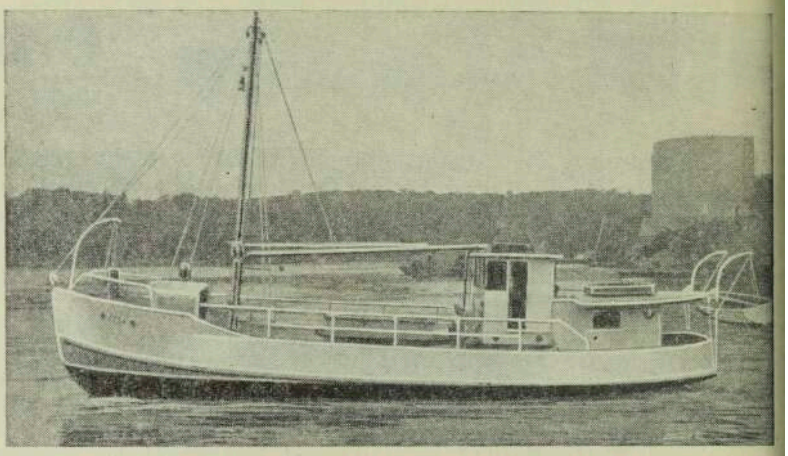

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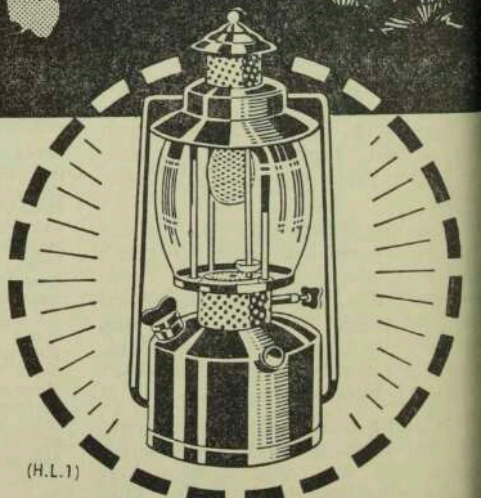

(H.L.1)

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ound the island it was pre-
that Aminio and the canoe
ost. Only a faint hope re-
—that he may have got ashore
e remote village.

e the search for Aminio was
gress the search-rescue or-
on prepared to undertake a
over a much wider area.
, before a search plane took
m Laucala Bay, news came
that a missing party of 10
d turned up—about four days
.

search was to have been made
Rarotonga and Mangaia in
ok Islands. Ten men in the
ga-based 66-ton *Dobiri* were
in heavy seas and gale force
and it was feared they were

had set out from Rarotonga
1, and were last seen, before
ch warning went out, on May
ut 32 miles from Mangaia.
earch-rescue headquarters at
erted the RNZAF to be pre-
o send a Sunderland to the
make a search. The aircraft
have left for its 1,300-mile
o Aitutaki at 11.30 pm on
using Aitutaki as a base for
ch. At 10 pm Nadi received
hat the men had arrived at
a.

ANKEE'S TROUBLES: The
brig *Yankee*, which has had
han her share of publicity
appeared to be heading for a
record when she left Port
y for Koepang early in May
her third skipper. *Yankee*
full brunt of publicity when
ived in Cairns in March, and
f her "crew"—tourists who
r the privilege of sailing her
d off. The brig is operated
ndicate, Windjammer Cruises
She left Miami on July 15,
vith 30 aboard—the skipper,
te and cook being the only
embers who were being paid.
time she reached Cairns the
nent was 20, with only 10 of
e original crew.

of the owners, Captain Mike
flew out from the States to
ean up the trouble and the
was that Captain Arthur
ley lost his command, and
Gordon Keeble, a former
n, took over. *Yankee* sailed
airns to Port Moresby in late
but the bugs hadn't been
out of her officer-and-crew
ship even then. At Port
y, Captain Keeble left and
P. J. Sullivan, of Sydney, an
an, a member of the Torres
'ilots' Association, took over.

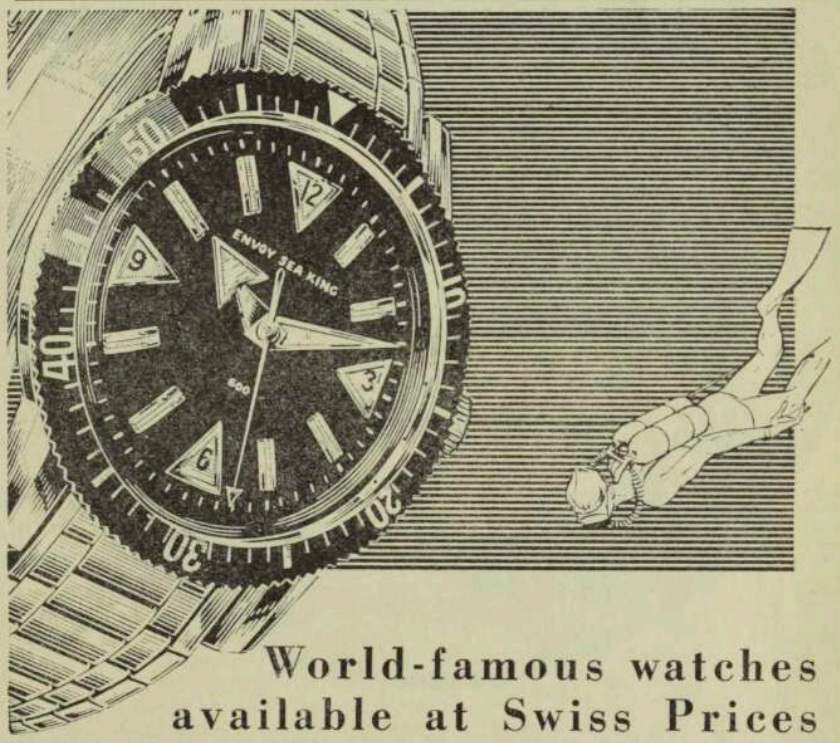
Captain Sullivan made it clear at the beginning that he would take her only as far as Singapore, only about 10 weeks away. His relationship with everybody was very good, said a Port Moresby report, which added he was "taking a fatherly interest". Captain Sullivan said he expected Mike Burke would meet the *Yankee* at Singapore and he hoped Burke had another captain with him.

Meanwhile, *Yankee* is expected soon to get a burst in the American Press. One big-circulation magazine has spent a lot of time collecting information on the *Yankee's* voyage.

General opinion aboard was that Captain Kimberley was a first class sailor, but his term ended unhappily because he did not know how to make everyone pull together. There were also food and water troubles. Roughly, here is *Yankee's* record on her Pacific crossing:

By the time she had left Panana and entered the Pacific five crew members had left her and three more had come aboard. At the Galapagos Islands a boy left with a nervous breakdown. Three others left, too.

Next visit was Pitcairn, where the *Yankee* remained three weeks, and then on to Tahiti, where she re-



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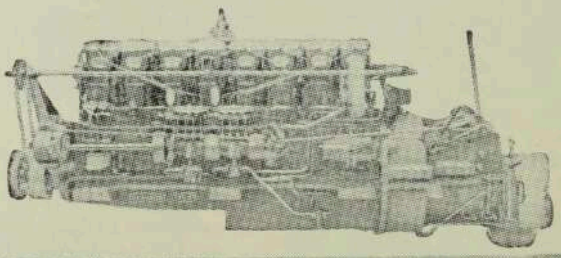

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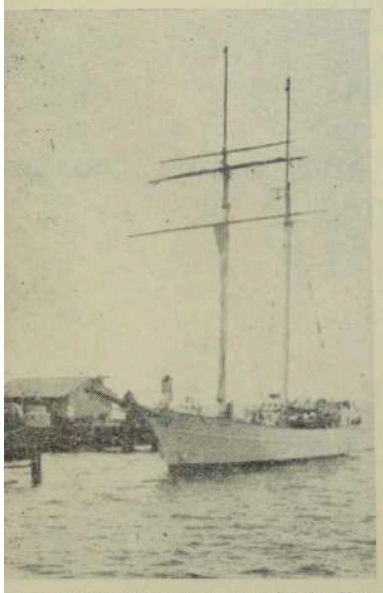
ed a month. During that time ain Kimberley and a woman member took time off to fly onolulu and get married. One ntented crew member got off at ti. Next visits were made at Bora, Rarotonga, Palmerston, Pago and Apia. One more left pia. From Apia *Yankee* headed to the Tokelaus, to the Ellice p and then on to Honiara, h was regarded by many of who were left as "the break- point". Two left there in- ng the engineer. The engines trouble, the wiring was con- ed, the propeller was damaged, thing went wrong with the geration and the sails. When headed for Cairns across the l Sea she became becalmed, h didn't help tempers, and also was short of water. Thus at ns there was the shorebound tiny" (*PIM*, April, p. 99).

bout 13 members of the 20 le who were now left walked including the medical officer, Dr. ard Cardinez. They said they ted to finish their cruise there be sent back to the States. t also wanted a refund. But n Captain Burke flew out there much discussion and some ged their minds, especially after tain Kimberley resigned from mand. The *Yankee* was given verhaul at Cairns and some new members of the type who get were signed on, together with new captain.

hen she left Cairns on the seven voyage to Port Moresby in il *Yankee* had aboard only eight he 20 who had been aboard on the trip from Honiara to Cairns, but the total complement was now 21. Three people got off at Port Moresby, including Captain Keeble, who was replaced, and two others who had only to go as far as Port Moresby. At Port Moresby the crew reported the food was excellent. First Mate John Cronholm told the newspapers he was personally happy, because he was going to marry fellow passenger Ann Knowles when they got back to the US.



brig "Yankee" in Port Moresby in May.

He Wants To Emulate The Polynesian Voyagers

The double canoe seen here in Apia Harbour will be sailed 2,000 miles from Hawaii to Western Samoa soon if its owner-builder, 21-year-old American student Mark Richmond (below) gets his way. Richmond, a University of Hawaii student, built the canoe while living in an isolated Samoan village for seven months, and he says it's an authentic replica of the sailing canoes the Polynesian voyagers used centuries ago during their Pacific migrations (some other people say it's not). Its sail is of pandanus; the larger canoe is 41 ft and the smaller is 30 ft and there is a 9½ ft platform between the two. With a fair wind the canoe is reported to be able to carry 30 people at 10 knots. Richmond said in Apia that he hoped his voyage would "arouse some of the old enthusiasms". At the time these canoes were being used "people had guts, but nowadays we are losing this virtue". He plans to ship the canoe to Hawaii for the voyage.

● *COOK* IN THE GEIC: The Royal Navy's survey ship HMS *Cook* arrived in GEIC waters again in May when shore parties were landed at Tamana and Abaiang. The Tamana party was picked up a few days later but the other party was left while the *Cook* went back to Suva. She expected to return for them in June. Meanwhile Captain Clynes has assumed command of RCS *Nivanga* while Captain Warrington Strong is on leave. The Colony's Marine Superintendent, G. Douglas, in May was accompanying Captain Clynes on a voyage to the Ellice group where he planned to consult the reef blasting teams who are at present at Nanumanga and Tamana.

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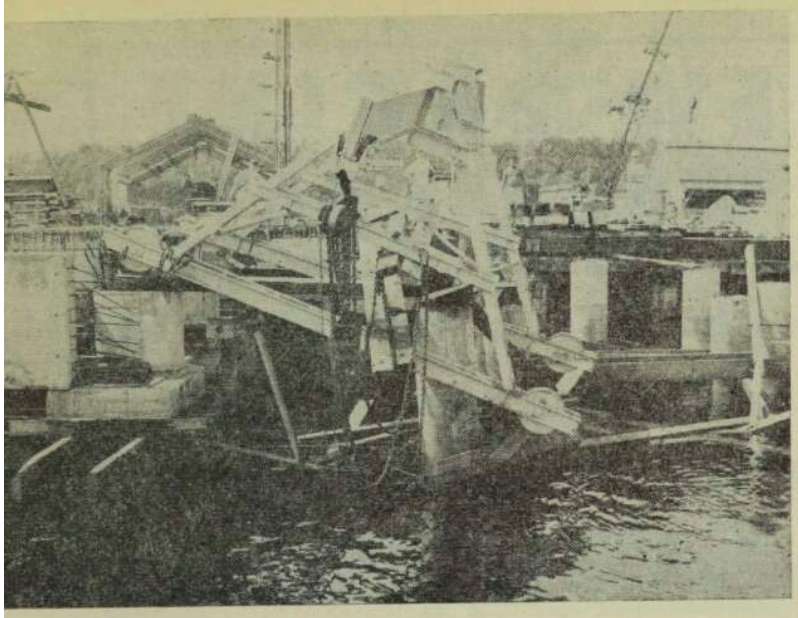

This is how the gantry and one of the piles of Suva's new wharf looked after the "Matua" had crashed into it on May 1. See below.

NORFOLK WHALING OTAS: A report from Norfolk nd in May said that the Norfolk aling Company's quotas for the 2 season will be 170 whales— same as for 1960 and 1961. In ney, meanwhile repairs to the npany's tanker MV *Forso*, which ght fire in Sydney Harbour last vember, are nearing completion it is expected that *Forso* will ve at Norfolk in mid-June. She be retained at Norfolk to serve a tow boat, bringing whales taken the *Norfolk Whaler* into the scade station. No date has yet n fixed for the start of the 1962 son but it will probably be early e.

● MATSON ANNIVERSARY: day, May 4, was the 80th niversary of the Matson Line's t Pacific voyage. It was on May 1882, that Captain William Matson sail from San Francisco for waii in his first vessel, the *Emma udina*, a three-masted 200-ton ooner. From this first voyage w the present fleet of four liners l 19 freighters, with a gross nage of more than 250,000 tons.

● THEY'LL WORK IT OUT: e Formosan fishing vessel *Anwhar* left Vila in the New Hebrides Formosa on the last day of April nd was very glad to get away. e *Anwhar III* had been arrested lier in the month at Aneityum having illegally dived for shell. e vessel was brought to Vila under armed guard of seven French val men who were flown from umea (*PIM*, May, p. 111). On April 18 at Vila the *Anwhar's* captain was convicted of having anchored without having cleared at a port of entry; of having fish shell; and of various offences against the Customs regulations. He was fined £100 and his ship was confiscated. However, the British and French Resident Commissioners exercised their powers of mercy and released the unhappy *Anwhar* on payment of the fine. His crew then worked as labourers for the Condominium to help pay it.

● NEW BSIP FISHING VESSEL: The *San Juanita*, new 45-foot BSIP Government fishing vessel bought in Australia, arrived at Port Cruz on Anzac Day after a rough voyage which also proved her an excellent sea boat. The *San Juanita*, which was previously engaged in commercial coastal fishing in Australia, has had some minor additions made, giving her refrigeration for about six tons of fish, and will be used now as a training ship for Solomons Islands fishermen and as a survey ship to investigate commercial fishing possibilities in the Protectorate.

● *MATUA* HITS WHARF: The Union Steam Ship Company's island ship, *Matua*, on May 1 crashed into a section of the new Suva wharf as it was coming in to berth. The force of the impact snapped a pile and buckled a lifting gantry. The *Matua* itself appeared to be unscathed, except for some paint scraped off the bow.

The ship was under the control of the master, Captain Peter Bennett who is well known in Islands ports. Under Union Steam Ship Company policy pilots are not engaged at Suva and the masters berth their own ships.

A preliminary estimate of the damage to the wharf was £2,000, bu

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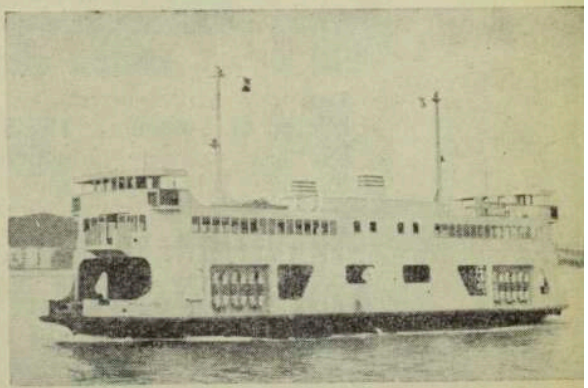

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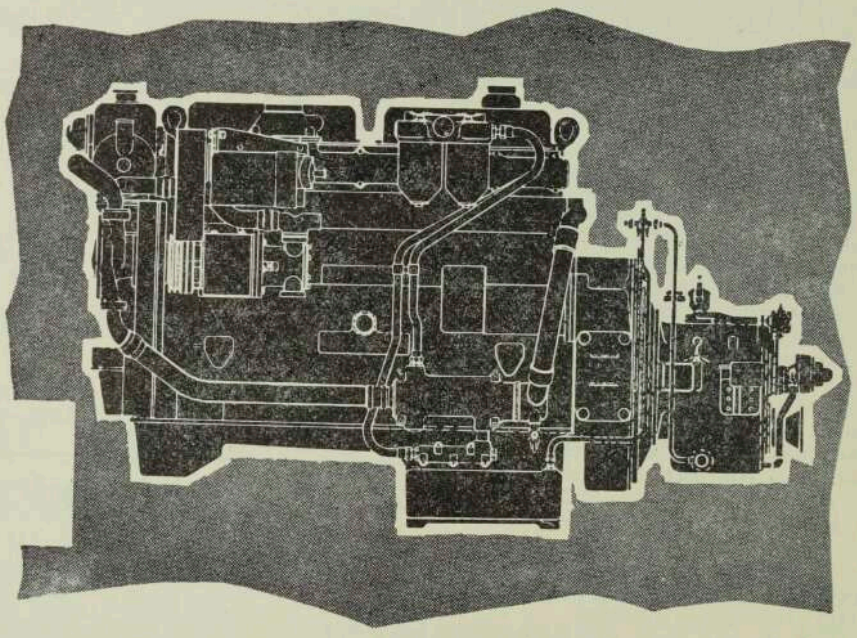

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s subject to alteration after r-water inspection.

ME BAD LUCK: April was nonth for Jovilisi Vuki Vuka- na, master of the Fiji Govern- cht, *Ra Marama*. He had to court charge for allegedly not a permit to sail the ship from ceros beetle infested area to area, and he was also chief at a Fiji Marine Board in- to a minor accident on Feb- 9.

Ra Marama, while sailing the narrow Ono-i-Lau pas- February 19, hit a reef about m. The starboard propeller aft were slightly damaged.

told the board that he had sly sailed through the 18 to t wide "very deep" passage times in another Government he *Adi Maopa*, and had never ny trouble. He believed he also get through without trouble *Ra Marama*.

he found out that the *Ra na* did not turn as fast as the *Maopa*, and she hit the reef, al- h he was apparently not aware t the time. He did not discover ight damage till he anchored o village.

board decided that Jovilisi iven a reasonable explanation, hat a formal inquiry was not sary.

few days later Jovilisi appeared e Magistrate's Court at Suva swer a charge of having failed t the *Ra Marama* inspected be- she sailed from Suva to Matuku e Lau Group on January 7.

Viti Levu and some parts of aiviti are known as rhinoceros e infested areas, while Lau, uni, Vanua Levu and Kadavu, najor copra producing centres, free.

vilisi pleaded guilty to the charge was fined £7. The court was that the *Ra Marama* was mak- the trip to take a senior super- ndent of police on an inspection

RUNIC PLANS: Three Sydney have bought the wreck of the 87 *Runic* on Middleton Reef for undisclosed sum. They said they ed to salvage between £150,000 £200,000 worth of gear and p. The *Runic* was valued at million before it ran aground February, 1961. The three ney men are K. Selvinen, R. F. rr and J. S. Louis. They sailed m Sydney in the ketch *Koongola* May, under the command of ptain M. Thomas, to inspect the wreck. With them was Captain G. H. Purvis, a former Australian National Airways pilot, who was to decide whether it was possible to operate a flying-boat at the site. Said Mr. Marr: "There are two other wrecks of modern ships visible on the reef at low tide and I also saw the remains of several old time vessels which might be Dutch, Spanish or Portuguese". Said Captain Purvis: "I've never seen such fish- ing. There were as many black cod as we could take". Mr. Selvinen said the ship was in fine condition except for a gaping hole in its side. The *Runic* was owned by Shaw Savill, and the company called tenders for her disposal last Decem- ber. The scrap will probably be sold in Japan.

● UNDERWATER EXPERTS: The New Hebrides now has a new body called the New Hebrides Underwater Exploration and Fishing Club. It had its first outing in April when 35 members chartered the MV *Bonite* and went off to Moso, a small island off the west coast of Efate, for a spearfishing competition. (Over)

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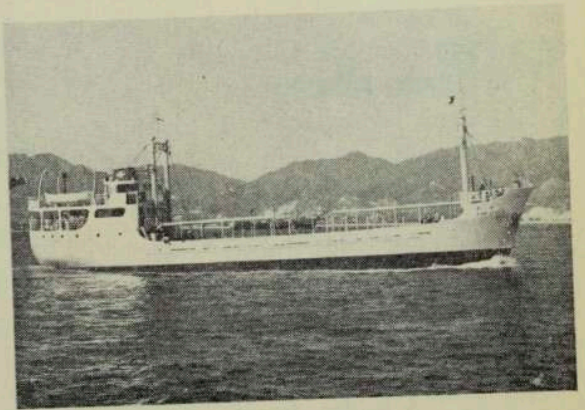

M.V. "Kion Seng No. 3". Twin Screw Timber Carrier for Kion Seng Milling Company, Kuching, Sarawak. Delivered 1961.

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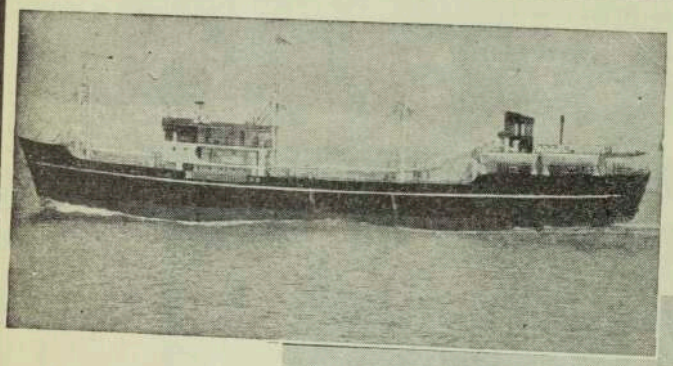
TAIKOO DOCKYARD HONG KONG



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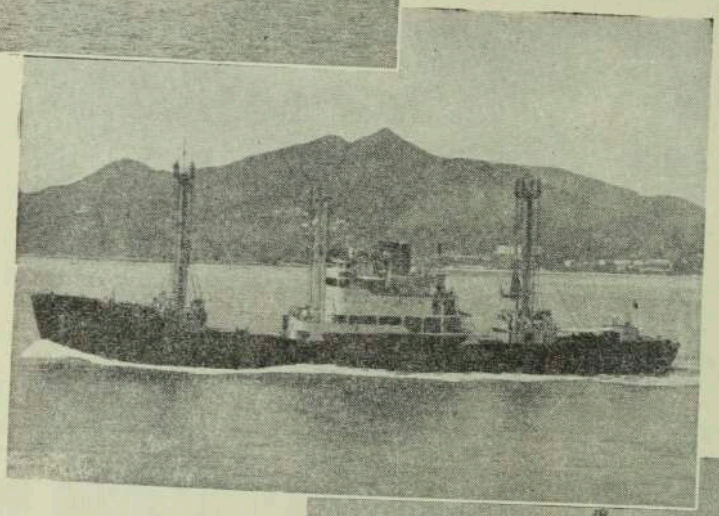
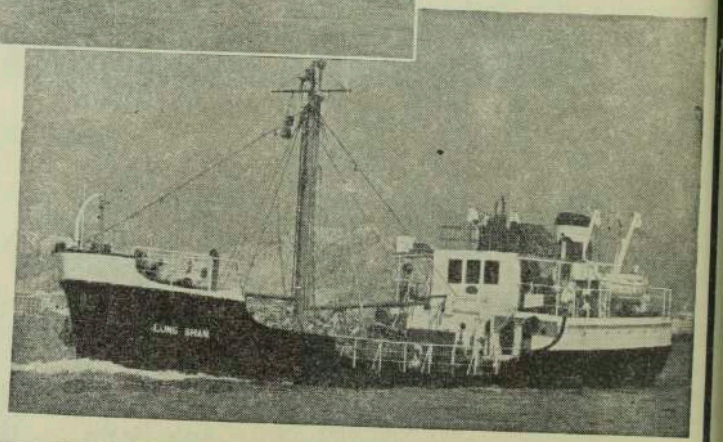
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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

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



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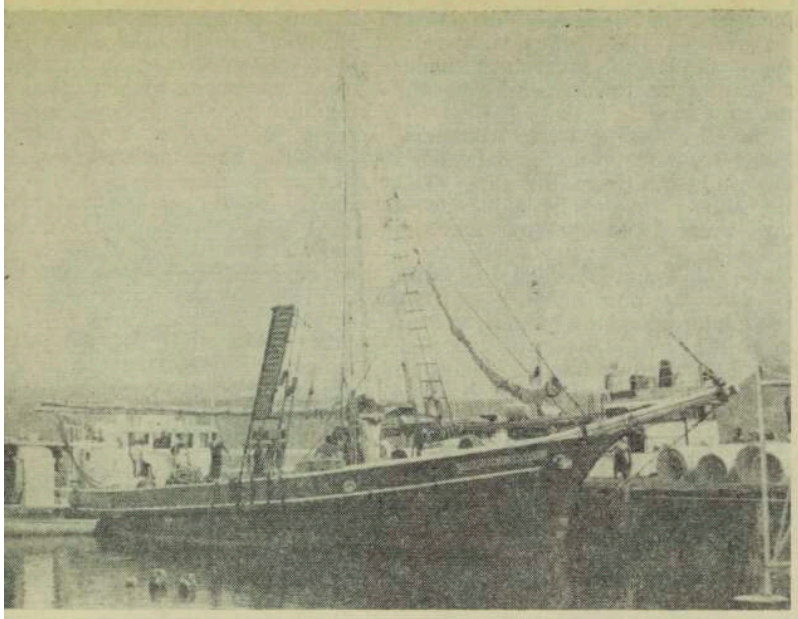
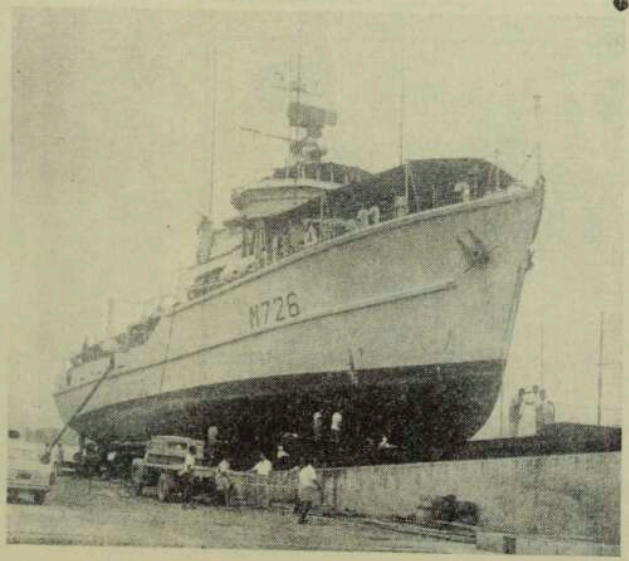


W RABAUL ARRIVAL. Seen in Rabaul, New Guinea—the "Margaret Thwaites"—from mania after having been bought by the Catholic Mission. The vessel is named after the wife of Australian writer F. J. Thwaites.

SUVA SLIPWAY DEBATE: new Suva slipway, widely adver- l as capable of taking ships up 1,000 tons, may end in a first- s row between shipping interests the Government. Soon after the ways were finished it was dis- red that the depth of water along- the slip at low tide was not cient to take some local ships. he Suva Chamber of Commerce, hich a number of shipping com- es are members, took the mat- up with the Government and ed several ships, well within the 0-ton limit, which could not get o the slipway.

Two of these were the *Pacific Enterprise* and the *John Williams VI*. The consulting engineers for the slipways (Wilton and Bell) wrote back to the Chamber about these two, and alleged inaccuracy on the part of the Chamber's informant. Both the ships, Wilton and Bell wrote, had been lying at the slipway berth for some time. They had been informed that the *Pacific Enterprise*, in addition, entered Betio Harbour, Tarawa, loaded with oil products, drawing nine feet fore and aft. The *John Williams* was built for a loaded draught of nine feet six and a half inches. The repair berth had a mini-



uva's controversial ay for an overhaul French naval "La Dunker- e", stationed in ea. See story above.

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mum dredged depth of 10 feet below mean level water spring.

Thus, said Wilton and Bell, there was no danger of those two ships grounding when in slipping trim.

Wilton and Bell "stuck their necks out a bit", snapped Mr. Don Aidney, president of the Chamber, after this letter was read out. Mr. Aidney, as it happens, is a director of Williams and Gosling Ltd., agents for the two ships mentioned by Wilton and Bell.

He told the Chamber that the *John Williams VI* was hard aground at low level. An attempt to berth her at low tide failed, and it was impossible to get her on to the slip till two hours after that. As far as the *Pacific Enterprise* was concerned she had lain alongside completely empty with six inches of water under her keel. She went to Betio Harbour half empty and had to wait for two days to get along-side. If she had only six inches of water to spare when completely empty she did not have much chance of getting on to the slip with any sort of a load.

The Chamber now wants dolphins, linked to the slip by a catwalk, a few yards out from the slip. This will allow ships to lie alongside at low water without any fear of grounding.

The Cable and Wireless repair ship, *Retriever*, is one which would use the dolphins for long periods, according to the Suva manager of that company (Mr. Arthur Black). Naturally if the ship is not required to spend much time at sea repairing cables (and Cable and Wireless hope that will be the case) she will have to berth somewhere, and the idea of dolphins is one which appeals to Mr. Black.

Thus the dolphins could earn revenue, and if ship owners could be sure of berthing there would b plenty of work for the slipway. Tha idea was uppermost in the eyes o the Government when it decided o the new slips. If there were goo repair facilities at Suva there wa likely to be a demand from shi owners in many parts of the Sout Pacific for the use of the slipway.

Mr. Aidney also warned at th same meeting there was a danger o silting near the slipways when th new Suva wharf is completed. Th wharf is likely to deflect silt fro Walu Bay towards the slipway where it could easily pile up unle dredged quickly.

The slipway is thus having som teething troubles.

● *SOUTHERN CROSS IX* A LAST: The Ninth Melanesia Mission vessel *Southern Cross* wa dedicated at Sydney's Circular Qua on May 12, in the presence of th most august collection of Churc dignitaries probably ever assemble for such a dedication. The reaso was that the dedication day coincide with an exciting week in the histor of the Anglican Church in Australi for it was the week in which th Church gained a new independenc a new constitution, cut ties with th mother Church in Britain and electe its own Primate of Australia– Archbishop H. R. Gough.

Archbishop Gough performed th dedication, and also present wer Archbishops from the Australia capital cities, Bishops or assistan Bishops from Melanesia, Polynesi New Guinea and country dioces of Australia and a large crowd o visitors from the Islands.

The Bishop of Melanesia, Rt. Re A. T. Hill, in his address, stresse that ships were the lifeline o Melanesia, bringing young peop from isolated communities an

Captain D. Kilvington.
Photo: Barbara Gree

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outhern Cross IX" in Sydney on the day of her dedication.

n stations to be trained as rs, nurses and medical naries, in some cases to NZ ustralia. He said this work oubly important today "con- l as we are with the needs f-determination in the not too future".

84-ft *Southern Cross IX*, built yards of the Ballina Slipway ngineering Company under the ision of Mr. Pollard, was ed at Ballina last September. ook 15 months to build and 35,000.

master is Captain D. Kilving- er Melanesian crew members down to sail her north, and as expected to leave after a inor adjustments about May

VANGANELLA SOLD: raith McEacharn Ltd. an- d in Sydney in May that they sold the trans-Tasman's *nella* to the Hang Fung ng and Trading Co. Ltd., ong, for an undisclosed price. will continue her present n schedule until she reaches on July 25, and she will ken over in October. A man for the Hongkong firm n Sydney in May that the *nella* would begin a regular between NZ and the Far East, at Australia and the Islands, gave no details. He said his ny had been interested in buy- r for some time. McIlwraith charn bought the *Wanganella* Huddart Parker Ltd. last Sep- . She left drydock in Sydney ly May after extensive engine repairs. She was sold because she was "impossible to run economically", said McIlwraith's, but no announcement has been made about any replacement.

Wanganella, is 5,741-tons net, was built by Harland and Wolff in 1930. She is 461-ft and has been on the Tasman run since 1933. She was formerly the *Achimota*.

● *BAIRD* TOUCHES BOTTOM: A surprise visit was paid to Rabaul in early May by the US ex-tug *Spencer F. Baird*, a jaunty sea-goer with a real job of work in hand.

Staffed by a team of eight US scientists headed by Dr. Robert L. Fisher and a 20-man crew, the *Baird* is taking part in deep trench oceanographic surveys on behalf of the Scripps Oceanographical Institute of the University of California.

Code-named "Proa" the expedition is sponsored by the National Science Foundation of USA.

By the time *Baird* reached Rabaul (for bunkering, supplies and picking up a new team member) she had completed the first half of her work programme—taking temperatures of the earth's crust at its thinnest point, namely, at the bottom of the deepest known sea trenches.

This job was carried out in the Challenger Deeps in the Marianas

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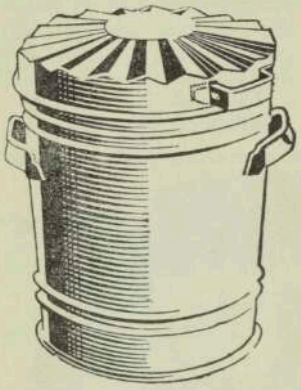

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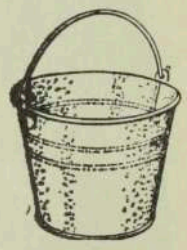

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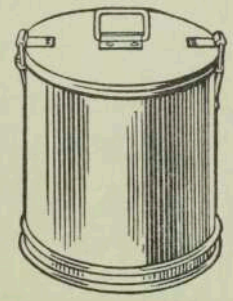

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where the bottom descends 10,9 metres.

Instruments suspended out o the *Baird's* stern from a specia constructed gantry took temperat readings, collected cores and t stereo photographs in colour black and white.

Carefully stacked away in locker amidships were silt co taken from the Challenger De while water samples taken from same depths were stored in spe capsules.

Asked whether the work he carried out so far had any c nection with the Mohole proj (wherein scientists hope to probe earth's crust to a depth of five miles and gather information ab the earth's core) Dr. Fisher repl that it did not, but would proba "lead up to it".

In Rabaul the *Baird* picked Professor C. S. Wang, a structu geologist from Formosa. He accompanying the expedition on next phase which is to investig deeps off the New Britain Solomon Islands.

Geographically these trenc (mere ditches compared with Challenger, their maximum be about 9,000 metres!) lie on "wrong side" of their island cha and the expedition hopes to disco the reason why.

After concluding work in Solomons the *Baird* will travel Samoa to reach Honolulu ab September.

● *NOONA DAN* FOR SAL Also in Rabaul in May to take a new member of their scient team was the Danish schoo *Noona Dan*, which was loaned t party of Danish scientists by J. Lauritzen Shipping Line, which has been working in N Guinea waters for some time a crossing the Pacific from Panam The red-painted 102-ton vessel, former naval cadet training ship coastal trader, is for sale, but at time of going to press this had met with success. A correspond suggested the price might be reason—75,000 US dollars. Co be! But *Noona Dan* is specia reinforced for Arctic waters, so th must be a chance there for so body.

● ALL DONE WIT MIRRORS: Newest carrier in Royal Navy, the 22,000-ton *Herm* just recommissioned at Portsmou has been fitted with a closed circ television system. The idea is help the commander follow

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nents of landing aircraft, but V system is also being used, trials, in helping the carrier erth during fog—the com- r simply directs the ship's nents from the pictures on the reen. Presumably *Hermes* also dar!

FREIGHTER AGROUND: the 5,000-ton Liberian-red freighter *Dona Ourania* hard aground on Polkington 300 miles east of Samarai, at the end of April it ap- that tugs might have to be rom Australia to refloat her. e experts were being flown m Australia to have a look. eanwhile the Greek ship *King s* was standing by after heed- *Dona Ourania's* distress calls. r the *King Theseus* brought w to Sydney.

ANOTHER ONE: The fourth occur aboard the Union Com- *Tofua* in the 11 years that n Norman Pearson has been in nd occurred in April, when a s born to a Tongan woman *Tofua* was en route between nd Nukualofa. The mother ped the child would be born ga but now the youngster is to New Zealand citizenship he was born in a NZ ship. s named Gordon John—after Gordon Cook, the doctor who d him, and Mr. John Craw- e second mate, who assisted.

SHIPPING TIE UP? From a it's reported that members Territory Assembly are ex- alarm at the possibility that kel Company may have to lay fleet of three ships because slump in the nickel market. It e a heavy blow to local crews, e Assembly decided to ask kel Company to do its utmost at least two of the ships in The *Quebec* has already been for nearly a month and *Tavo ronte* are running ore from the ast mines to Noumea.

s Of Cruising Yachts

AKINO, 28 ft. ketch we re- leaving Auckland in April for on a round-the-world cruise, mped back to Auckland after battered by a storm during the crew jettisoned 12 dozen of beer. They expected to sail r New Caledonia instead of Aboard were owner-builder itchinson, David Scott and Dagg.

● *VALKYR*, 24 ft. yacht, being lone handed from England made New Zealand landfall at D'Urville Island, in the first week of May. Major Adrian Hayter, who five years ago made a solo voyage to NZ via Suez in *Sheila II*, this time came via Panama.

● *WANDERLUST*, 68 ft. ketch-rigged luxury motor yacht, last reported (in April issue) in Samoa and Tonga, arrived in Sydney in late April after a visit to NZ. She expects to leave for the Barrier Reef in May. Aboard are Commodore and Mrs. Carl M. Heintz, Snr., of Santa Barbara, California, with crew, on a round-the-world cruise. At Whangarei, NZ, she was stuck fast on a sand bank for 11 hours after missing a channel, and had to be pulled clear.

● *OKEANOS*, Joe Pachernegg's 39 ft. staysail schooner (ex-*Kona* and *Moonfleet*) also last reported in April (in the Hermit Islands, west of Manus) on the first leg of a voyage from Wewak to Tokyo, made it in very good time. A note from Joe in Tokyo said the voyage from Wewak, took 36 days straight, with a "pretty fair passage" although experiencing some tedious times in the doldrums and a cold and unpleasant gale south of Japan. For two

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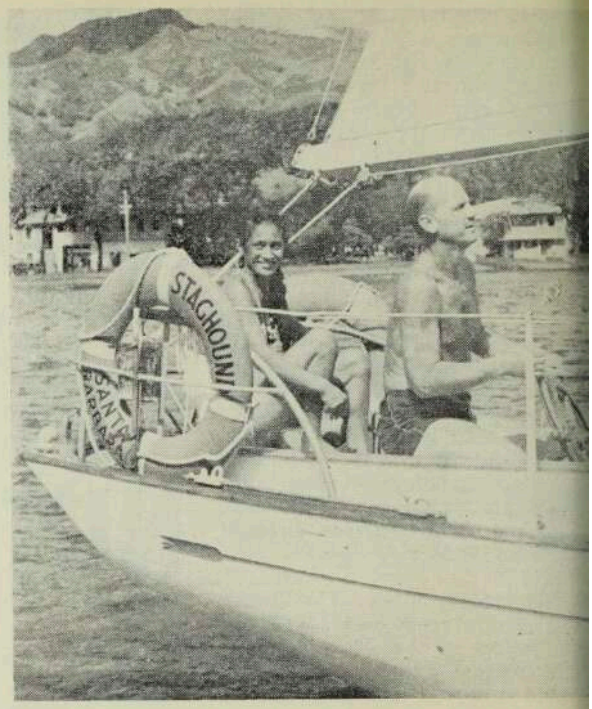
weeks Joe and companion Joe Assmann averaged about 100 miles a day. Joe Assmann has decided that harbour sailing is better and he will be returning to Wewak; Pachernegg says he has got another crew lined up and will depart for Los Angeles in early July before the typhoons get lively. He thinks two months will take him across the 5,000 miles.

● *STAGHOUND*, 40-ft. US ketch, with owner Paul Hurst, was still in Madang, NG, in May, awaiting an engine part from the US. Paul Hurst then planned to go as far up the Sepik River as he could, before wandering back towards Tahiti. With him is his Tahitian wife, Tere, and John Taltavall, a young American who joined him in Honiara after leaving the brig *Yankee*.

● *EUSKALDUNA*, Hongkong built sloop owned and skippered by two Spanish born Guatemalan bachelors, Manuel Carvapal and Alfredo Cazalis, arrived at Honiara during Easter on her Pacific crossing from Hongkong. She left Hongkong in July last year and was in Rabaul in early April (*PIM*, May, p. 114). She is on her way to Chile.

● *MYONIE*, a 36-ft. cruiser which left home port of Miami last November, arrived at Nukahiva, Marquesas, in April and was in Papeete in early May. Aboard are owners Captain Al and wife "Mike" Gehrman, on a world cruise.

● *SEA WIND*, 36-ft ketch with owners Mr. and Mrs. Mac Graham aboard, also on a world cruise, was in Papeete in May en route from home port of San Diego.



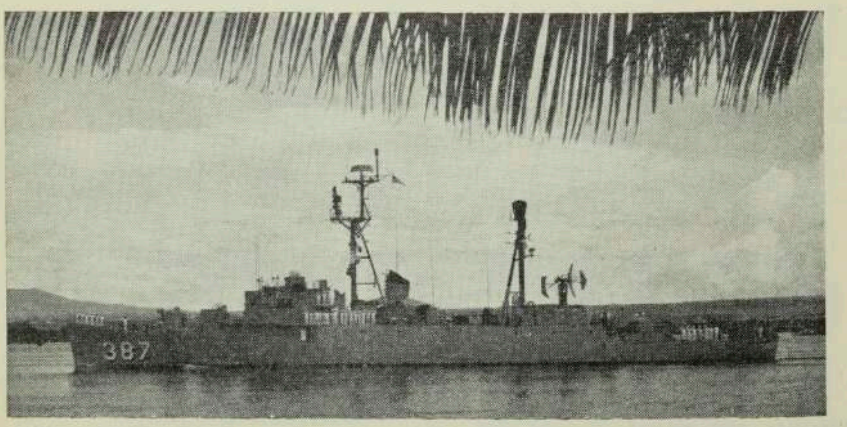
Still in Madang, the US ketch "Staghound", with owner Paul Hurst (at the wheel) and his Tahitian wife. Photo was taken in Papeete.

● *SEA CHANTY*, another 36-ft. cruiser, with Lyle Monk and Jack Bauer, was in the Marquesas in April, bound for Vancouver on a return trip from NZ. Also in the Marquesas at the same time, and Tahiti-bound, was the 36-ft ketch *MOAIA*, of San Pedro, California, with owners Mr. and Mrs. Ray Overton. Mrs. Gehrman, of the *Myonie*, drops a note to say that also seen in Nukuhiva recently were Howard and Mara Taylor and family, Tommy, 10, Chris, 8, Allyn, 4, and Layton, 2, bound from San Diego for Tahiti aboard the 42-ft yawl *MAORI*. That's quite a fami to go cruising with.

● *YANKEE DOODLE*, US yac with owner-skipper J. Marston, h wife and daughter, and a you American from Auckland, sail from Whangarei for the US in ear May, via Tahiti. In Tahiti she w wait for the US ketch *BEN GUN* and owner-skipper Hank Hor which was expected to get aw from Whangarei a few days aft *Yankee Doodle's* departure. Bo skippers have been teaching in N Hank Horn was reported to looking for another crew memb before departure.

● *FAITH* II, 31-ft. 6 Whakatane-built ketch also left N Zealand in May on a voyage Tahiti. Hundreds of people lin the entrance to Whakatane Harbo to bid farewell to the crew, skipp Mick Orchard, 24, with All McDonald and Bill Sennel (an A tralian).

Skipper Orchard sailed from N to Australia four years ago in t first boat he had built, the 22 original *Faith* and was reported be the youngest skipper to make th trip. Bill Sennel (we have al seen another spelling for that nam is a friend of Orchard's whom met on the Australian trip and spe some time on the Barrier Reef wi him in the original *Faith*. *Faith* plans to cruise among the Islands f about six months, with Papeete t first port of call.



CHANGE OF WEATHER. Back in warmer weather at last—in Honolulu—is the USS "Vance", destroyer escort ship. She has just finished seven months "on station" at 60 degree South, 160 degrees East, about midway between NZ and the Antarctic, acting as an ocean station ship for weather reports and in case of emergency on "Operation Deepfreeze". On the way back to Pearl Harbour her officers and men were given some much-needed leave in Melbourne and Papeete.—US Navy Photo.

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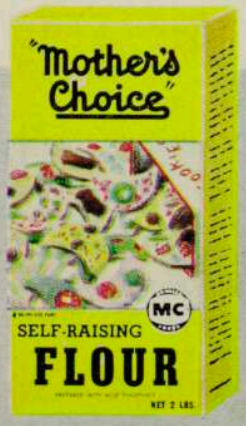

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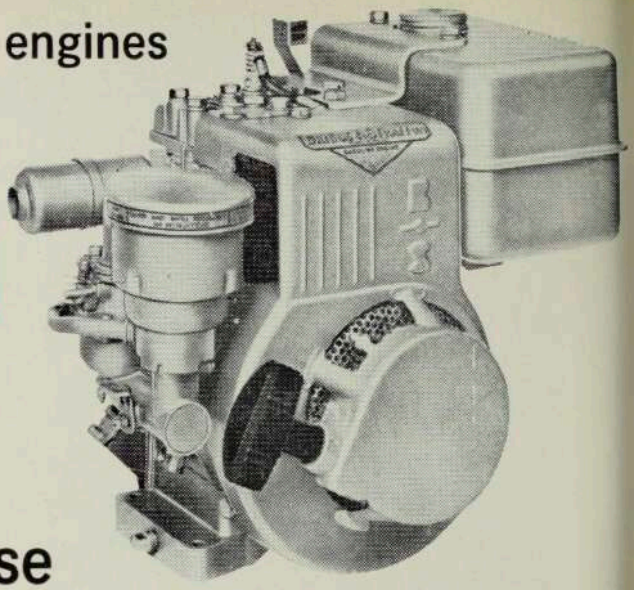

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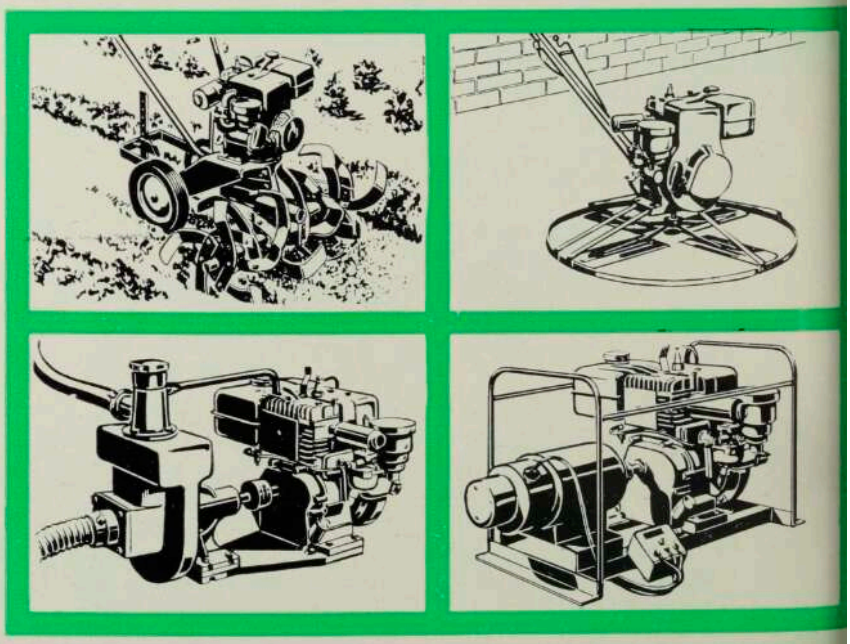

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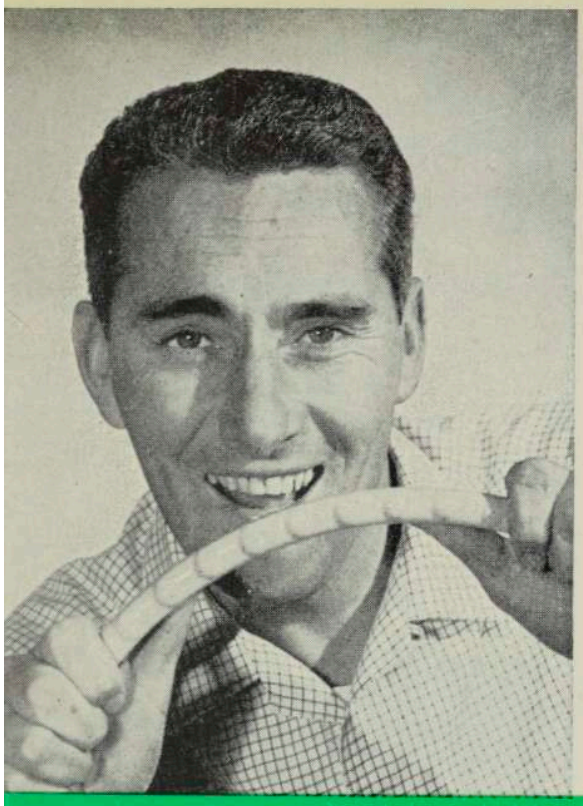

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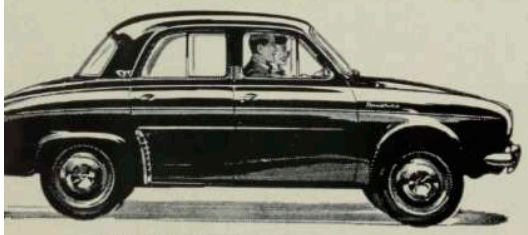

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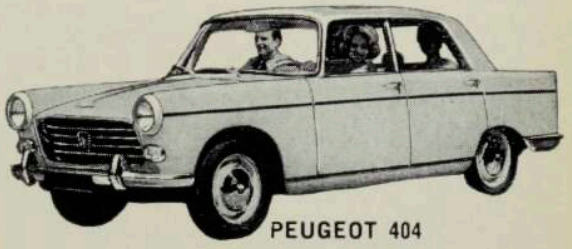

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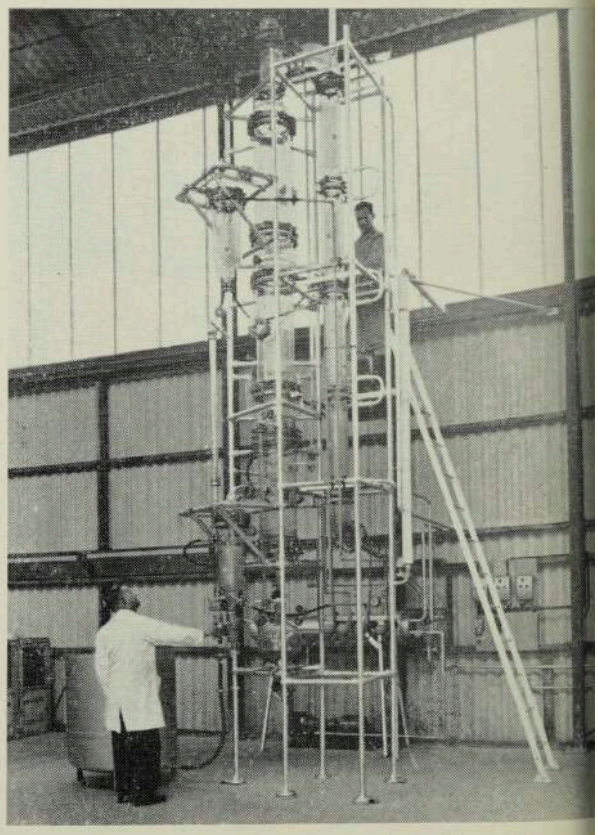

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Pacific Report

The month's round-up of news and pictures of people and ents, from *PIM* correspondents in the South Pacific.

Plain Speaking by ster in the Cooks

visit to the Cook Islands in of NZ Minister of Island Ter-, Mr. F. L. A. Gotz, was the unity for some plain speaking Mr. Gotz. The forthright Mr. who was making his first visit Cooks as Minister, didn't pull nches, especially on his refer- to the Cooks' agricultural ns.

Gotz knows quite a lot about agriculture himself, as for rs he was manager of the NZ tion Estates in Western Samoa efore that he was a rubber in Malaya.

Gotz also referred to Cook "resentment" of seconded from New Zealand. He said lerstood that some people re- their employment with the istration. But at present these were necessary to the effi- dministration of the islands. e NZ hoped to train enough eople to replace all of them s was a long term plan "and nnot yet foresee its final ment".

Gotz said that although he recommend the Cook Islands tive Assembly be given greater of the Territory's finances, ted to make it clear that this not include jurisdiction over Service staff and salaries. would continue to be con- by the Public Service in ton.

aid the offer of greater con- er finances by the Assembly, e fact that the number of ship pupils sent to NZ for education would be increased ix to 16, was a guarantee ve are doing as much as we make these islands self- ed and self-supporting."

Gotz said the Cook Islands make the fullest possible use land. Every scrap of usable d to be brought under cultivation, and there should be improved methods of agriculture.

Speaking at a combined meeting in Rarotonga of members of the Island Council, Fruit Advisory Board and Legislative Assembly, the Minister said that in various deputations he had had in NZ in the last few months he had met many grouchers, including "the biggest lot in NZ—the dairy farmers", but in Rarotonga he had met yet another set of grouchers—the Cook Islands' fruit growers. He said from all the deputations he could come to only one conclusion—that "all growers continued to live, yet every one of them produced at a loss!"

He said Fruit Distributors were a much maligned firm, yet the firm was set up when marketing of tropical fruit was in a state of chaos and was for the protection of Islands growers. He said he could assure the meeting the firm was not permitted to make a profit of more than five per cent. Under a new agreement now before the Government the Government would have access to the firm's accounts and the Government was taking all possible safeguards to see there was no exploitation. Growers need have no fears. In distribution, the company was doing an excellent job.

Mr. Gotz said he knew that the Cooks produced wonderful bananas, but unfortunately NZ didn't see any of them. Where were they? The trouble was that the Cooks wanted 5/- a case more than anybody else got, but there was supply and demand operating in NZ. It was no use anybody talking about the "wonderful market possibilities".

Cook Islands grapefruit were so big that they were unsaleable at 2/3 each in NZ. There were many other problems, but always the Cooks had to remember that the buyers set the prices.

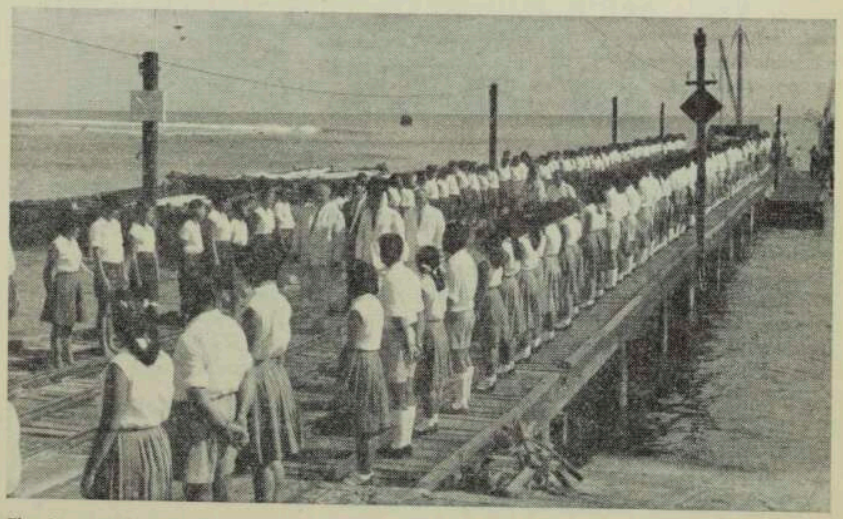
Mr Gotz said last year he had been instrumental in NZ restricting imports of Australian oranges from 200,000 cases to 80,000 cases (as far

Defamation Alleged

Two writs alleging defamation and claiming £30,000 damages were issued out of the Territory Supreme Court on April 18 and were served on Hal Byrne, of Port Moresby, and R. J. Huxley, of Lae.

The writs were issued by Rabaul solicitor Dudley Jones on behalf of Don Barrett, of Taliligap, Rabaul, who alleges defamation.

Mr. Byrne is a printer. Mr. Huxley holds the position of managing editor of the "New Guinea Times Courier".



The Avarua Wharf, Rarotonga, was lined with children when the Minister for Island Territories, Mr. Gotz, arrived on his first tour as Minister. Here he is seen proceeding along the wharf with the Resident Commissioner, Mr. A. O. Dare. Photo: C. Russell

as he could remember the figures) to help protect Islands industries, although NZ preference was for Australian oranges.

He didn't agree that the future of the Cooks depended on citrus. He believed it depended on copra.

He said tomatoes were a cash crop, but he was going to stop the import of Cook Islands tomatoes into NZ from the end of October each year when the NZ glasshouse tomatoes started to come in, until the following April. He said: "I know you were sending tomatoes to NZ before there were any glasshouses in NZ, and speaking as a politician I am sure you will appreciate that if there is anything I do which will be adverse to the interests of those people, they will not have me as their Minister. You do not have a vote but they do!" (Mr. Gotz has in his electorate probably most of the glasshouse tomato growers in NZ.)

Mr. Gotz said he planned to do something about establishing a Cook Islands Copra Board, in the interests of growers in the outer Islands.

He also would do something about building a new hospital in Rarotonga to replace the "shocking institution they call the hospital". He planned to do something about a water supply line for the whole island.

Canberra Talks On The Problems of New Guinea

The people of P-NG should quickly be given control over decisions on their development, according to D. G. Bettison.

Dr. Bettison, who is head of New Guinea Research Unit of School of Pacific Studies at the A tralian National University, opene series of public lectures at the A on the prerequisites of independe for P-NG.

"The right of decision in plann and organisation, if handed to local people, would bring t modern leaders down to earth," said.

"In a position of responsibility t are faced with real and serious iss they cannot be irresponsible.

"Energy otherwise wasted in nationalist movement geared ori ally to generation of dislike 'foreign oppression' and in build political values not based on reali of the country's problems, might put to constructive activities."

Dr. Bettison said Australia likely to win the gratitude and af tion of the P-NG people m generously and genuinely if m power of decision was transferred them when their leaders' attitude still favourable.

Discussing acceptance of mod institutions, Dr. Bettison had this say: "In most P-NG societies, c munity leaders or 'Big Men' ob their position by achievement. A Man' is a successful man, and c sequently influential.

"There appear to be no seri handicaps to the introduction political organisations that allow participation of individuals."

On the march of civilisation in Territory, Dr. Bettison said that the past three years in Goroka st the demand had switched from be to hammers, chisels, shoes, clot tinned foods and high-class cigaret

"Twist tobacco is still sought, one has to be rather discreet to wh one offers it," he said.

Niue To Do Its Own Spending

More say in local public spending was promised Niueans when the New Zealand Minister for Territories, Mr. F. L. A Gotz, visited the island recently

The New Zealand Governmen now considers that Niue is suffi ciently responsible to contro most of its own finances. In stead of NZ now giving subsidie for specific purposes, a lump sum grant will be made and th local Assembly and the Residen Commissioner will then decid how it is to be spent.

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its made by Mr. E. K. Fisk, Research Fellow in Economics, econd lecture in the series in-

of providing roads, bridges arketing facilities to permit an tural export economy is ening", but there is no other a viable economy.

ntive to earn money may be the major difficulties in intro- a cash economy in P-NG.

people are extracting the ls of living, food, housing and g, from their tribal income, andard of living is substantially in many of the poorer areas a and Java where money in- s much higher.

y communities have more than they know how to use.

symptom of this is the arance annually of about 0 in silver and notes, buried en away.

her problem for the Territory, limited areas of good land, explosive rate of population certain to develop quite soon. Fisk described rapid develop- f a native agricultural cash y as the major economic need ndependence.

third lecture, Dr. F. J. West, Research Fellow in Pacific in the Research School of Studies, forecast that within 5 years Papuan leaders would see results in their lifetime.

Vest said that without aban- the basic policy of slow and advance, greater emphasis be given to educating the al- nerging elite.

e is emotional distaste for an t whether we like it or not emerged, or is emerging, in he said.

choice is whether it remains yled elite, by western stan- norant and naive, or whether es an educated one.

ree possible solutions—state- hin the Australian Common-

autoka Does Things Big

was excitement in Lautoka, hen a brand new gleaming e engine arrived early in

n, horror on horror, it was ered that it was too big into the fire station.

ented the Mayor of Lau- Cr. R. B. Ingleton): "We obably have to make the ation larger."

During the height of the Noumea bomb alarm these soldiers did a spot of guard duty in the street—and it appeared to be a boring task. See story below.

Photo: Fred Dunn.

wealth, a Melanesian Federation, or an independent nation—only the third is really practical.

"And independence means that P-NG might be unfriendly.

"But an elite, educated by Australia and given opportunities for the employment, inside or outside government, of its talents, is the best insurance policy that P-NG would remain in some special treaty relationship.

"This policy has its dangers.

"Undoubtedly the efficiency of government would decline.

"An elite might throw up Black Neros to exploit their more backward fellows; its members might be reluctant to do technically necessary but socially inferior jobs.

"It would certainly be to some extent anti-colonial, although some anti-colonial feeling is necessary to achieve unity in P-NG.

"We have to accept these things and to avoid defining political development by its being an exact copy of our own."

New Caledonian Assembly In Fiery Session

The newly-elected Assemblee Territoriale of New Caledonia met for the first time on April 26 and in spite of the fireworks in the first days of the session, it was still sitting in mid-May.

The Assemblee elected as its president, M. Antoine Griscelli, a retired teacher, a veteran of the last war and a de Gaullist, and of course a member of the majority party, Union Caledonienne.

He introduced three motions to the Assemblee.

That the remaining Vietnamese in New Caledonia be repatriated immediately;

That a 40-million francs programme of works for the local unemployed be commenced forthwith; and

That France should be invited to recall the present Governor, M. Pechoux.

The first two motions were passed with only the usual wrangling; and on the third, the 18-men Union Caledonienne had it on its own—the other parties ignoring it. (And up to the end of May, so had Metropolitan France.)

About midnight following the opening session a charge of dynamite was exploded at the entrance to the office of the Union Caledonienne's newsheet, *Avenir Caledonien*. As a precaution against any further trouble, armed guards were put on the Governor's residence and government offices. (*PIM*, May, p.19.)

Later in the session there was a long debate on a proposal to dispatch a mission to Paris to sound out the Central Government on its feelings towards the newly elected Assemblee.

After a great deal of argument it was decided that the Vice-President of the Conseil du Gouvernement, M. Rock Pidjot, M. Griscelli and a retired public works engineer, M. Albert Satragne, should go.

On the same plane M. Maurice Lenormand, leader of the Union Caledonienne also departed—but in his other capacity, as a Deputy of the French Chamber of Deputies, which would shortly be in session.

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ıry pillars of reinforced con-
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an cause headaches, particu-
when trying to fix in ground
consists of hard coral or rock.
n transferred to paper the
ıs of these pillars are the
narking points which help to
ıp the mosaic of an over-all

work has taken the team all
Tonga, from Tongatapu to
ou. The Survey is controlled
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:, theodolite and chain, and
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ain survey for the individual

team has been led by three
ır Europeans, with locally
staff of 50 Tongan surveyors
ave earned high praise for
work during this operation.
has also had to be a labour
ıt times numbering up to 100.

-Hopping Scientists
n the Job

Danish schooner *Noona Dan*,
is carrying out extensive
c research in the Indo-
lago, called briefly at Rabaul
May to take on a new mem-
the scientific team. He is
ban Wolf who flew from
rk to study ornithology in

A Notable Headgear Is On The Way Out

From a Port Moresby Correspondent

There was a chorus of friendly voices at a farewell function in Port Moresby: "We want your topee for the Museum, Judge," they said.

Judge Gore (who retired on April 30) grinned. He has known for long—because they would never let him forget—that he is one of the small handful of men throughout the Pacific Islands who still wear the pith-helmet, once the badge of the pukka sahib throughout these tropical countries.

"Why should I give up the old topee at fashion's whim?" demanded Judge Gore. "There is nothing to compare with it in keeping off the tropical sun and shading the eyes from tropical glare."

Since World War II, the mass of Australians and New Zealanders and Americans who dominate most of the Islands either go hat-less or wear nondescript things which announce blatantly that they are **not** pukka sahibs. The more orthodox British, who usually favoured the topee, have wilted and given it away.

In Fiji, Sir Hugh Ragg is one man who still wears the topee because it is the best headgear he knows in the tropics.

In his youth, Judge Gore was an associate of Sir Samuel Griffiths, later Chief Justice of Australia. Sir Samuel gave him a full-bottomed wig, which he has worn on ceremonial occasions ever since. The retiring judge plans to hand the wig over to a Queensland museum, to be retained there because of historical associations.

The fate planned for his topee is not known. But if a Papuan traveller in a Southport street should notice a well-shaped topee on top of a tall man mowing a lawn, he could perhaps make an intelligent guess about the identity of the head under it.

New Britain and outlying islands.

Dr. Wolf will assume leadership of the expedition on May 22 when the present leader, renowned ornithologist Dr. Finn Salomonsen leaves for a USA lecture tour.

Meanwhile several members of the scientific team are working on Fead Island and will travel from there to Carteret, Mortlock and Tasman Islands before returning to Rabaul on May 20.

A four man team was landed at Massawa in early May. Accompanied by a patrol officer they will climb to a height of over 4,000 feet in the Bainings area to study botany and animal life.

The expedition's other purpose, to sell their red-painted 102-ton vessel, loaned by the J. Lauritzen Shipping Line, is not meeting with success.

Priced at 75,000 US dollars the *Noona Dan* is a former naval cadet training ship and coastal trader. She is reinforced for Arctic waters.

New Development in "Pandora" Wreck Mystery

There was a new development in the *Pandora* wreck mystery in the Sydney Central Court on May 9 when police withdrew a charge of false pretences against Donald Frederick Smith, 31, of the Sydney suburb of Kirrawee.

Smith had been charged with having, on March 20, 1961, obtained £500 from John Edward Lingham, company director, of Killara, by pretending that he had discovered a wreck off the North Queensland coast and had recovered a bell from it. (*PIM*, Oct. '61, p. 133.)

The bell, according to the charge, bore the inscription: "The gift of Lady Herbert, daughter of Sir John Knatchbull, of Mearchin Hatch in Kent, in the Kingdom of England, November, 1711."

The charge also said that Lingham's investment of £500 would entitle him to an eighth share of all income from the wreck.

Police withdrew the charge against Smith after Lingham told the court he believed Smith really did know of a wreck on the North Queensland coast.

When the case originally came before Sutherland Court on October 6 last year, the police alleged that Smith's story about the finding of the wreck and recovery of the bell was "a giant hoax".

Smith's story was first published in the Sydney *Sun* on December 29, 1960, when he claimed he had found the wreck and bell while cruising along the Great Barrier Reef in the sloop *Alvis*.

The story was given world-wide publicity after it was suggested in the Press that the wreck was probably that of HMS *Pandora*, wrecked on

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the Barrier Reef in 1791 while taking 10 of the *Bounty* mutineers from Tahiti to England for court martial.

However, it was later revealed that the bell which Smith claimed to have recovered had been at the Lockhart River Mission, North Queensland, for many years and that it had merely been shown to Smith when he called at the mission in the *Alvis*.

A former Bishop of Carpentaria, the Right Rev. Stephen H. Davies, told a *PIM* correspondent last June that the bell had been brought to the mission in the 1930's by a former superintendent. He believed it had come from an Irish church.

Footnote: Lingham told a *PIM* correspondent in May after the case against Smith was dropped that Smith intended to investigate a wreck in North Queensland waters in June or July in a vessel now being built in Darwin. Lingham added that he did not intend to accompany Smith. Lingham said Smith claimed the site of the wreck was north of Portland Roads [this is the area where the *Pandora* was wrecked].

Nickel Slump Hits New Caledonia

Indications are that New Caledonia's biggest export earner, the Nickel Co., might have to lay up its fleet of three ships due to the slu in the nickel market. This would a heavy blow to the local labour e ployed aboard.

The Nickel Co. has been asked the local Assembly (which has been exactly friendly to the Nic Co.) to do its utmost to keep at le two of the ships in work (see Sh ping section).

Following the cessation of nic ore exports to Japan whilst await the signing—if any—of contracts n being negotiated, a great drop in ma time traffic between Noumea Japan has been recorded. For month of April to the first week May only three ships have b loading ore on the coast. This co pares with 10 vessels for the sa period last year.

It was announced in April that company, the Nippon Yakin Kog Co., had signed a contract with Nickel Co. for the supply of ab 240,000 tons of nickel ore. Price mains the same as last year, 50 ce per unity, FOB. Clinching of contract at this price was due to fact that the Nickel Co. can load Japanese vessels more economica at a rate up to 5,000 tons per d The smaller mine-owners can o load by means of lighters which take weeks besides being very mu more costly.

Negotiations are still going on w importers in Japan and small N Caledonian mineowners. Japanese will pay only 48 cents unity whilst the mineowners holding out for the 50 cents.

Belly-Landing For Piaggio at Moresby

A twin-engined aircraft was bel landed without serious damage a without injuring pilot or passen in Port Moresby on May 12.

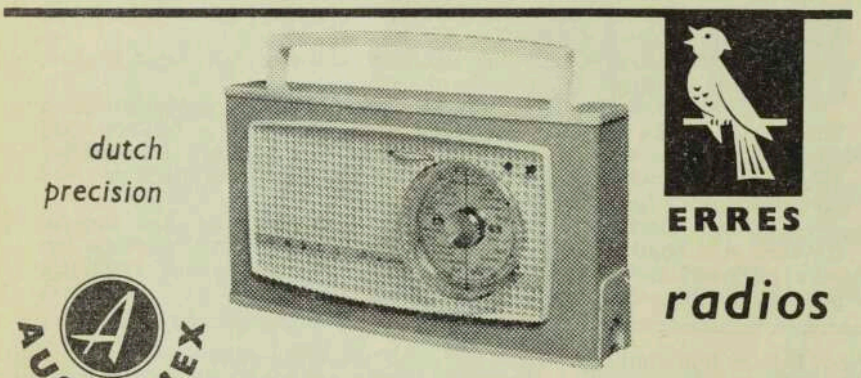
The aircraft, a Piaggio, was land by Papuan Air Transport's Capt Leon Murtagh on one wheel wh the landing gear failed to function the approach to Jackson's Airfield.

He landed on one wheel and wh it collapsed he swerved onto verge. The passenger was Mr. Chilcott. The plane was returni from Tapini.

New Newspaper for The Tolais of NG

A new newspaper for the To people of New Britain has beg publication in Rabaul, NG.

Printed in both Tolai and Engl languages the pocket-sized month *Tolai News*, announced in its fi editorial that its purpose is to gi



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The New "Tolai News".

s local and overseas news cover-

ted by Stanis Boramilat, a iller and native leader of Toma, *News* will speak for the four councils in the Gazelle Pen-

pretentious in format the first gives news coverage on Admin- on appointments and changes, isit of Minister for Territories, Hasluck, and the questions put n by native councillors, a word the Australian grant to the ory and a request for late il tax-payers to come forward heir dues.

ast page item concerns the entry inese migrants to Rabaul and a tion that the immigration law ng flouted.

n Vuia, a former MLC of l, is quoted as saying: "Admin- on should do something about before the Tolais realise they not have any more room for elves in Rabaul."

newspaper is being printed by atholic Press of Vunapope, and 2/- per annum.

rade Mission For slands in July

New Zealand Manufacturers' tion 26-man trade mission to acific Islands from July 5 to t 10, is to be led by the presi- of the Canterbury Manufac- Association, Mr. R. H. t of Christchurch.

Stewart is the managing di- of P.D.L. Industries Limited, is a plastic and die-casting rise in Christchurch, producing electrical fittings. He is vice-president of the Plastics Institute of NZ, a member of the Council for Technical Education, an executive member of the Canterbury Medical Research Foundation, and a Fellow of the New Zealand Institute of Management. He has 25 patents to his credit.

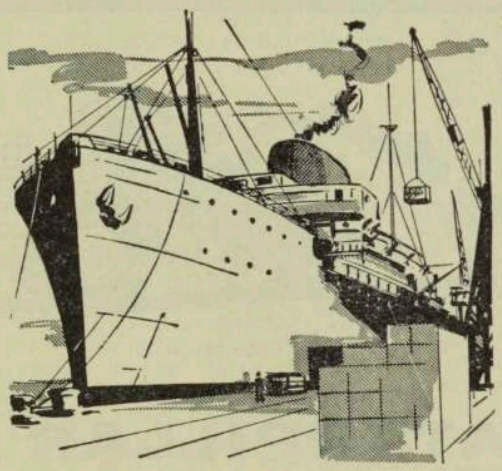
The secretary to the mission will be Mr. V. R. Moore, secretary of the Wellington Manufacturers' Association.

Although the final composition of the mission had not been determined in late May, manufactures represented by the mission will include plastics, paints, heavy clay goods, garments, pharmaceutical preparations, hospital equipment, furniture, agricultural chemicals, toilet preparations, frozen and canned food, and beer.

The mission is regarded as a positive attempt to implement Federation and Government decisions that there must be a greater effort by manufacturers to "get out and sell" on overseas markets.

The Island groups were natural areas in which to sell New Zealand goods, and through the efforts of mission members, and a number of trade displays in selected areas, it was intended to make a major impact which should produce the desired results.

The president of the Federation, Mr. T. E. Bower, said it should be understood that a good number of New Zealand manufacturers were



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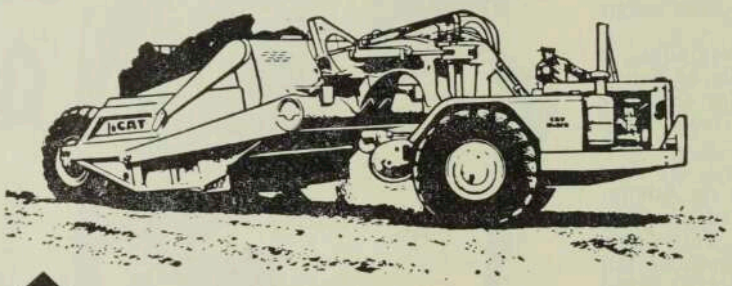

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H. Stewart, leader of the NZ trade to the Pacific (second from right) plans with other members of the From left to right: Mr. C. D. Stevens, eam Ship Company; Mr. C. H. Williams, st and Publicity Department; Mr. A. T. TEAL; Mr. R. E. G. McDonald, Public Officer of the NZ Manufacturers' n; Mr. H. Holden, representative of Industries and Commerce Department; art and Mr. H. E. J. Martin, execu- er of the Manufacturers' Federation.

operating in strength in the and few of these would be part in the mission. In the mission members would be cturers who were breaking ound in overseas selling in an o boost the exports of this .

party will fly from NZ to Fiji, t will visit Nadi, Lautoka and Members will then embark Union Steam Ship Company's which will be fitted out as a ship, and sail for Nukualofa vau, Tonga, and Niue Island. will then be made to Pago American Samoa, before the disembarks from the *Tofua* , Western Samoa. After five ere members will fly to Pa- or almost a week, then fly mea. From there side-selling ll be made to Santo and Vila New Hebrides group before ty returns to Auckland on August 10.

as several years since New manufacturers last took a trade mission overseas, Mr. said, but with changing eco- patterns it was essential that markets should be de- Export business posed a e to manufacturers which ere ready to accept, and he nfident that from the Pacific the results would be of con- e benefit to the country.

New Zealand Trade Commis- for the Pacific, Mr. K. W. is accompanying the mission in an advisory capacity, and a senior officer from the Publicity Division of the NZ Tourist and Publicity Department will act as the mission's public relations officer.

"This is an imaginative mission which deserves full support," said NZ Minister for Overseas Trade, Mr. Marshall, in May, "and in Mr. Stewart it will have an excellent leader.

"The islands of the Pacific are our nearest northern neighbours, and with them we have a long-established and worthwhile trade. This trade, buying and selling, amounted in 1960 to nearly £4 million in the Islands that now will be visited, and there seems no reason why this figure should not be greatly increased as a result of the mission's visits."

Rabaul Trades Fair Organised by Apex

Members of Rabaul's Apex Club staged another successful Trades Fair on May 19 at the Malaguna Technical College. This is the fourth annual event of this kind since Apex —a fellowship and service organisation established in Australia in 1930 —got going in Rabaul in 1957.

The 1962 Trades Fair, although a direct descendant of the Carnival that was held in 1958 as Apex's first big effort at fund raising for a local good cause, took a much more defined line as an exhibition of local commerce and industry.

The wares of local industry as well as those of importers were on display—everything from aluminium dinghys and Datsun cars to velvet evening coats.

Organisation of the Fair was in the hands of Mr. Brian Darcey, service director; John Herlihy, secretary; Bob Buder, treasurer and Darcy Pavlich, president.

Historic Kokopo Road Is Now The 'Never-Never Road'

Even New Guinea's Gazelle Peninsula Tolais are becoming cynical about the Administration's neglect of the Rabaul-Kokopo thoroughfare. So says Mr. Ron Levi, chairman of Kokopo District Advisory Council.

Like a persistent seven-year-itch the question of the unsealed 25-mile bump-and-grind roadway comes up in council almost every month. And unfailingly Administration takes a drubbing at the capable hands of Mr. Levi who has tried, unavailingly, since the beginning of his long association with council, to have this section sealed.

A prominent Kokopo planter recently moved in council that the never-never road be named the Paul Hasluck Highway—in honour or derision one can't be sure. Nothing has since been heard of the suggestion.

And now the sealing work has been shelved in favour of a newer Administration project—the Walindi-Dagi Road down by Talasea.

Granted the new project will open up and service a promising new area but says Mr. Levi, "We are spreading ourselves too thin. Why not consolidate and keep in repair what we have?"

The historic Kokopo Road winds along the southern shore of Simpson

The Shortlands' Baby Boom

The Shortland Islands, the small group between the main Solomons chain and Bougainville, is having a population explosion in its own minor way.

According to the native Council Clerk, Dionisio, who has been keeping the count, excess of births over deaths was 260 *in the* 10 *years up to December,* 1961. *This brings the population to* 1,262 *and if they go on increasing at the same rate for the next* 10 *years there will be* 1,565 *Shortlanders by the end of* 1971.

There may be even more by this year if 1961 *doesn't turn out to be a fluke. In* 1961 *there was a real baby-boom of* 56*—and only four people died. If they go on increasing at the* 1961 *rate, the* 1971 *population could be* 1,899.

Harbour, gives the infrequent tourist a boneshaking glimpse of truly tropic beauty and provides a main thoroughfare for Kokopo residents and planters.

It has resounded to German waggon wheels, Australian infantry boot-heels and Jap armoured traffic. It has been shelled, bombed, strafed and diverted by way of volcanic explosion and earthquake. Little wonder then that Kokopo feels strongly on the question of its repair.

"Too much money," thunders RL, "is being spent on glamorous window-dressing projects. There's talk of a £100,000 court house for Rabaul and other works not nearly so urgent as the sealing of our road.

"Even the Tolais are becoming cynical about the Administration's promises."

However, Commonwealth Works received a complimentary pat from Kokopo DAC when they moved a vote of thanks for the work carried out on another road—the Warangoi Settlement thoroughfare.

Six months ago a mere timber-getter's track the road has been gravelled from the nearby Warangoi, giving easier access for the Warangoi pioneers.

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Not Everybody Happy With Fiji's New Cement Industry

A daily cloud of what appears be smoke over the fast-grow middle-class Suva suburb of La has raised howls of protest fr the residents. It emanates from Fiji Industries Ltd. cement wor which has just gone into producti

When the project was first moo these same residents made vehem protest, claiming they would h to put up with a dust nuisance, that smoke from the factory wo obliterate their view of the harbo

Those making the latest prot say the "smoke" will give the pression that Suva is a factory c complete with tanneries, glue wor foundries, etc. So far the city always been free of industrial clo except occasionally from the bisc factory.

But it is not smoke, accord to the manager of the company- is nothing more harmful than stea The manager, Mr. B. P. Smith, s the white colour of the so-cal smoke showed it contained no c bon particles, which were a char teristic of smoke.

Every hour about six tons of wa vapour issue from the stack normal operating conditions. remainder is mainly harmless nit gen, resulting from the air used firing the kiln.

Mr. Smith said there was also big percentage of carbon dioxide the exhaust from the kiln. This particularly beneficial to pl growth.

His statement failed complet to mollify those who have th homes in the area. These reside have been talking about some s of action to try to force the co pany to abate what they conside nuisance.

Meanwhile, as far as output fr the factory was concerned, the f cement was expected to go on s on May 21. The company co dently expects big sales when ex ing stocks of imported cement exhausted.

Successful Appeals for Buka Tax-Dodgers

The Administrator of Papua-N Guinea, Sir Donald Cleland, on M 16, announced the remission of s tences for 221 Buka Island nati involved in the February anti- riots.

All had been charged at Soha Buka Passage, on March 1 with h ing obstructed an Australian Pol

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r, Senior Inspector W. M. Burns, he went to Hahalis village on ıary 6 to arrest 80 tax defaulters. ne 118 of them were jailed for months and 103 were each £1.

the Supreme Court at Port sby on May 7, the Chief Justice . Mann, upheld appeals by 49 Buka natives, who had appealed st their sentences on the same e, on grounds which challenged uthority of the Sohano Court. Donald said that to obviate the ity of lodging appeals for the onal 221 natives, "I have seen exercise my prerogative and re- ıe sentences imposed".

was asked if the convictions t the 221 would be quashed, e declined to answer.

Administrator's decision will ean that the 49 who won their ls and the 221 whose sentences remitted will be released im- tely.

Sohano, they also were jailed x months for riotous behaviour fight with police near Hahalis on February 19.

se jailed for obstructing Senior tor Burns on February 6 were ve their three-month sentence atively with their six-month ce for riotous behaviour.

Donald said that the time they spend in jail depended on the ne of further appeals. Two "test appeals against sentences for s behaviour have been lodged Supreme Court.

Can't Buy Their Troubles

fanciful Tolai native custom uying back trouble" had a all in mid-May when four Local Government Councils refused permission to pay compensation toward damage during Rabaul's June, '61,

a meeting on March 22 of the councils it was decided that m of £2,000 would be drawn council reserve funds and paid Administration to offset dam- used to fire engines and police s.

offer was made subject to pproval of Director of Native , J. K. McCarthy, and caused scepticism in higher circles.

ing doubt on the Tolais sin- one Administration official he natives were fully aware ouncil funds could not be spent t approval—and that they equally well the government would not sanction the old custom of "buying trouble".

And that is exactly how it has turned out. The "shame" that councillors expressed at their people's involvement in the riots must remain on the red side of the ledger . . . as prophesied, Mr. McCarthy has flatly refused the councils' request.

(Native Local Government Council reserve funds are intended to give financial stability to councils and are derived from a percentage of council income. The money cannot be spent without Mr. McCarthy's say-so.)

26 P-NG People Earn More Than £10,000 p.a.

The Territory of Papua-New Guinea may no longer enjoy a get-rich-quick reputation but a glance at Government Statistician J. R. Lindsay's finance bulletin on Income Taxation (1960-61) shows that about one-third of the resident population receives incomes in excess of £1,500.

A total of 2,066 individuals receive incomes between £1,500 and £1,999 while 111 enjoy incomes in the £5,000-£9,999 bracket. Of this number 14 are women.

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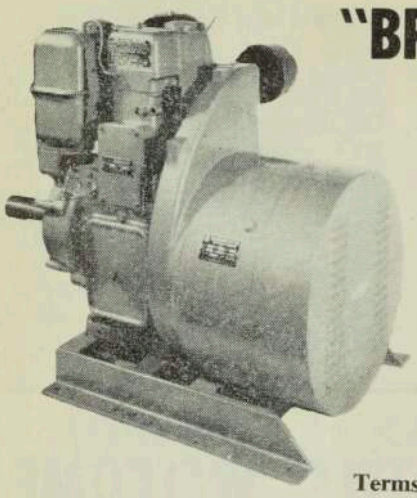

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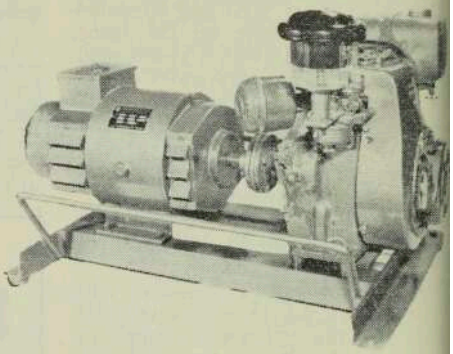

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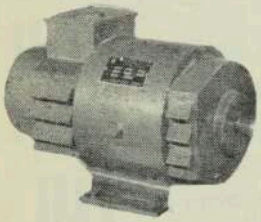

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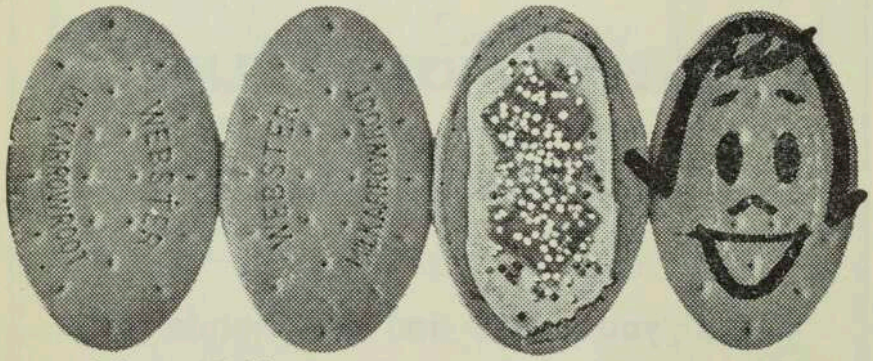

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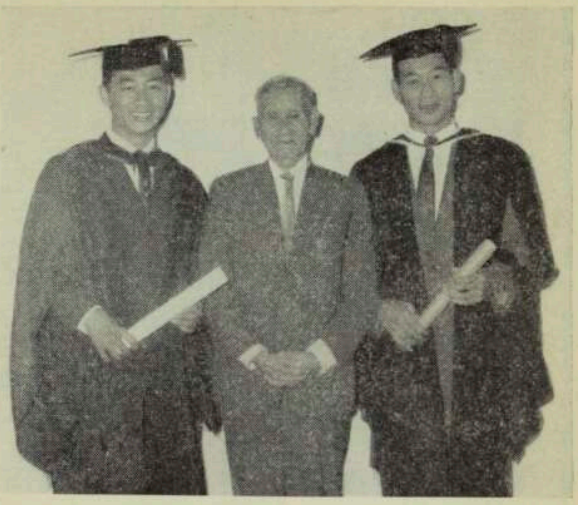
e £10,000-and-over income earn-
In this bracket are 26 men
ix women.
n-resident individuals earning
incomes from the Territories
ess in number but still impres-
A total of 53 earn in excess
2,000, seven men and three
n taking out £10,000 and more
nnum.
ustrial companies yielded the
nment purse £1,032,812 in
the largest contributor being
ry producers, followed by com-
al enterprises.
able income derived from pri-
production companies was
5,643, while 266 individuals en-
in the same industry took out
9,488 in incomes.
ing and quarrying were way
the list with £259,047.
se statistics were compiled on
50 incomes.

ralian Conference
G Kuru, Tetanus

health hazards of Papua-New
a were discussed at an Aus-
medical conference in Ade-
SA, in May.
y were kuru, the strange in-
ly fatal disease peculiar to a
area of the Eastern Highland
t and tetanus, which in its New
a form kills many new-born
and also mothers shortly
childbirth.
Medical Director in P-NG, Dr.
Scragg, wants kuru entered
international list of diseases
g death.
the disease develops, it brings
rollable fits of shaking and
l physical deterioration to suf-

Carlton Gajdusek, of the In-
of Health at Bethesda, Mary-
USA, has been at Okapa
g kuru and attended the
de conference as adviser.
professor of genetics at the
sity of Adelaide, Professor J.
nnett, was another adviser.
ial members of the committee
to study these problems are
rector of the School of Public
and Tropical Diseases in Syd-
Professor Edward Ford; the
or of the New South Wales
Transfusion Service, Dr. R. J.
the Professor of Medicine at
le University, Professor H. N.
; and the Assistant Director
dical Research in Papua and
Guinea, Dr. F. D. Schofield.
last conference on kuru and
Territory diseases was held in
ber, 1959, says Dr. Scragg.
present committee will make



Proud moment for Mr. Chan Ngo, of Rabaul, when he attended the graduation of both his son and grandson at Sydney University. His grandson, Gerard Chan (left), graduated as a Bachelor of Science in Agriculture and his son, Cyril Chan, as a Bachelor of Law—the Territory's first local-born Chinese solicitor. While in Australia Mr. Chan also attended the weddings of a son and a daughter. All four happy events occurred within a month. See report below.

certain recommendations to the Papua and New Guinea Administration, for the treatment and attack on kuru, he said. Particular emphasis would be laid on the medical aspect of the disease.

"The genetics of the disease are known, but there are other angles we don't know about," he said.

The conference also discussed a one-shot tetanus vaccination. Three injections are the present standard treatment, but doctors have difficulty persuading natives to have the full course.

The conference also discussed a plan to use tuberculosis BCG vaccinations in its anti-TB campaign.

First to Use Suva's New Wharf

The Royal Navy survey ship, HMS *Cook*, in May was the first overseas ship to use the new wharf at Walu Bay, Suva. She came to Suva from the Gilbert and Ellice Group, and after refuelling at the main wharf, moved to the new wharf for an engine overhaul.

A few weeks earlier, at Suva, the *Cook* was the first ship to anchor with her stern against the wharf and her bow in the stream in Mediterranean style.

NG Gets First Local-born Chinese Solicitor

A young Rabaul man with a distinguished scholastic record in May became the Territory's first local-born Chinese solicitor.

He is Cyril Chan, 29, son of Mr. and Mrs. Chan Ngo of Matupi Farm, Rabaul.

Cyril's achievement is all the more remarkable when it is known his educational career suffered a nine year lapse during the Japanese occupation and afterwards. On resumption of studies he was awarded a bursary to study at the Chevalier College, Bowral, where he obtained Greek and Latin honours.

A Commonwealth Scholarship enabled him to enter Sydney University where he studied Arts and Law.

Now a Bachelor of Law, Cyril Chan has returned to Rabaul to join the practice of Mr. Dudley Jones.

More Detectors in Search For Illegal Fiji Arms

The Fiji police, worried at the number of unlicensed arms about the Colony, have declared an arms amnesty to operate from June 1 to June 30, in the hope that illegal weapons will be handed in.

This is the second amnesty in the last two years. In March, 1960, when persons could hand in arms, etc., without fear of prosecution, 65 illegal weapons of various types, and about 1,000 rounds of ammunition, were handed in.

Many of the weapons are believed to be American wartime arms acquired somehow or other when the United States forces were stationed in Fiji. Immediately after the war, in a series of intensive searches, the police discovered illegal arms in the canefields and houses. Day after day *The Fiji Times* of October and November, 1945, carried reports of arms and ammunition seized by the police, and of subsequent court proceedings.

In less than two weeks the police recovered rifles, shotguns, pistols, grenades and bombs, thousands of rounds of ammunition and more than 100 lb. of dynamite.

To help them in their search for illegal arms, after the next amnesty

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expires, the police plan to imp two mine detectors. Experience o seas has shown that these are i in the hunt for concealed arms. intensive police measures will m it a real risk to keep arms ammunition without a licence future.

Nakanai's Soa Sowed And Reaped

Patrol and Agriculture Dep ment officers who sometimes their heads in despair at indigenes' lack of incentive can heart from the example of Lu Soa of New Britain's Cer Nakanai district.

Unaided and without supervi by Europeans Soa induced his fe natives to plant an area with 19 young cocoa trees and now is s ing to establish a native-owned operative.

Soa's plantation proved to be eye-opener to West New Br District Officer Ted Hicks visited it in May with a patrol n up of District Agricultural off from Rabaul and Talasea.

They found a thriving c plantation with a standard of p ing "equal to if not superior that of some Europeans, accor to DO Hicks.

This remarkable achieve could in a small way be attribu to the fact that Soa had at one had several years of experienc a field worker at Keravat cultural station, as had a nur of other natives from the Ce Nakanai area.

Lying a short distance in from the Hoskins strip, Soa's co community still has some prob to face, namely, transportation produce. Once that is so perhaps by floating the cocoa d river by canoe, Soa and his can look forward to a new prosp

Already £900 from cocoa has been distributed to growers will go toward establishing the co-operative.

Two Killed in Rabaul Motor Accident

Mrs. Mary Ilene Hendren, wife of Rabaul bridge bui contractor Kenneth Hendren, Miss Elizabeth Pooley, about housekeeper, were fatally injure a motor accident in Rabaul on 27.

The two women were passe in a car driven by Mrs. Hend 18-year-old son Robert when it

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The 1961 Billiards Championship (the final was played in 1962) held at the Guadalcanal Club was won by Mr. Ray Murdock. Here, Mr. E. V. Lawson presents the Fourex Cup to Mr. Murdock. Behind them, from left, are Mr. Lionel McLachlan, who was defeated, Mr. Bill Ramsay, club president, 1962, and Mr. Douglas Corner, president 1961.

r car collided at the inter- of Malaguna Road and Avenue. The other car was by constructional con- Kenneth Thompson.

Pooley was killed outright rs. Hendren died three hours n hospital.

cars were extensively dam- and Mr. Thompson was d to hospital in a state of

A 9-year-old passenger in endren car, Arthur Boisen, o injured. Two other children in the Hendren car were un- t shocked by the accident.

Business Leads anslaughter

Papuan headman was gaoled -May for two years for hav- led a man during a row over ce to be paid for a bride.

-Maitai, 28, was charged with murdered Komai-Momu in an llage row in October last year illage three days' walk from in the Goilala sub-district.

pleaded not guilty but was for manslaughter by Mr. Ollerenshaw in a Supreme trial at Tapini on May 12.

s of the killing reached Ta- November, 1961, when two walked into Cadet Patrol Andrew Flowers' office and a human skull on the floor. nce at the trial showed that named Koma had been be- to the accused's brother but er given in marriage by her to a man of another village. -Maitai and his brother went new bridegroom's village to get satisfaction, including the return of bride-price money that had been paid. A brawl ensued and during it Guia-Maitai attacked one of the opposing side with an axe. The victim later died, was buried for a month, exhumed, his head severed, and his skull taken to Tapini as evidence.

Action on the P-NG Forestry Front

Saw-milling in Papua-New Guinea is to get a five-years boost according to an announcement made in Canberra in May. Under the new programme it is hoped to increase annual log production from the present 65 million super feet to 120 million super feet.

The following forest areas will be opened up:

Tonolei Harbour, Bougainville—approximately 107,000 acres containing 400 to 500 million super feet of timber.

Cape Hoskins, New Britain—approximately 200 million super feet of timber.

Oriomo River, Western District—41,000 acres of coastal forest containing about 100 million super feet.

Gogol River, Madang District—about 200 million super feet.

Piaiwa Forest, 60 miles from Lae —about 120 million super feet of timber.

After the P-NG Department of Forests has assessed the available amount of timber in each, public tenders will be called in Australia and in New Guinea.

Most of this huge increase in timber production must be for ex-

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GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

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.

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BRAND

When jaded appetites need gentle coaxing, simply serve four big bowls of appetising Continental brand Chicken Noodle. Its rich, tempting chicken aroma and flavour will make your family *want* to eat. Continental brand's fine ingredients are flavour-sealed in a moisture-proof foil packet. Try Continental brand Chicken Noodle Soup tonight!

Taste the home-made goodness in Continental brand Soup

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Now!!! REAL MASHED POTATO ...in seconds

Light and fluffy... the finest mashed potato you ever tasted!

Imagine! Real mashed potato—in seconds! A new quick way to serve your family the best farm-fresh potato . . . mashed the way they like it best! Simply take boiling water, add milk and stir in DEB. That's all. Wonderful nourishment. Wonderful new convenience for you. Ask for Deb Instant Mashed Potato at your store soon. *Four man-sized servings to every pack.*

Betty King, Australia's leading Home Economist, says:—
"You'll be delighted with new Deb Instant Mashed Potato. Now you get perfect mashed potato every time; light, fluffy and delicious! Try the recipes you'll find on the DEB pack; they're easy to make and they add such interest and variety to your meals."

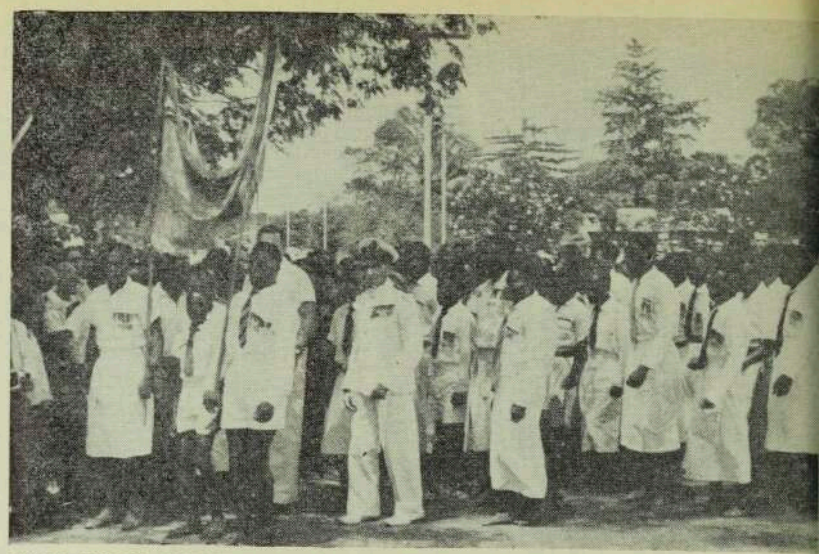
DEB—Made from the best Australian-grown, farm-fresh potatoes

R.5.PIM

port, and presumably elsewhere as well as to Australia.

The announcement of the five-year "programme of action" has caused a little surprise, coming from Minister Hasluck when it does. On one hand he is suddenly in a hurry to get as much timber out of P-NG as quickly as possible; and on the other is pushing ahead as fast as possible with his avowed aim of bringing New Guinea natives to the point where they can choose their political future.

The new plan provides that the Department of Forests will carry out natural regeneration of the forests in the cut-over areas to enable forestry to be undertaken in perpetuity on land that is designated as absolute forest land. The existing programme of reforestation in the Bulolo Valley, Keravat and Brown River areas will be continued. Extensive afforestation will be carried out on the eroded grasslands in the Highlands so as to assist in the rehabilitation of these areas.



ANZAC DAY IN RABAUL: During Anzac Day services in Rabaul, New Guinea, on April 25 these native ex-servicemen marched to the cenotaph for the service together with Lieut.-Commander (reserves) F. (Snowy) Rhoades, a former Coastwatcher.

Miss Rarotonga Contestants v. The Papuan Heathen

The Cook Island's "Miss Rarotonga" Contest this year really started something. No sooner had Miss Tara Utanga been acclaimed the attractive winner in April when Mr. G. Strickland, Sr., shot off a letter to the *Cook Islands News*, the Administration-run daily news sheet, protesting that the dress of some of the contestants during the judging had reminded him of the period between 1910-16 when he was calling along the Papuan coast with the London Missionary Society, bringing Christianity to the heathens. He said the Papuan men and boys covered themselves with a piece of string or a dry sugar cane leaf. The women wore grass skirts right down to their knees in some areas, but in others "they used only a cork and string to conceal their private parts, only partly not fully". He appealed to Cook Island girls not to dress like the heathen.

In the ensuing verbal free-for-all the *Cook Islands News* was swamped with letters.

Somebody suggested that the girls should have dressed Islands style with skirts and bare feet rather than in European clothes and hair styles. Somebody else suggested that Mr. Strickland's views were quite sanctimonious, and that anyhow he had himself three times used the words "private parts" in his letter, and that no doubt he was a great advocate of bringing back the Mother Hubbard.

Another writer said that at the Rarotonga contest he had seen neither dry sugar cane leaves nor the "parts mentioned in Mr. Strickland's letter".

An indignant parent said the whole show had been a model of good taste and behaviour and her daughter had worn a full length bathing suit, "with no resemblance to exotic Papuan styles".

Wrote Bruce Pitt-Payne: "I did not myself have the pleasure of attending the recent Miss Rarotonga Contest, so am unable to comment on whether or not the participants actually displayed their private parts. Since, I believe, the police were present at the theatre, I presume that, had any of them done so, Mr. Strickland would have had the opportunity of meeting them the following Thursday morning in the courtroom."

Back to the attack, Mr. Strickland, Sr., said he wanted to make it clear that he was referring to "*the* private part" which was concealed only with a bit of cloth at one part of the show, hence the similarity with the cork and string of the Papuan girls.

At this stage the editor announced that the correspondence was closed.

Changes Proposed in Fiji's Liquor Laws

Important changes in the liquor laws of Fiji are proposed in a bill published in May, and scheduled for debate by the Legislative Council on July 10. The bill is the result of an exhaustive inquiry by a special committee in 1960 and 1961.

The Government faced a difficult task from the outset in drawing up the bill, for on several major matters the committee, which numbered 1 found itself hopelessly divided.

This division of opinion is like to be reflected during the forthcon ing debate. Control of liquor one subject on which there wi never be unanimous agreement.

One of the major proposals is t remove the restriction on the pu chase and consumption of liquor b race and sex, but women will sti be prohibited from entering publ bars. The present law restricts ope consumption of beer to European Indian males and Fijian males ov 18. In addition Fijian and India men require a permit to drin spirits.

The hotel trading hours propose are 11 a.m. to 2 p.m. and 4 p.m. t 9 p.m., with 15 minutes grace aft each session to finish drinks. Pr sent hours are 10 a.m. to 10 p.m.

A new proposal is to allow of licences in place of wholesal licences. At present wholesalers ar required to sell liquor in quantitie of two gallons or more.

Restaurant licences will also b allowed, but patrons will be require to have a substantial cooked mea Another requirement for meals i licensed restaurants is the provisio of music or dancing.

Hotels may also supply liquor wit meals up to 11 p.m., and betwee 2 and 2.30 p.m.

In general the bill proposed highe penalties for offences against th liquor laws. It also proposed tha a Central Liquor Board instead o the Governor-in-Council exercis over-all liquor policy, and that divi sional liquor tribunals replace th licensing courts.

(Over

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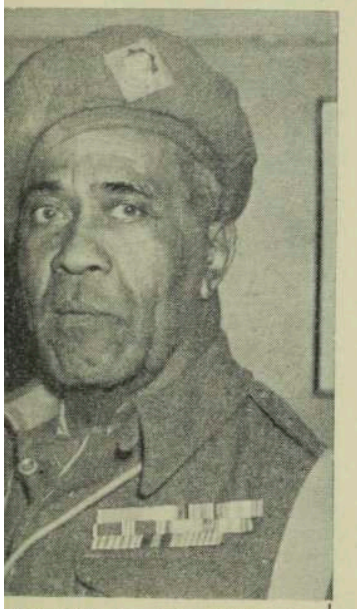
nd-in-hand with the Liquor and also following the com- report, is a bill which is ed to curb the drinking of lated spirits.

uld the bill be approved it e an offence to import, sell or methylated spirits without a e. It will be compulsory for e-holders to keep a record of tations, purchases and sales of lated spirits. It will also be an e to sell or supply methylated for drinking, and to consume in possession of any beverage ning methylated spirits.

thylated spirits will also have sold in containers of not less four gallons, unless they are labelled "poison" in English, and Hindustani.

bs will also be subject to control under a bill based on ion of the committee's report.



late Ratu Sir Lala Sukuna, in rm with the Fiji Military Forces.

hools Remember Ratu Sir Lala

jian schoolchildren each year have a day set aside to ur the memory of the out- ding Fijian, Ratu Sir Lala na, who died at sea near mbo on May 30, 1958. The commemoration will be on 8.

e Government and the n Affairs Board have agreed is following a request made the Fijian Teachers' Asso- on last year.

The bill makes no mention of poker machines, which are increasing steadily in Fiji's social clubs.

First Solo Single-Engined Crossing of the South Pacific

Captain Kenneth Walker on May 14 landed at Brisbane airport after having flown solo from America to Australia in a single-engined light aircraft. His final hop was a 1,700 mile flight from Nadi, Fiji. Officials who greeted him at Brisbane were not aware of the significance of his flight until they later had it pointed out to them that this was the first solo crossing of the Pacific in a single-engined plane from either east to west, or west to east.

Sir Charles Kingsford Smith flew a single-engined Lockheed Altair from Australia to America in 1934, with the aid of a relief pilot, and a few others have crossed the Pacific solo in two-engined and three-engined aircraft.

During the 7,500 mile flight from San Francisco to Brisbane the 28 ft. long, 36 ft. wingspan Piper Comanche made only three intermediate landings. The longest hop was 2,400 miles from San Francisco to Honolulu, which took 15 hours.

Captain Walker, who volunteered to ferry the plane to the Newcastle Royal Aero Club, left San Francisco on April 23, but was delayed at Honolulu and Fiii. The plane was equipped with a life-raft which carried a two-way wireless and eight days' rations, and inside the aircraft there was a special radio which enabled contact with land throughout the whole of the flight.

Said Captain Walker: "I've flown thousands of miles over land without mishap in single-engined aircraft, so I looked at the Pacific crossing this way: 'How would an engine know it was over water?'"

Mr. Bevington on the Financial Facts of Fiji

Fiji's economy is "quite critical, but by no means desperate" according to the Development Commissioner, Mr. Eric Bevington. Mr. Bevington revealed a few facts and figures about the economy of the Colony when, at Nadi early in May, he officially opened the annual conference of the Fiii Teachers' Union.

He said near disaster had hit Fiji through the reduced sugar earnings in 1960 and 1961, a big drop in the price of copra and a reduction in the New Zealand banana quota.

Income had fallen from £500 a person in 1959 to £218 today. This drop was reflected in drawings from the Post Office and commercial banks, which far exceeded deposits. The Government revenue for the first two months of this year was £200,000 less than expected.

He said that for some years the Government had been spending more than it received in taxation. In 1959-60-61 expenditure exceeded revenue by £6,450,000.

It was only because of borrowings that the Government had been able to spend more than it received, but a total debt of £8,000,000 would have to be met.

Mr. Bevington gave his listeners a grain of comfort when he told them that a very good sugar crop was in sight, and that copra production this year was likely to be a record. There was also the possibility of opening a big banana trade with Japan (see elsewhere).

Mr. Bevington's straight talk on the economic facts of life left the teachers thoughtful.

No Pacific Welcome to the Algerian Refugees

If French Algerians wish to leave that horror-ridden country they won't be finding any welcome mat put out for them in New Caledonia.

The majority party in the local Assembly is completely against any Algerian refugees getting a foothold in New Caledonia at all but finally have agreed to some on condition that each refugee is examined individually.

The New Caledonia majority party, Union Caledonienne, claims that some of its political opponents, who are also large landowners, foster the idea of taking a couple of thousand refugees so that they can sell them land and "make a fortune".

New Caledonian politics are of the very personal back-biting kind.

The Cooks: Un-get-at-able Tourist Paradise

An amusing article on Cook Islands tourism—or lack of same—written by husband and wife writing team, Johnny Frisbie and Carl Hebenstreit, recently appeared in the *Auckland Star* and is guaranteed to get some backs up. They don't always like criticism in the Cooks, even when it comes from someone like Johnny who was born there.

It's next to impossible to get there, the authors say; even more difficult to get back; there is only

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one hotel in Rarotonga and it's really the pub with no beer, like the song says. (But you can get it at the hospital at bargain rates.)

"There are no nightclubs, restaurants or coffee houses. Even the natural surroundings are undeveloped. There is no sports fishing, no water-ski-ing, no surfing, and only two spots in which to swim.

"Of course, this sort of 'get away from it all' vacation might be just the ticket for certain rugged individuals, the kind who accompany a Hillary or Heyerdahl on their trips, but the average tourist is likely to wish he'd never left his television set.

"If you tire of Rarotonga itself, there are the other 14 islands of the Cook group. But they are scattered over 850,000 square miles of wind-tossed ocean and you had first better be sure you:

"1. Are a good sailor, and

"2. Have plenty of time."

Carl and Johnny think it might always be like this—a tourist paradise with no tourists—because a lot of people like it that way. They aren't interested in seeing new hotels spring up on Rarotonga's beaches; they don't want to see endless caravans of visitors circling the island, cameras clicking. They like it as it is (and they may have something there).

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A 10 Seconds Beauty Bath

If you have to hurry away without time for your beauty bath, it is an easy matter to freshen up in a few seconds by simply smoothing the body over with your lemon delph freshener. This will ensure a dainty freshness, besides the beneficial toning that your lemon delph freshener will give you.

. . . . . Margaret Merril.

Japanese to Enter Cooks Tuna Market

The Japanese are to take part in a tuna industry based at Rarotonga, Cook Islands. A canning factory is to be built at Rarotonga by Island Foods Ltd., a subsidiary of W. Gregg and Co., Dunedin, and the Japanese will provide boats and crews to supply it.

Final details of the joint Japanese-New Zealand venture were being worked out in May, according to a NZ correspondent. Part of the deal is that the Japanese must help to train Cook Islanders in their boats. Each boat will train four Cook Islanders each year and use them at the end of their training to replace Japanese crew members. Eventually full crews will be Maori, under the scheme. However, boat and sale of profits from the catch would still belong to Japan.

Meanwhile, the Cooks' Director of Fisheries, Mr. Ronald Powell, is still going ahead with his plan to train Cook Islanders for tuna fishing. He is using Japanese fishing equipment.

Big P-NG Expansion In Broadcasting Services

Papua-New Guinea is on the threshold of vast expansion of its broadcasting services. The expansion is to be a combined effort by the P-NG Administration and the Australian Broadcasting Commission, and it is planned to give the Territory natives a blanket radio coverage to enable them to hear news and official messages.

The appointment announced last month of Mr. Lyle Newby as P-NG Director of Information will mean that the Administration's broadcasting activities will be stepped up.

The Administration erected in Rabaul last year its first radio station—a very small station of low power for the benefit of the local natives. Others will now follow, and the Administration plans to establish perhaps 30 of these small stati in all parts of the Territory. T stations will give out news, gove ment announcements, and music a use the vernacular.

Side by side with this expansi the ABC is planning expansion its own. The appointment in M of Mr. Geoff Luck as Journalist-Charge of ABC news broadcasts P-NG, and the appointment of t natives, Boe Arua and Christ Rangatin, as cadet journalists, was t first move. Mr. Luck was regio journalist in Port Moresby fr 1956-1958. He was then the s ABC journalist in the Territo which had employed one man th since 1949. Now as from May t ABC news service in P-NG empl three European journalists and t natives, and plans to employ t native cadets each year. After T ritory experience cadets will given general experience in Austra before returning to New Guin

The ABC shortly plans to op a new transmitter in Rabaul, e ploying its own staff, includi a journalist, who will provide a ne service for the New Guinea Isla area. Power of the VLT6 short-wa transmitters at Port Moresby h also been stepped up to give a b ter coverage.

The "Miena" Sinks

The famous Solomons trading schooner "Miena", whose picture appears on the Protectorate's 6d. stamp, is no more. She sank at her moorings at Tulagi in early May.

"Miena", owned and sailed by Captain J. W. Richmond on freight and recruiting voyages, used to be a pretty sight along the Guadalcanal coasts, her sails billowing in the wind. She was taken to Tulagi a year ago for repairs and hadn't sailed since.

Solomon Islander Jack Nawane joined "Miena" as bosun in 1952 and was Captain Richmond's right-hand man. He was with her to the end.

NG Highlands Dunantina Plantation Sold

It was announced early in M that Mr. Graham Kingsford Sm had purchased the Dunantina coff plantation, several miles out of G roka, which was developed in rece

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by interests associated with *Pacific Post*. It was advertised le in April for £12,500. Mr. ord Smith resided in Goroka t for a few years in the 'fifties, g and trading, and then trans- to Sydney. His new pur- of course, means that he re- to the Highlands, with faith future.

ralia Has First Honour the Bounty Cup

folk Islands inaugural bowls ment for "The Bounty Cup" pronounced success in May. s turned up from Australia ew Zealand, and the NSW team e honour of having its name ed on the cup as the first .

cup will be kept on Norfolk e names of the winners each nscribed on plaques to be at- to it. The Bounty Cup is a ul replica of the famous , her sails of beaten silver. manufactured by a firm of jewellers.

Bounty Tournament will be lar event between Norfolk, New d and Australian bowlers and ected to develop into one of st important of the South Seas g events.

Navy Sounds son Harbour

hydrographic survey vessel, *Paluma* under the command utenant-Commander Mike Cal- AN, arrived in Rabaul's Simp- larbour early May to begin eying the deepwater port.

ma entered the harbour using r-old charts. Since 1948 no te survey of the harbour has nade.

Commander Calder said *Paluma* completely delineate the har- coastline in the next six to weeks. With the aid of a motor boat which will take soundings *Paluma* would over almost every foot of n Harbour and nearby Greet ir.

ipped with asdic, sonar, and ounders the *Paluma* will chart positions of jetties, buoys, rocks artime wrecks which may have position over the years.

iding weather does not hold work *Paluma* hopes to chart eas in Kimbe Bay before mak- ck for Sydney in August.

year the survey ship un- a total of 26 shoals and five reefs, previously uncharted, in the China Straits area.

Notices to Mariners were duly issued notifying of these navigational hazards.

Further work was carried out around Rodney Entrance, south-west of Port Moresby. Until the *Paluma* made this survey ships' captains were dependent upon charts based on data collected by Captain Owen Stanley 110 years ago.

Freemasonry On The N. Guinea Mainland

Freemasonry flourishes in New Guinea. Madang has had a lodge for some years; and now there are sufficient members (26) in the Sepik area to form a lodge.

Lodge Sepik, No. 498, sponsored by Madang, was consecrated on Saturday, May 12, by R.W. Bro. T. Strachan, Deputy Grand Master; and the following were installed as the first office-bearers: master, J. H. Evans; senior warden, F. E. Niemenen; junior warden, R. R. Cole; chaplain, P. S. Enders; treasurer, D. Sharp; secretary, R. P. Laybutt; director of ceremonies, R. Webb; senior deacon, J. D. Nitz; junior deacon, W. T. Brown; inner guard, A. C. M. Christie; stewards, J. D. Martin, E. N. Fay and J. H. Lang; tyler, D. Shepherd.

Order to Return Child Aboard Missing Cutter

Australian police in late May were interested in the 32 ft. Sydney cutter *Isis*, which it was believed might be headed east across the Pacific from Sydney.

An attractive young American woman, Mrs. Jane Martindale, told a Sydney Divorce Court on May 22 that she believed her estranged husband Walter Lafayette Martindale, 33, was aboard the *Isis* with their 21-months-old daughter, Liane Tiare. She asked that the child be returned to her custody pending divorce proceedings.

Mr. Justice Dovey made an order for Martindale to return the child and empowered police to take possession of her from Martindale.

Mrs. Martindale told the court that she and her husband had married in Tahiti in 1958, where they had lived for some time. They left there for Australia in January, 1959, intending to settle permanently. She claimed she had to leave her husband because of his conduct and had given him access to the child.

Martindale had called for the child

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Beautiful Forty

As long as you keep up the circulation of the skin tissues it will retain its firmness and muscles tone. Try to get into the habit of quick evening skin massage. First, off with the make-up with a little entration cleanser and then, for a few minutes, massage with rich vitalising ulan night cream with an upward aud outward movement. Do the neck as well and add a little patting and slapping to stimulate the circulation. In the morning complete with a protective layer of oil of ulan and watch your complexion grow lovelier by the day.

. . . . . Margaret Merril.

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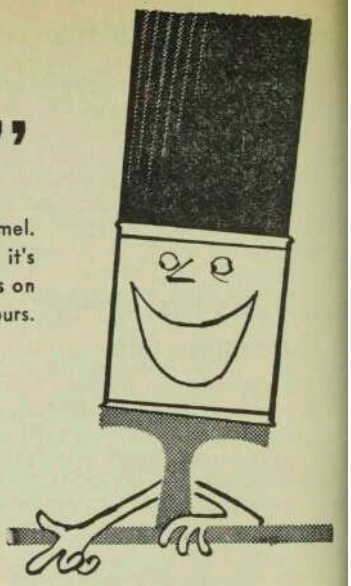

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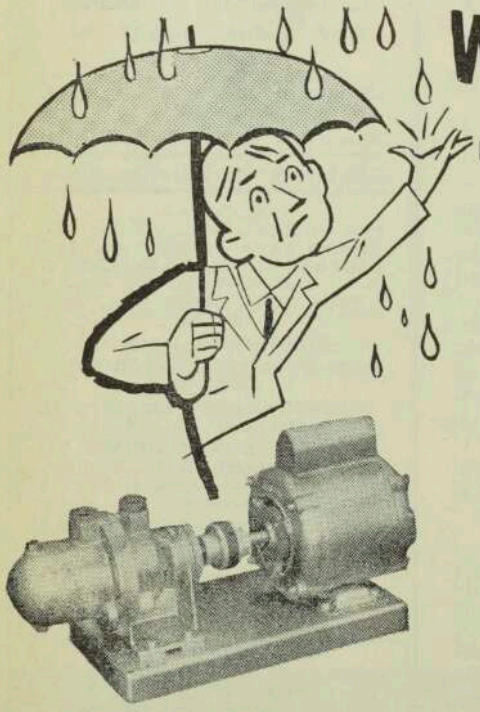

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ay 19, and when he had failed urn she learned that the *Isis* ft its moorings in Sydney, and ossibly headed for Queensland.
Justice Dovey said it seemed aking the child in the yacht in ircumstances was "exposing her ve risk of injury".
side the court, Mrs. Martindale he believed the *Isis* now had rew members off the 43 ft. *Diana,* and that it was prob- leading for Tahiti. The cutter a double ender, gaff rigged, l all white with a blue stripe, ith white sails with no mark- The cutter carries no name

Developing Boroka Distances Port Moresby

odern new store has been built rns Philp (New Guinea) Ltd. oka—the flourishing new suburb t Moresby, about four miles the north east—and it should n for business within a few There is some very up-to-date o m e n t such as serve-yourself rs, a bottle department which atically delivers cartons of beer, and a type of insulated which is said to be the most ful of the modern devices for ing the heat of the tropical a big flat roof. There now re Europeans living in Boroka all Port Moresby. The new re is in the next block to Mr. Morrisey's m o d e r n Boroka and new shops are b e i n g there in all directions.

WAR IN NNG

(from p. 19)

t New Guinea, are tremendous ave no relation to ordinary manoeuvring even with well and well equipped troops.
he moral front, Dr. Soekarno eady got his victory in that r country—with the exception bbit-like squeak from Austra- s bothered to raise its voice est over what the Indonesians w actively engaged in doing Dutch Territory.
state of affairs, from nations d small, who have gone on as being devoted to the causes e, is hard to understand by s of the South West Pacific ave watched this Dutch-Indo- trouble develop over 15 years ve made no bones about their hies being with the Dutch.
er there is a case where United intervention might have served some useful purpose, this seemed to be it. But the United Nations apparently throws its weight about only when right is on the side of someone in the Afro-Asian bloc. Where the dispute is between a European power—and an ex-colonial one at that—and an Asian, the European power is left to stew in its own juice, even while it is morally right.

At the end of April and again in mid-May, the Dutch requested the United Nations Secretary-General to send UN observers to West New Guinea. Weeks dragged on with no reply, while the Security Council thought about it, but on May 24, U Thant finally replied to Dutch requests by turning them down.

Nothing could be done, he said, until Indonesia asked for it also.

The sovereignty of West New Guinea is still in the hands of Holland—not even the United Nations has ever been able to decide otherwise nor has Indonesia ever been tempted to try it out in the International Court.

Yet, when a sovereign power asks for UN assistance in its own territory, it cannot have it because an aggressor, who claims the territory for no other reason than that it *is* Dutch, has not requested it.

For a dozen years Australia supported the Dutch cause in West New Guinea, but in the last year this policy has been subtly changed. There are several reasons for this —one being that the Dutch themselves, although they do not want to hand over to Indonesia, do not want to stay in the Territory. The other is that, as Prime Minister Menzies pointed out last January, "our powerful friends"—meaning America—have no intention of going to war with Indonesia over NNG.

In bolstering this change of attitude the Prime Minister has always clung to the assurances of Indonesia that it would not use force to gain New Guinea.

Ill-Timed Australian Visit

Now, of course, the Indonesians are using force. At a Press conference before he left for the UK on May 24 (for Common Market discussions) Mr. Menzies described it as "a most unhappy business". He said, also, that it was a break of assurances given Australia. He said he would have discussions on South East Asia while he was abroad.

At the same time he announced that the Australian Minister for Defence, Mr. A. G. Townley, would make an official visit to Indonesia in early June, as a return visit to that made by Indonesia's General Nasution to Australia last year.

Even Mr. Menzies' most ardent supporters have been incensed at this visit at a time when our Dutch neighbours and allies are engaged in active warfare with Indonesia.

Mr. Menzies had raised his voice in protest earlier in May when Indonesia's Dr. Subandrio was in Moscow on a buying spree for Soviet arms, and apparently as propaganda to back up this mission, Dr. Soekarno had gone on record in praise of Communism.

At an Indonesian Communist Party Rally on May 2, Dr. Soekarno said, in part, that he had "cured most Indonesians of their phobia against Communism although some were still obsessed."

He said Communism had a great role to play in the anti-colonialist struggle.

He said the Indonesian struggle was a part of the greater revolution spanning three-quarters of the world.

The goals would be achieved only if there was a revolutionary national unity without internal discord.

Dr. Soekarno's statement came a couple of days before the arrival in Australia of the US Secretary of State, Mr. Dean Rusk, but this espousing of the Communist cause appears not to have altered the United States' belief that it would be a good thing to have Indonesia established in New Guinea.

Most residents of Australasia and the SW Pacific feel that, if what is going on in NNG at the moment is a sample of living closer with Asian neighbours (as they are continually being urged to do), they don't think much of it.

FIJI SUGAR

(from p. 19)

form, brought to their doors by the anti-mill gentlemen.

But two things swung the balance against "the group". It was seen that, as a result of the loss of over £2 millions last year—the direct result of the group's activities—there was grave suffering among sugar workers generally. And such irregularities were shown in the union of mill-workers, directed and controlled by Mr. D. B. Lakshman, that the mill-workers were obliged to elect a new executive—and Mr. Lakshman, rightly or wrongly, was associated in the growers' minds with the anti-CSR Co. group.

The better classes of growers signed; the other classes slowly fol-

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lowed; and finally all came in with a rush.

It ended, in April, with more than 90 per cent. of the nearly 14,000 growers signing the contract. The industry, in May, to Fiji's outspoken relief, went into top gear for a record production of sugar.

The most prominent of the anti-mill-workers have disappeared from the stage. Some have gone overseas. A gentleman who seems to be in Fiji as a kind of religious teacher —a "swami"—is having his remarkable non-religious, or political activities, examined by his bosses in India.

It would be delusion to imagine that this means eternal peace in the sugar industry. The anti-mill campaigners, like the Reds in the Cold War, never give up. There is no indication of what form their next effort will take, but they probably will seek ways and means of undermining the authority of the new Sugar Board which now has charge of the industry.

UN Mission

(from p. 14)

sense into natives who have asked him to have America take New Guinea over, or provide them with "cargo". He has been aware of the cargo cult movement and is sympathetic to Australia's problems.

"Other members of the Mission are calling me 'No Cargo Nucker'," said Mr. Nucker in Goroka. "I have been explaining wherever possible to natives that their belief that America will send unlimited supplies was just a whim."

The Cargo for Manus

Mr. Nucker made one very long statement when he was asked at a meeting of Manus Island people held at Lorengau on April 19 that the US replace Australia as the Administering Authority.

It's bad luck that his statement in *that* area may turn out to have fallen on deaf ears, for since he was there it has been announced that Manus is shortly to be turned into a big American tracking station. Millions of dollars will be spent there, and it will be just like the old wartime days when Manus was a big American base!

Here anyhow is part of what Mr. Nucker said at Manus, for the record:

"As an American, I appreciate the confidence expressed in my country. However, you must realise that America could not take over this administration as you have requested.

"During the last war, Americans and Australians fought alongside each other in this part of the world. Americans fought in many places of the world and everywhere they fought they had friends fighting with them. Americans did not win the war alone —they had to have friends.

"After the war the United States agreed to administer the area known as the Trust Territory of the Pacific Islands, and Australia agreed to administer New Guinea. Both agreements were with the United Nations. Australia and the United States are friends. Each country is a member of the United Nations. We would not hurt our friend Australia by coming into New Guinea simply because you people asked us to.

"When America was here it was because there was a war and we brought a lot of cargo here to help win that war. That cargo was made by Americans, it was paid for by Americans. That cargo was brought here to help win the war—not to give to the people of New Guinea as presents.

"The war is over, the Americans went home. There has been no cargo since they went home. We do not intend to bring cargo—you people must work and help yourselves."

NORFOLK IS.

(from p. 18)

them very vocal—found themselves at loggerheads. Especially as Mr. Leydin, a busy man and rather shy in company in contrast to some of the bluff, back-slapping officials who preceded him, had little contact with the people.

Norfolk Islanders require understanding and a certain amount of patience. They are friendly and warm-hearted on the whole, but themselves shy with strangers. Mr. Leydin's reticence was misinterpreted by some as either arrogance or disinterest, which was regrettable.

There is no denying that the island's economy is on a sounder footing now than when Mr. Leydin arrived. The Administration appears to be financially able to carry out a considerable number of public works. The increased flow of tourists shows no signs of slackening and the air service to the island is to be continued on a weekly basis indefinitely.

Speaking at a farewell brodacast over the Administrations broadcasting system, Mr. Leydin touched on the state of local politics.

"I hope that with my success help you will find a satisfactory so tion to the question of local Gove ment," he said.

"I feel sure that with the resu tion of proper and regular consu tions and discussions between y representatives on the Norfolk Isl Council and the Administrator, with the sincere wish on both si to arrive at a solution which provide a workable and respons form of local government, an ans will be found. An answer which ensure a continuance of good gove ment, and give proper and adeq guarantees for your future welf and that of your children. I h with all my heart that this will be

(See Canberra Commentary, p. 40)

NG Coffee

(from p. 18)

The next move in Long-te Agreement negotiations will be fore the United Nations in June. these Mr. Downs had this to say the April issue of the *Highla Quarterly Bulletin*:

"If, within the framework of new] agreement our own small ne are recognised and fulfilled and some form of price stabilisation, p duction control and reduction over-stocks is achieved, then world's coffee trade will enter int brave new world of security.

"However, New Guinea will h to pay a price. The basis of agreement is that each particip will have to make some definite s rifice. Ours will have to be a t abandonment of new coffee acrea No further land will be permitted be set aside for coffee producti This is implicit in membership. C trols envisaged will extend to insp tions by the World Coffee Cou executive and rigid regulation by local authority.

"We are in the midst of a wo which is moving steadily towards t sort of control in other fields. Th is nothing new in these new pro sions. They exist already in sugar

"The future of the Highlands now require something more th coffee to sustain its economic futu There are still some large areas ali ated and within the control of Administering Authority. It would a wise long-term plan to keep th areas for a few large tea proje which could initiate another bever crop in this country and serve as means of providing processing fac ties for the small grower.

"That is the message of Washi ton. Let us be grateful that our cof industry is already well establishe

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DEATHS OF ISLANDS PEOPLE

Mr. W. P. Schutz

death occurred at Betio, a, G&EIC, on March 27 of V. P. Schutz, who had been nently associated with the ang organisation (co-operatives) Wholesale Society for many He was 67.

was a member of a family well in the Gilberts and the Mar- and although born in the was educated in the Marshalls time they were a German ion.

n the Japanese took the Mar- over as part of the Mandated ry of the Marshalls, Carolines Marianas, a great many part- an people went to live in the s.

Schutz returned permanently awa in 1917 and worked in the for 20 years with Burns Philp o. Ltd.

937 he took on the manage- of a small trading society at g, with a capital of £46 in nd a little over £500 worth of stock. The war soon inter- but nonetheless within three after it he had built up this ing group to embrace seven

Schutz is survived by two sons y, who has picture-theatre in- in Betio, Tarawa, and Albert, a ship's officer at present serv- a tanker in the Atlantic.

Mr. Richard Broadhurst

death occurred in Sydney on 4 of Mr. Richard Broadhurst, g "old Territorian" with many s and connections in the Ra- strict.

ad recently made a business Japan and another to his daughter in Perth, WA, and continuing on to New Guinea, off for a few days at his home and for a medical The check found he had a ondition, but there was noth- uggest that he would die. He ly 54.

Broadhurst went to Rabaul in nd until 1939 worked for Philp and Co. as an accoun- In 1936 he married Mavis n, daughter of a SDA mis- who had lived nearly all her Fiji and New Guinea.

the war the Broadhursts ustralian life for some years not return to New Guinea 52.

ent years Mr. Broadhurst has had numerous business interests there; he was a director of J. L. Chipper and Co., a director of the Bougainville Company and managing director of New Guinea Credits Ltd. A couple of years ago he bought the family home at Wahroonga, Sydney, where he died.

He is survived by his widow, his married daughter Robyn, and two sons, Kevin and Alan, who are still at school.

Mr. Arthur Hall

The death of one-time Rabaul resident Arthur Hall was reported from Raymond Terrace, NSW, in early May.

Mr. Hall and his family went south in 1959 on transfer after two years' work with DCA in Rabaul.

While in Rabaul both Mr. Hall and his wife Peggy were active workers for youth organisations; Mr. Hall being prominent in the Scout movement while Mrs. Hall's efforts went towards helping the Guide Association.

Sister Maria Regina

Sister Maria Regina, 81, a Mission School teacher at Vunapope, Kokopo, died at the mission early in May.

After taking her vows in Germany in 1922 Sister Maria spent several years as a teacher in America. She went to Vunapope in 1927 and was one of a number of Catholic nuns interned at Ramale prison camp during World War II.

Mr. Carl Jacobsen

The death occurred in Lae, NG, on April 25 of Carl Mallesch Jacobsen, a town and plantation identity whose association with the Territory goes back to 1932 when he first arrived.

He spent his first two years with Bulolo Gold Dredging Ltd., then took a farm lease near Lae where he first grew ginger.

At the outbreak of War II he joined the NGVR, then was seconded to the 5th USAAF as an intelligence officer.

At war's end he went to Darwin to work with the Red Cross POW Reception Centre and shortly afterwards returned to Lae. Here he disposed of his property, *Bulae* and started *Leiwomba*, nine miles from Lae.

Always civic-minded Mr. Jacobsen was elected first member for the NG mainland in the P-NG Legislative Council, was first Worshipful Master of Lae Masonic Lodge, which he helped to found; and was the first president and later patron of Lae Bowling Club.

Mr. Jacobsen was 67 at the time of his death. He is survived by his son James of Lae, and his daughter, Mrs. Jack Goad of Port Moresby.

Mrs. F. Smith

Mrs. Fred Smith (nee Zillah Whitcombe) who died at Naqilai, Taveuni, on May 8, aged 43, was a member of a well known Fiji family.

In her younger days she was one of the leaders of sport and the social life of Levuka, where her parents lived, and where she attended school.

She is survived by her husband (manager of the Morris Hedstrom copra estate on Laucala Island), daughters and a son.

Commander Maxime d'Andre

With the death of Commander (Retd) Maxime d'Andre, in Noumea, in May, New Caledonia lost one of its most respected citizens. Commander d'Andre had a distinguished career in the French Marines, and was one of that diminishing band who rallied to de Gaulle in the dark days of 1940. He served with the Free French forces in several theatres of war. He later occupied various senior positions with the Army's legal department. Commander d'Andre arrived in New Caledonia in 1945 to take charge of the Noumea garrison, but afterwards retired and was engaged in commercial activities until his sudden death. He married in New Caledonia. He left a widow and three children.

Mr. C. A. Adams

The death occurred in Lautoka Hospital, Fiji, on May 10, of Clarence Angelson Adams, known as "Gerry", and a colourful figure in North West Viti Levu. He was aged 62. The late Mr. Adams arrived in the Colony from NZ in 1923 to work for the late Mr. I. E. Michelmore as a chemist. He later branched out on his own, taking over the Lautoka branch of Swann's Pharmacy in 1933. He continued to develop his interests and became connected with many types of businesses. In 1961 he moved from Sigatoka to Nadi. He left a widow and son, who are living in NZ. For a tribute, see p. 22.

Never before has New Caledonia experienced such a hot, wet May. A New Caledonia reports that: "The citizens know what is causing it, of course. All are agreed it is due to the nuclear explosions at Christmas Island."

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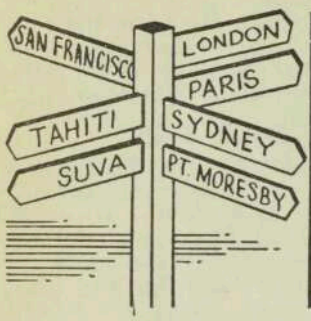
The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



TRAVEL TALK

Rabaul, Far East And Bali On New Cruise Plan

A cruise which offers something to those who like the exclusive in travel is being organised for late this year by the China Navigation Company with a vessel new to the South Pacific.

THE 12,500 tons *Kuala Lumpur* normally trades between Singapore/Malaya and the Middle East except for one period late in each year when she cruises between Western Australia and Japan.

This year cruising activities have been extended. The cruise will be 43 days Fremantle-back-to-Fremantle (or Sydney-back-to-Sydney); Melbourne-back-to-Melbourne will be a day or so longer—and costs £10 more than the Fremantle or Sydney fares in each category.

After leaving Australia calls are made at Rabaul, New Guinea, Manila, Hongkong and Bali—then back round the Australian coast, Fremantle, Melbourne and Sydney.

The high point of the cruise is the six days in the duty-free port of Hongkong in mid-November, which will allow passengers to do their Christmas shopping as well as go sight-seeing.

A maximum 200 first class passengers only are carried and all cabins and public rooms, with the exception of the gymnasium, are air-conditioned.

A large swimming pool on the lido deck and a modern dance band are included in the amenities for keeping passengers amused during the days and nights at sea. There is a hairdressing establishment and a Chinese laundry.

Kuala Lumpur is a British ship registered in London and manned by British officers and Chinese crew. Ratio of stewards and cooks to passengers works out at about half per person—which should ensure service for the customers.

Cabins come in single, double and three-berth varieties and many of them have their own showers and lavatories.

Prices range from £425 to £570 for a single cabin, depending on whether inside, outside or with shower, etc. Single cabins with pullman berth are £345-£400.

Double berth cabins are £400-£525 per berth depending on location and whether they have showers, etc., or not; and three-berth cabins are from £310-£400 per berth.

These fares are for Fremantle-back-to-Fremantle or Sydney-back-to-Sydney. Melbourne-back-to-Melbourne is £10 more per berth in each case—presumably because of the extra day or so involved.

It is anticipated that some berths will be available for New Guinea passengers who wish to join in Rabaul (although priority, naturally, must go to passengers taking the full round-trip). New Guinea passengers would have to complete their return journey from Sydney by air or by some other ship.

Sydney booking agents for the cruise are Swire and Yuill Pty. Ltd., 6 Bridge Street. In Perth or F mantle, Dalgety and New Zeal Loan Ltd., 15-17 William Street; Melbourne, John Sanderson and Pty. Ltd., 305 Little Collins Str and in Rabaul, Colyer Watson (N Ltd.

Africa is Still Worthwhile—Part I

ALTHOUGH in the tourist se the whole of Africa has been partial eclipse for the last couple years, there still is no more fascin ing place to visit. And for the Pac Islands resident, a visit to either So Africa, the Rhodesias, or East Af —or to all of them—pays dou dividends as something of a prev of events that "could happen here"

For the traditional tourist who determined to take affairs at f value, Africa seems very much as has always been; for those who to probe beneath the surface, there plenty to discover and think abo The choice is strictly up to the tou as to which sort of visitor he will

Africa can be included in an ticket to London at about £40 ex cost; and on a round-the-word t home via the United States, at ab £60 extra.

Return air-fare Sydney-Johann burg-Sydney is £501/15/- econo class; and £657 first class. Single fare, Sydney-Johannesburg-Londo £A348/15/-, economy class; £A548/9/- first class. Round-t world fares, back through USA, £A601/17/- economy class; £A941/2/- first class.

Qantas Airways has a fortnigh service with Super-Constellation craft between Sydney and Johann burg; and South African Airways a service in the alternative we Crossing the Indian Ocean calls made at Cocos and at Mauritius.

From Johannesburg, BOAC SAA jet aircraft have an almost da frequency along alternative routes cluding Livingstone (Northern R desia—for Victoria Falls); Nairo Kenya; Khartoum, Sudan; Cairo; Rome to London.

Johannesburg, in spite of its popu tion of over 1,000,000, is uninspir as cities go. It is essentially a min town that has grown too large its own good, situated on the f high veldt at over 5,000 ft., and ab 300 miles from its nearest seaco But it is a good jumping off pl for a safari tour of the Kru National Park which can be seen a complete trip in itself or combi with an overland journey to Durb

The Kruger game reserve runs in a narrow strip of country bes

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border of Mozambique, and the
er north you go in the reserve
etter chance there is of seeing the
game like elephants, although
in the southern part, nearest
nnesburg there are plenty of
e, buck, rhino and even a few

commodation within the reserve
rified camping—tourists usually
in a communal dining room
leeping in two-bedded huts or
vels. At a smaller reserve
r Durban, accommodation is
in rondavels but a native ser-
is provided with each unit to
e cooking.
n the fussy traveller will find
commodation adequate and his
sight of big game will com-
te for any minor discomforts.
se safaris are usually under-
in cars—some of them seven-
s—large enough to adjust to the
gations and dust of African
A European driver-guide will
charge of the party throughout
hey know the country and the
es intimately. Drive-yourself-
ay be hired in Johannesburg—
rly expensive rates—but a first
the game reserves is probably
undertaken with a guide. The
burney from Johannesburg to
uthern entrance to Kruger is
st part of a day's drive, and
inside the reserve there are
rules and regulations that
be observed.
th Africa is a land of great
es and car travel can have all
scomforts of similar travel in
ustralian outback. Except for
me reserves, air travel is the
t.
n Johannesburg, Durban is
1½ hours away by air and so
renco Marques, the capital of
mbique or Portuguese East
The latter is well worth a
see what Africa is like when
a Portuguese flavour. Cape
is about three or four air hours
from Johannesburg.
things that usually astonish
who have only read about
Africa, are that it is neither
nor tropical. Cape Province
climate something like Vic-
Natal like southern Queens-
ut most of the interior consists
nendous grass plains at eleva-
p to 6,000 feet which can be
ght cold in winter and blister-
ot in summer.
e are few forest areas, but
ian eucalypts are grown in
ions and so is Australian
Around Pietermaritzburg in
ls behind Durban, they strip
k from plantation-grown Aus-
tralian wattle, export it to Australia for tanning and make handsome profits.

NOTE: It incenses some Johannesburg residents to hear tourists call their city Jo'burg. Give it its correct title.

(Next month: Victoria Falls and East Africa.)

BSIP Has Welcome Mat for Tourists

The British Solomon Islands Protectorate, which was out on the end of a long limb until Fiji Airways completed the Honiara-New Hebrides-Fiji link at the end of last year, is now making its own modest bid for tourists.

Mr. Alvin Blum, an American citizen and one of Honiara's leading businessmen, has recently become BSIP agent for Hunts Travel, Fiji. It is apparently believed that it is from the Fiji end that most tourists will come, although the link from Australia through New Guinea down through the Solomons has been in existence for years.

Mr. Blum meets all tourists and conducts them around the parts of Guadalcanal get-at-able from Honiara — including famous Henderson Field where US Marines gained fame in World War II and which is now Honiara's airport.

An American travel agency included Honiara in a package Pacific tour last year and will do so again this year, and on that occasion the agency chartered the aircraft in Fiji and returned the same way after a couple of days in the Protectorate.

The traveller who does the same thing under his own steam will find it a little less convenient than that. He must either wait two weeks in Honiara to get a plane back to Fiji; leave for New Guinea on the dawn following his afternoon arrival in Honiara from Fiji; or wait almost a week to do the same thing on the following plane.

In any of these cases, the time in Honiara for the average tourist is either too short or too long.

The Hotel Mendana, in Honiara, is adequate for most travellers' requirements, but should there be a sudden influx of tourists, it has already been planned for accommodation to be arranged privately. (This would only be for large parties, making advance arrangements.)

Fiji Airways uses Heron aircraft on the service and for long ocean hops they carry only about seven passengers. They leave Nausori, near Suva, at 8.30 a.m. on alternate Sundays, call at Nadi on the other side of the island and arrive at Vila, New Hebrides, at 1 p.m. local time, where an overnight stop is made. Next morning there is an hour's flight to Santo, NH, and then a five hours' hop to Honiara.

To anyone conditioned to jet aircraft, the Herons seem very small indeed, but for the adventurous, batting around the unspoiled SW Pacific in them has its own peculiar charm. As Mr. Blum has pointed out to us "you really **feel** that you're flying".

Trans-Australia Airlines, which operates the Honiara-Lae, NG, service uses Fokker Friendship aircraft one week, and DC3 aircraft the next. Calls are made at Yandina, Munda, Buka, Rabaul before reaching Lae in mid-afternoon (after a 6 a.m. start from Honiara).

At Lae there are DC6 connections to Port Moresby and Australia—and in Port Moresby there is a connection with Qantas Electras for Manila and the Far East.

Fares by Fiji Airways, Nausori-Honiara, £F57/9/- or approximately £A64/12/6 or $146. Fare from Honiara to Sydney by TAA is £91/14/- or approximately $210.

NZ, Too, Abolishes Tax Clearances

New Zealand is to follow Australia's lead in abolishing the need for taxation clearances for people leaving the country.

The decision, a well-kept secret in NZ, was let drop by Prime Minister Holyoake during his visit to Canberra in early May.

London's First Motel

Motel-conditioned Australians and Americans will be interested in London's first venture into this tourist accommodation—the "Master Robert", on the Great Western Road at Osterley, about three miles from London Airport (which still makes it about an hour's drive from the West End, of course).

Accommodation is provided for 58 people in nine double and eight single units. The units are in the best modern motel style, with bath, television, radio and heating. Rates are from £Stg.2/10/- single per night.

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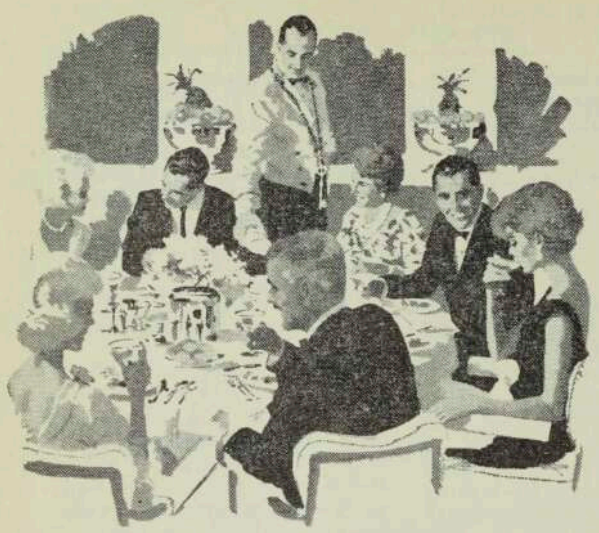


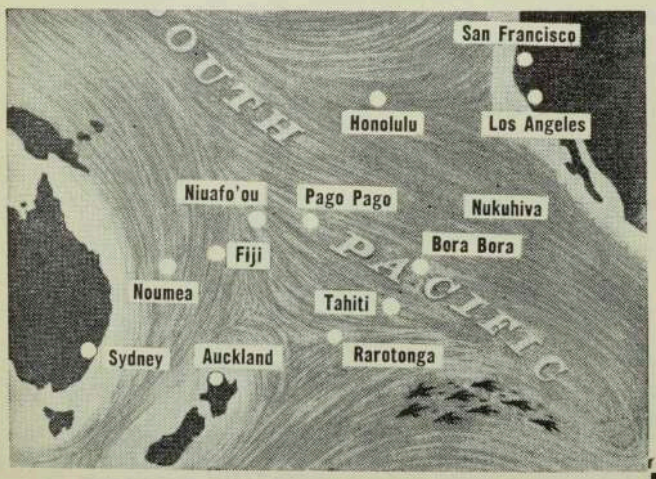
MAGNIFICENT RELAXING LUXURIOUS CAREFREE ENCHANTING GLAMOROUS

Commencing with the sailing of the "Mariposa" from San Francisco on July 8 (and from Sydney on August 2) two new islands are added to the Matson Ports of Paradise.

Southbound you now call AT BORA BORA and northbound AT NOUMEA.

If business or pleasure takes you to Australia or America, plan to go at least part of the way with Matson. All first class with just 340 honoured guests each voyage.

Sailing every three weeks from all Ports of call shown below.



NOUMEA: Etablissements Ballande.
PAGO PAGO: B. F. Kneubuhl.
SUVA: Morris Hedstrom Ltd.
PAPEETE: Etablissements Baldwin.
AUCKLAND: Matson Lines, 73 Queen Street.
SYDNEY: Matson Lines, 50 Young Street.

Matson Lines

For complete sailing schedules see page 150.
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IPPING TIME-TABLES

ydney-Papua-N. Guinea

sailings are approximate and may vary by as much as two weeks.

ekula sails from Sydney for ane, Nth. Qld. ports, Pt. Moresby, rai, Lae, Madang, Alexishafen. il, Pt. Moresby, Sydney. Next y sailings: July 7, Sept. 4 (approx.). aita sails from Sydney, Bris- Pt. Moresby, Samarai, Rabaul, ng, Lombrum, Lorengau, Wewak, ng, Lae, Samarai, Brisbane, Sydney. Sydney sailings: June 22, Aug. 8 ox.).

olo sails about every six weeks: y, Brisbane, Nth. Qld. ports, Port by, Samarai, Lae, Madang, Rabaul, rai, Pt. Moresby. Next Sydney sail- July 18, Aug. 28 (approx.).

itoro sails from Melbourne for y, Brisbane, Nth. Qld. ports, Pt. by, Rabaul, Wewak, Madang, Lae, loresby. Next Sydney sailings: July ept. 25 (approx.).

ails from Burns, Philp and Co., Ltd. dge Street, Sydney (B 0547).

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iang: Leaves Sydney for Brisbane, il, Madang, Lae, Port Moresby, y. Next Sydney sailing: July 11.

nsi: Leaves Melbourne about every eeks for Sydney, Brisbane, Port by, Samarai, Lae, Madang, Wewak, l, Pt. Moresby, Sydney. Next Sydney : July 13 (approx.).

ails from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney (BU 1712).

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a Navigation Co. Ltd. vessels g and Anshun call at Pt. Moresby, on their way north from Sydney ngkong.

ing: Dep. Sydney June 14, Pt. by June 21-23, thence Manila Hongkong.

hun: Dep. Sydney July 14 thence a and Hongkong (omits Pt. Moresby rip).

ails from Swire and Yuill Pty. Ltd., , 6 Bridge St., Sydney. (BU 1712).

---

abeth Boye: Leaves Sydney ap- ately every five weeks for Port by, Rabaul, Wewak, Madang, Lae. Sydney sailings: June 19, July 17 x.).

ik: Leaves Sydney monthly for resby, Lae, Madang (if inducement) Rabaul (calling Lord Howe Is. en occasionally). Next Sydney sailings: 22, July 20 (approx.).

ils from Karlander NG Line (F. phens Pty., Ltd., agents), 13 Bridge ydney. (BU 8311)

---

asia Line vessels run between lian ports (turn round at Adelaide) apua-New Guinea, with every third extending to Borneo.

cca: Dep. Sydney June 20, Bris- June 22-23, Pt. Moresby June 28, July 3, Madang July 7, Lae July rn to Sydney direct.

pi: Dep. Sydney June 29, Brisbane -2, Pt. Moresby July 6, Rabaul July e July 15, Madang July 17, thence orneo ports. Will go on to Singa- for dry docking, then return to , dep. Tangong Mani Aug. 12 for .

ils from Blue Star Line (Aust.) Pty., 7-19 Bridge St., Sydney. (BU 1271).

Sydney-NG-Far East

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound vessels call at: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Delos: From Sydney, due Lae June 11-13, Madang June 14, Rabaul June 15-16, thence Manila, Hongkong and Japan, arr. Moji June 30. Dep. Japan (Kobe) Aug. 3 direct to Sydney.

Tenos: From Japan, due Madang June 10, Lae June 11-12, Rabaul June 13-14, Honiara June 16-17, Vanikoro June 19-20, Brisbane June 24-26, Sydney arr. June 28; thence cargo-loading at southern Australian ports. Due dep. Sydney again July 20, for Brisbane July 22-24, Lae July 28-30, Madang July 31-Aug. 1, Rabaul Aug. 2-4, thence Manila, Hongkong and Japan.

Milos: Dep. Japan (Kobe) July 3 direct to Sydney, arr. July 15.

Samos: Dep. Sydney June 11 direct to Japan (Yokkaichi), arr. June 24. Due dep. Japan (Moji) July 1 for Hongkong, Manila, Nth. Borneo July 10-13, Rabaul July 19-20, Lae July 21-22, Brisbane July 26-28, arr. Sydney July 30.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney - BSI - P-NG

Soochow (NG Australia Line) leaves Melbourne about every five weeks for Sydney, Brisbane, Honiara (BSI), Rabaul Madang, Lae, Samarai, Pt. Moresby, Sydney. Next Sydney sailing: June 13 (after dry docking in Hongkong, will resume service at the end of August).

PACIFIC ISLANDS TRANSPORT LINE

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NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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Australia-NZ-Fiji-Canada-USA

		ORONSAY	ORIANA	ARCADIA	ORSOVA
SYDNEY	depart	June 4	June 27	July 8	From
AUCKLAND	arr/dep	June 7	June 30	thence	UK, via
SUVA	arr/dep	June 10	July 3	Far East	Panama
HONOLULU	arr/dep	June 15	July 7	July 31	Canal
VANCOUVER	arr/dep	June 20-21	July 11-12	Aug. 5-6	Sept. 4*
SAN FRANCISCO	arr/dep	June 23-26	July 14-15	Aug. 8-9	Sept. 5-6
LOS ANGELES	arr/dep	June 27	July 16	Aug. 10	Sept. 8-9†
HONOLULU	arr/dep	July 2	thence	Aug. 15	Sept. 14
SUVA	arr/dep	thence	UK, via	thence	Sept. 21
AUCKLAND	arr/dep	to Far	Panama	Far East	Sept. 24
SYDNEY	arrive	East	Canal	Sept. 10	Sept. 27

* Long Beach. † Vancouver.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0532).

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	June 20	July 8	Aug. 2	Aug. 26
LOS ANGELES	arr/dep	June 21	July 9	Aug. 3	Aug. 27
BORA BORA	arr/dep	—	July 17	Aug. 11	Sept. 4
PAPEETE	arr/dep	Jne 29-Jly 1	July 18-20	Aug. 12-14	Sept. 5-7
RAROTONGA	arr/dep	July 2	July 21	Aug. 15	Sept. 8
AUCKLAND	arr/dep	July 7	July 26-27	Aug. 20-21	Sept. 13-14
SYDNEY	arr/dep	July 10-13	Jly. 30-Aug. 2	Aug. 24-27	Sept. 17-20
AUCKLAND	arr/dep	July 16-17	—	—	—
NOUMEA	arr/dep	—	Aug. 5	Aug. 30	Sept. 23
SUVA	arr/dep	July 20	Aug. 7	Sept. 1	Sept. 25
NIUAFOOU	arr/dep	—	Aug. 8	Sept. 2	Sept. 26
PAGO PAGO	arr/dep	July 21	Aug. 8	Sept. 2	Sept. 26
HONOLULU	arr/dep	July 26-27	Aug. 13-14	Sept. 7-8	Oct. 1-2
SAN FRANCISCO	arrive	Aug. 1	Aug. 19	Sept. 13	Oct. 7

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Slagen (Karlander Line) leaves Melbourne about every five weeks for Sydney, Pt. Moresby, Honiara (BSI), Rabaul, Madang, Lae, Sydney. Next Sydney sailings: July 13, Aug. 17 (approx.).

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 thence West Africa and return to Australia. Next Sydney sailings: Van Cloon July 7, Van Noort July 24 (approx.).

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Johan Van Oldenbarnevelt and Oranje sail regularly from Sydney for Europe, via NZ, Suva (irregularly), Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Next outward voyage: Oranje dep. Sydney June 13 (at Papeete June 20-21).

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next southbound voyage: Remuera, ex-London, due Papeete June 26 (approx.).

Next northbound voyage: Rangitoto ex-Wellington, June 16, due Papeete June 22.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Service (a West German-owned shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of USA.

Netherlands NG - P-NG

MV Karossa (Dutch KPM Line) operates to Portuguese Timor, Netherlands New Guinea ports (Sorong, Manokwari, Biak, Seroei Sarmi, Hollandia. Fak-Fak. from Singapore about every three months Kaimana, Kokonao, Merauke), and Port Moresby in P-NG; return by same route.

MV's Kaloekoe and Kasimbar, three monthly service on route as above—but omitting call at Port Moresby.

MV Sungei Bila operates from Manokwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Willowbank: From Continent, dep. London June 7 for Pt. Moresby July 11, Samarai July 13, Lae July 14, Madang July 16, Wewak July 18, Rabaul July 19, Kavieng (opt.), Honiara July 22.

Dartbank: From Continent, dep. London July 5 for Pt. Moresby Aug. 9, Samarai Aug. 11, Lae Aug. 13, Madang Aug. 15, Wewak Aug. 16, Rabaul Aug. 18, Kavieng (opt.), Honiara Aug. 21.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-Netherlands NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and NNG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Rotti (NL): From Continent, dep. London May 28, due Papeete June 26, Noumea July 5, Honiara July 10, Pt. Moresby July 13, Rabaul July 17, Lae July 19, Madang July 21, Hollandia July 22, Biak July 30, Manokwari Aug. 5, Sorong Aug. 9.

Schie-Lloyd (RL): From Continent, dep. London June 28, due Papeete July 24, Noumea Aug. 1, Honiara Aug. 5, Pt. Moresby Aug. 9, Rabaul Aug. 13, L Aug. 15, Madang Aug. 27, Hollandia A 19, Biak Aug. 27, Manokwari Aug. Sorong Sept. 6.

Details from Royal Interocean Lin 255 George St., Sydney. (BU 6771).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping (UK), running between New Zeala and Japan, call at Noumea (New Ca donia), and Pt. Moresby (Papua)—s occasionally Lae and Rabaul (NG)— their northbound run; and Vila (N Hebrides) on the southbound trip.

Current northbound voyage:

Saracen from Auckland due Noun July 9, Rabaul July 12-13, Pt. More July 15, thence Singapore.

A present no southbound vessel call at Vila.

Details from Shaw, Savill Line, agen 101 Queen St., Auckland. (Tel. 30-310

Far East-Sth. West. & Centr Pacific

China Navigation Co., Ltd., vess maintain monthly service from Jap southwards through P-NG, BSI, N Hebrides, Fiji and N. Caledonia; usua return to Japan direct.

Chengtu: Dep. Japan June 13, for Ho kong, Madang June 29, Lae July Rabaul July 5, Samarai July 10, Moresby July 15, Santo July 19, V July 21, Suva/Lautoka July 24, Noun Aug. 2, due arr. Japan Aug. 20.

Chungking: Dep. Japan July 19, Hongkong, Madang Aug. 4, Lae Aug. Kavieng Aug. 10, Rabaul Aug. 12, P Moresby Aug. 19, Honiara Aug. 22, Su Lautoka Aug. 26, Noumea Sept. 10, arr. Japan Sept. 28.

Chekiang: Dep. Japan Aug. 9, for Ho kong, Wewak Aug. 25, Madang Aug. Lae Aug. 31, Rabaul Sept. 3, P Moresby Sept. 11, Honiara Sept. 14, Su Lautoka Sept. 18, Noumea Sept. 27, arr. Japan for docking Sept. 27.

Details from China Navigation Co., L (Swire and Yuill Pty. Ltd., agents) Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Nor Is., Vila, Santo, Honiara and BSI po Bougainville ports. leaving Sydney ab once every six weeks. Next Sydney s ings: June 28, Aug. 9, Sept. 20 (appro

Details from Burns, Philp and Co. L 7 Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes L from Marseilles, via West Indies Panama, call about every six weeks Papeete, Vila, Noumea and Sydney, return by same route.

Next inwards voyage, ex-Marseilles:

Melanesien: Papeete July 8-12, Vila 21-22, Noumea July 23-27, Sydney 30.

Next outwards voyage, ex-Sydney:

Melanesien Dep. Sydney August Noumea Aug. 4-8. Vila Aug. 9 Papeete Aug. 24-29.

Polynesie maintains monthly passe sailings between Sydney, Noumea, and Santo. Next Sydney sailings: Jun June 29, July 20.

Details from Messageries Maritimes, Grosvenor St., Sydney. (BU 2654).

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Sydney-NI-Noumea-N. Hebrides

rado del Mar (owned by Societe me Caledonienne, Noumea), carry- rgo only, makes a regular monthly from Sydney to Norfolk Is., New nia (Noumea) and New Hebrides Santo and outports as required). voyage from Sydney: July 2 x.).

ils from F. H. Stephens Pty. Ltd., idge St., Sydney. (BU 8311).

Europe-Sydney-Noumea

o vessels of Messageries Mari- run monthly between France and a via Fr. East Africa and Australian From Sydney, vessels go to ne and Noumea; return to France ustralian coastal ports.
sailings from Sydney: Vivarais 28 (at Noumea July 5), Vanoise 6 (at Noumea Aug. 2).

r MM vessels run between France Sydney, via Panama Canal and ports. Next vessel due Papeete

ils from Messageries Maritimes, 36 nor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

a maintains a service from Auck- o Suva, Nukualofa, Vavau, Niue, Pago, Apia, Suva and return to nd. Next Auckland sailings: June), Aug. 7.
a maintains a service from nd to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. uckland sailings: June 19, July 24.
ils from Union Steam Ship Co. Quay and Commerce Sts., Auck- (Tel 49-430).

Tonga-Fiji-Samoa

a Shipping Agency operates a and passenger service between ofa and Fiji (Suva, Lautoka, n, Rotuma) with MV Aoniu (500 Calls are also made as required at W. Samoa) and Pago Pago (Am. . Turn-round in Suva is usually s, and the Agents there are W. R. ter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

ern Cross makes four round-the- oyages per year, two west-bound, o east-bound, calling at Fiji and every trip. Her new sister ship, n Star, will enter the service from npton on July 10.
ern Cross: From UK via South at Sydney June 29-July 1, ton July 4-5, Auckland July 7-8, uly 11, Papeete July 15-16, thence ama Canal to UK, arr. Southamp- . 10.
ern Star: Dep. Southampton July South Africa, at Sydney Aug. 15- lington Aug. 20-21, Auckland Aug. uva Aug. 27, Papeete Aug. 31-Sept. e by Panama Canal to UK, arr. npton Sept. 25.
s from Shaw Savill Line, 8a agh St., Sydney. (BW 1828).

New Zealand-Cook Is.

Moana Roa (40 passengers) makes nately monthly voyages from d (NZ) to Rarotonga (Cook with calls at Niue and some ook Islands when cargo warrants. s 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 Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: From USA, at Papeete June 3-5, Pago Pago June 9-12, Apia June 15-16, Suva June 19-20, Noumea June 22-25, Rabaul June 29-July 2, Apia (open), Pago Pago July 10-13, Los Angeles July 24-27, San Francisco July 28.

Thorsisle: Dep. San Francisco July 25, Los Angeles July 26-28, Papeete Aug. 8-10, Pago Pago Aug. 14-16, Apia Aug. 17-18, Suva Aug. 21-22, Lautoka Aug. 22-23, Noumea Aug. 25-28, Apia (open), Pago Pago Sept 2-4, Los Angeles Sept. 18-20, San Francisco Sept. 21.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

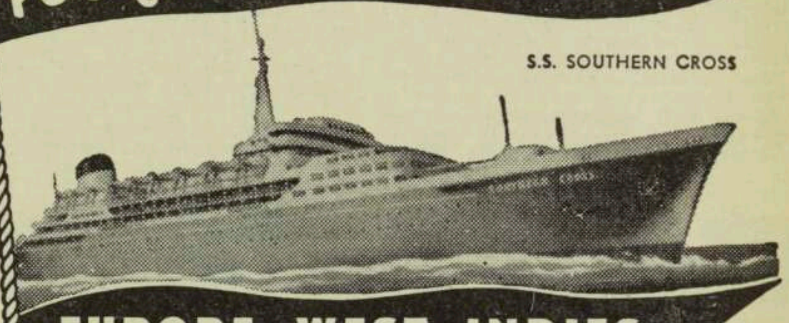
Next trans-Pacific sailings: From Brisbane, Ventura June 23, Sonoma June 28 (approx.).

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-

Linking the Pacific Islands with

S.S. SOUTHERN CROSS



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FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. **TAHITI**—Messageries Maritimes, Papeete. Cable Address: Messagerie, Papeete.

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Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete call: Pioneer Surf July 10.

Details from Wilh 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: mid. Oct. (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailings: June 7, June 30 (approx.).

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailing: Kawerau June 29 (approx.).

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, operated by the Union Steam Ship Co. of NZ, Ltd., maintain a two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island, en route.

Next sailing: Waitomo Aug. 29 (approx.).

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

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.

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 June 18-19 Van Neck Aug. 5-6.

Details from Royal Interocean Lines, 255 George Street, Sydney. (BU 6771).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. p.m.), Nadi (arr. 12.35 a.m., dep. 1 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (de 7 p.m.), Nadi (arr. 12.35 a.m., de 1.20 a.m.), Honolulu, San Francisc New York, London.

Fri.: Sydney (dep. 7 p.m.) Nadi (ar 12.35 a.m., dep. 1.20 a.m.), Honolul San Francisco, extending to Vancouve

SOUTHBOUND

Mon., Wed. and Fri.: London, New Yor San Francisco, Honolulu, Nadi (ar 3.40 a.m., dep. 4.30 a.m.), Sydn (arr. 6.45 a.m.).

Tues., Thurs. and Sun.: San Francisc Honolulu, Nadi (arr. 3.40 a.m., de 4.30 a.m.), Sydney (arr. 6.45 a.m.).

Sat.: Vancouver San Francisco Honolul Nadi (arr. 3.40 a.m., dep. 4.30 a.m. Sydney (arr. 6.45 a.m.).

(International Dateline is crossed b tween Nadi and Honolulu.)

Qantas/TEAL Electra International M II aircraft from Auckland connect at Na

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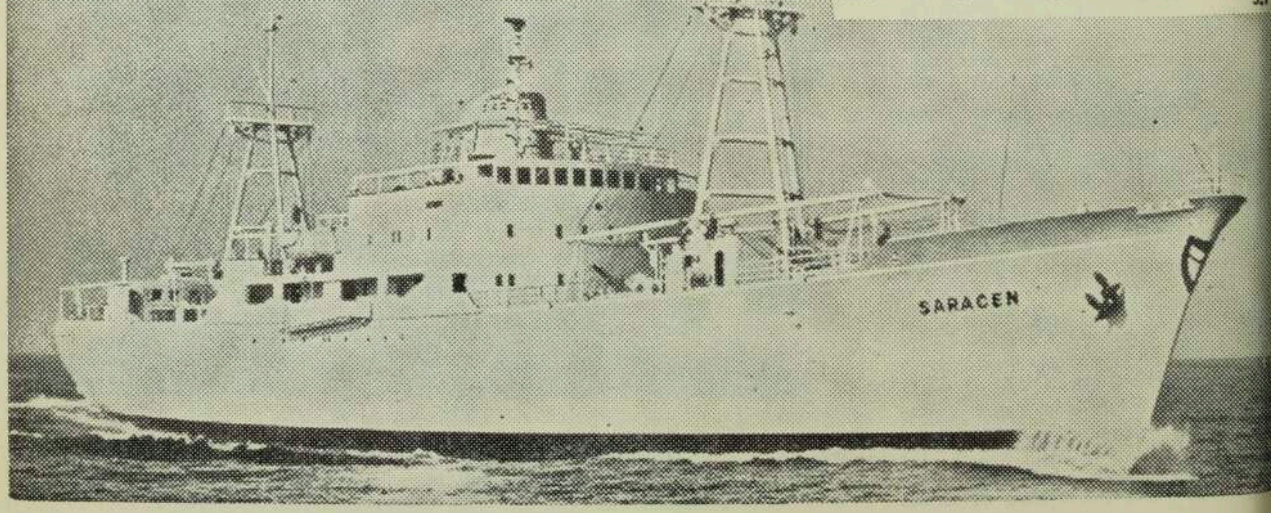

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d., Thurs., Fri. Sat., Sun. and Mon. Qantas northbound flights, and on . Fri., Sat., Sun. and Tues. for nd and Wed. with Qantas south- flights. (See Tables 18 and 19).

Y PAN AMERICAN AIRWAYS (Intercontinental Jet Clippers•)

Thurs. and Sun.: Dep. Sydney 5.30 . for Nadi (arr. 11.15 p.m., dep. 9 p.m.), Honolulu and Los Angeles r. Tues., Thurs., Sun. 5.30 p.m.). nections at Honolulu for San ncisco, Portland and Seattle.

Fri. and Sun.: Dep Los Angeles p.m. for Honolulu, Nadi (arr. 5.15 . Thurs., Sun., Tues., dep. 6 a.m.) Sydney (arr. 8.20 a.m., Thurs., ., Tues.).

rnational Dateline is crossed be- Nadi and Honolulu.)

A use DC7C aircraft on connecting s Auckland, Nadi, Tafuna (Am.), and Honolulu (see table 21).

CANADIAN PACIFIC AIRLINES

Bristol Britannia and DC8 Jet)

Dep. Sydney 11 a.m. by Britannia Auckland (arr. 4.50 p.m., dep. 5.35 .), Nadi (arr. 9.40 p.m., dep. 10.35 .), Honolulu (arr. Sat. 10 a.m., Sun. 9 a.m. by DC8), Vancouver, sterdam (arr. Mon. 1.45 p.m.).

Dep. Amsterdam 2 p.m. by DC8 Vancouver, Honolulu (arr. Sun. p.m., dep. Sun. 10.35 p.m. by annia), Nadi (arr. Tues. 6 a.m., 6.45 a.m.), Auckland (arr. 10.55 ., dep. 11.45 a.m.), Sydney (arr. s. 2.15 p.m.).

rnational Dateline is crossed be- Nadi and Honolulu.)

FAR EAST SERVICE

A. Sydney-Pt. Moresby-Manila

QANTAS EMPIRE AIRWAYS (Super Constellation)

Dep. Sydney 11.30 p.m., Pt. Moresby 6.10 a.m. (Mon.), dep. 7.10 a.m., nila arr. 2.50 p.m. (Mon.).

Dep. Manila 12 midnight, Pt. esby arr. 12.10 p.m. (Wed.), dep. p.m., Sydney arr. 7.55 p.m.

e: This is an International service as is not permitted to carry -Pt. Moresby or Pt. Moresby-Sydney ger traffic.)

CTIONAL SERVICES IN PACIFIC

1. Sydney-New Guinea

s Australia Airlines and Ansett-ANA e from Sydney to Lae and return DC6B's. TAA runs the service ys, Wednesdays, Saturdays; Ansett- Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)

Dep.	Arr.
, 9.45 p.m.	Brisbane, 11.50 p.m.
Thurs., Sun.	Tues., Thurs., Sun.
p.	Arr.
ne, 12.40 a.m.	Pt. Moresby, 6.10 a.m.
p.	Arr.
resby, 7 a.m.	Lae, 8 a.m.

Tues., Thurs. and Fri. (Ansett)

Dep.	Arr.
, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed., Fri., Sat.	Wed., Fri., Sat.
p.	Arr.
ne, 12.45 a.m.	Pt. Moresby, 6 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

Wed., Fri. and Sat. (Ansett)

Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15 a.m.
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 10 p.m.
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVILLE

TAA, with Fokker Friendship Prop-Jet

Alt. Mon.: Dep. Townsville 12.40 p.m., Cairns arr. 1.40 p.m., dep. 2.45 p.m., arr. Pt. Moresby 5.05 p.m. (June 11, 25 July 9, 23, Aug. 6, 20, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Cairns arr. 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (June 13, 27, July 11, 25, Aug. 8, 22, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop-Jet

Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt Moresby 5.45 p.m. (June 16, 30, July 14, 28, Aug. 18, 25, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.15 a.m. (June 17, July 1 15, 29, Aug. 12, 26, etc.).

CAIRNS-PT. MORESBY-BRISBANE

Ansett, with DC4 (Air Cargo Only)

Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m. (June 18, July 2, 16, 30, Aug. 13, 27, etc.

3. P-NG Internal Services

Operated by TAA

PT. MORESBY-LAE

(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6 a.m., arr Lae 7 a.m. (June 12, 26, July 10, 24, Aug. 7, 21, etc.).

LAE-RABAUL-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Lae 8.45 a.m. Rabaul arr 10.45 a.m. (June 12, 26, July 10 24, Aug. 7, 21, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (June 13, 27, July 11, 25, Aug. 8, 22, etc.).

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo June 15, 29, July 13, 27 Aug. 10, 24, etc.).

PORT MORESBY-GURNEY (for Samarai) DC3

Each fourth Mon., dep. Port Moresby 8.30 a.m. for Gurney (Milne Bay), returning same day, connecting with launch service to and from Samarai (June 18, July 16, Aug. 13).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon., Fri.: Dep. Lae 7 a.m. for Madang Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues., Sat.: Dep. Rabaul 7 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Sun.: Dep. Lae 8.50 a.m. for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, Wabag, and return.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kaiapit, Wantoat, Kainantu, Gusap, Goroka, Arona, and return. (Note: Fortnightly calls at Dumpu—June 12, 26, July 10, 24, Aug. 7, 21 etc.).

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.30 a.m. for Wau, Bulolo Lae, arr. 12.45 p.m.

Thurs., Sun.: Dep. Lae 7 a.m. for Bulolo, Wau, Pt. Moresby, arr. 9.25 a.m.

MADANG-MT. HAGEN (DC3)

Wed.: Dep. Madang 3 p.m., arr. Mt Hagen 4 p.m.

Fri.: Dep. Madang 9.30 a.m. for Mt. Hagen, arr. 10.25 a.m.

Fri.: Dep. Mt. Hagen 11 a.m., arr. Madang 11.55 a.m.

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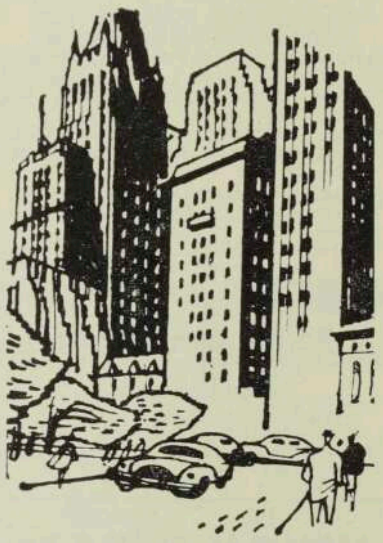

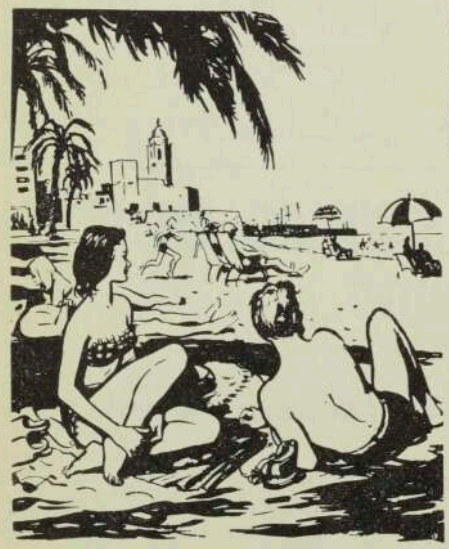

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LAE-GOROKA-MADANG (DC3)
Tues.: Dep. Lae 9 a.m. for Goroka, Min
Banz, Hagen, Madang, arr. 1.30 p.m

PT. MORESBY-GOROKA-MADANG (DC
Sun., Tues., Thurs.: Dep. Pt. Moresby
a.m. for Goroka, Madang, arr. 11.
a.m.
Sun., Tues., Thurs.: Dep. Madang 7 a.
for Goroka, Pt. Moresby, arr. 9.
a.m.

LAE-RABAUL-LAE (DC3)
Tues., Thurs., Sun.: Dep. Lae 9.30 a.m
arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m
arr. Lae 8.35 a.m.
Sat.: Dep. Rabaul 8 a.m. for Jacquin
Bay, Hoskins, Talasea, Finschhafe
Lae, arr. 12.45 a.m.
Thurs.: Dep. Lae 9.45 a.m. for Finsch
hafen, Talasea, Hoskins, Jacquin
Bay, Rabaul, arr. 2.30 p.m.

MT. HAGEN-LAE (DC3)
Thurs.: Dep. Mt. Hagen 6 a.m. f
Banz, Minj, Goroka, Lae arr. 8.45 a.

LAE-FINSCHHAFEN (Cessna)
Tues.: Dep. Lae 7.15 a.m. for Finsch
hafen, Lae, arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)
Fri. and alt. Mon. (June 11, 25, July
23, Aug. 6, 20, etc.): Dep. Rabaul
a.m. for Buka, Wakanai, Aropa, Bui
Aropa, Wakanai, Buka, Rabaul ar
3.30 p.m.

Operated by Ansett-Mandated Air Lines
Ansett-MAL DC3's, connect at Lae wit
the Sydney-Lae-Sydney DC6B services
follows:—
Wed.: Dep. Lae 8.55 a.m. for Goroka
Madang, Wewak, arr. 12.15 p.m.
Wed., Sat.: Dep. Madang 7 a.m. f
Goroka, Lae, arr. 8.45 a.m.
Wed., Fri., Sat.: Dep. Rabaul 5.45 a.
for Lae, arr. 8.25 a.m.
Wed., Fri., Sat.: Dep. Lae 9.20 a.m. f
Rabaul, arr. 12 noon.
Fri.: Dep. Lae 8.55 a.m. for Wau, Madan
arr. 10.55 a.m.
Fri. (Piaggio): Dep. Lae 9.05 a.m. f
Kainantu, Goroka, Minj, Banz, M
Hagen, Wabag, arr. 12.35 p.m.
Fri.: Dep. Wewak 6.15 a.m. for Madan
Lae, arr. 8.50 a.m.
Fri. (Piaggio): Dep. Goroka 7.30 a.m. f
Lae, arr. 8.25 a.m.
Sat.: Dep. Lae 8.55 a.m. for Goroka
Madang, arr. 10.35 a.m.
Other Ansett-MAL scheduled interna
P-NG services (mainly by DC3) include
Mon.: Dep. Lae 6.30 a.m. for Goroka
Madang, Wewak, Rabaul, arr. 2.25 p.m
Dep. Lae 6.30 a.m. for Goroka
Kainantu, Wau, Pt. Moresby, arr. 10.5
a.m., dep. 11.30 a.m., Wau, Goroka
Lae, arr. 3 p.m.
Tues.: Dep. Rabaul 7 a.m. for Madan
Wewak, Madang, Goroka, Lae, ar
3.40 p.m.
Wed.: Dep. Lae 8.55 a.m. for Goroka
Madang, Wewak, arr. 12.15 p.m.
Dep. (Piaggio) Mt. Hagen 9.30 a.m
for Mendi, Kagua, Erave, Ialibu, M
Hagen, arr. 12 noon.
Dep. (Piaggio) Mt. Hagen 6.30 a.m
for Banz, Goroka, Mt. Hagen, ar
8.50 a.m.
Dep. (Norseman) Wewak 8.30 a.m
for Lumi, Nuku, Wewak, arr. 11.05 a.m
Dep. (Cessna) Wewak 1 p.m. f
Maprik, Yangoru, Wewak, arr. 2.4
p.m.
Dep. (Cessna) Wewak 8 a.m. f
Telefomin, Wewak, arr. 11.10 a.m.
Wed., Fri.: Dep. Madang 8 a.m. for M
Hagen, Banz, Minj, Madang, arr. 11.4
a.m.
Dep. Goroka 7.50 a.m. for Wau, P
Moresby, arr. 10.25 a.m.
Dep. Lae 6.30 a.m. for Goroka
Madang, Wewak, Momote, Kavieng
Rabaul, arr. 4 p.m.
Dep. Lae 6.30 a.m. for Goroka, Wau
Pt. Moresby, arr. 10.25 a.m., dep. 11.1
a.m., Wau, Goroka, Kainantu (Fr

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, Lae arr. 2.35 p.m. (3 p.m.

Fri., Sat.: Dep. Rabaul 5.45 a.m. Lae, arr. 8.25 a.m., dep. 9.20 a.m. ul, arr. 12 noon.
Sat.: Dep. Madang 7 a.m. for ka. Lae. arr. 8.45 a.m.
Dep. (Piaggio) Mt. Hagen 1.30 for Banz, Minj, Goroka, arr. 2.50

p. Madang 7.30 a.m. for Goroka. Pt. Moresby, arr. 10.55 a.m., dep. a.m., Wau, Goroka, Madang, arr. p.m.
p. (Norseman) Wewak 8 a.m. for e, Vanimo, Sissano, Aitape, a, Wewak, arr. 12.05 p.m.
Sat.: Dep. Rabaul 7 a.m. for ng, Momote, Wewak, Madang, ka, Lae, arr. 4.40 p.m.
p. Wewak 6.15 a.m. for Madang, arr. 8.50 a.m., dep. 8.55 a.m., Madang, arr. 10.55 a.m.
. (Piaggio) Goroka 10.40 a.m. Minj, Banz, Hagen, Wabag, Hagen, Minj, Goroka, arr. 2.55 p.m.
. (Cessna) Mt. Hagen 9.30 a.m. Mendi, Kagua, Erave, Ialibu, Mt. n, arr. 12.30 p.m.
. (Cessna) Wewak 8 a.m. for ram, Wewak, arr. 9 a.m.
ep. Lae 8.55 a.m. for Goroka, ng, arr. 10.35 a.m.
. (Cessna) Mt. Hagen 8.30 a.m. Mendi, Tari, Mendi, Mt. Hagen. 11.45 a.m.
. (Cessna) Wewak 9.30 a.m. for nti, Berui, Maprik, Wewak, arr. a.m.

P-NG - Netherlands NG

OLLANDIA (Neth. New Guinea) TAA, with DC3 aircraft

e 6 a.m. alt. Fri. (June 15 29, 13, 27, Aug. 10, 24, etc.) for ng, Wewak, Hollandia arr. 10.35

ollandia 11.35 a.m. same day Wewak, Madang, Lae arr. 5.05

BIAK (NNG)-LAE
Airlines with DC3 Aircraft

roonduif NV (Netherlands New Airlines) maintains a fortnightly between Biak, Hollandia and Lae 3 aircraft. It connects with C8 service to Europe (see table 4). rs. (June 7, 21, July 5, 19, Aug. , 30 etc.): Dep. Biak 6 a.m., ndia arr. 8.10 a.m., dep. 9.10 arr. Lae 1.10 p.m.
(June 8, 22, July 6, 20, Aug. 3, 1, etc.): Dep. Lae 9.15 a.m., Hol- a arr. 12.05 p.m., dep. 1.05 p.m. Biak 3.10 p.m.

NG INTERNAL SERVICES
NNG Airlines

ircraft link Biak with Hollandia ove), Sorong, Merauke, Tenah Kaimana, Manokwari, Kebar, Ransiki, Genjem; Twin Pioneer Steenkool, Manokwari, Noemfoer , Teminabuan, Sorong, Wasior, Wissel Lakes, Kokanao; Beaver kfak, Kaimana, Teminabuan, e, Inawatan.

Aust.-Netherlands NG

LM Royal Dutch Airlines

DC8 service between Sydney 10.45 a.m.) and Holland, calling NNG (arr. Fri. 3.40 p.m., dep. .), Manila (Philippines) and m (arr. Sat. 11.50 p.m.). Dep. m Wed. 1 p.m., via Manila and r. Fri. 12.20 a.m.) for Sydney Fri. 7.05 a.m.).
June 15, DC7C aircraft to be re- DC8. Dep. Biak Mon. and Fri. n.) for Japan en route to Am- (arr. Tues. and Sat 8.45 a.m.). sterdam Wed. (2.45 p.m.) and p.m.) for Japan and Biak arr 1.50 p.m.) and Mon. (4.30 a.m.).

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Mon.: Dep. Lae (DC3) 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.20 p.m. (DC3) (June 18, July 2, 16, 30, Aug. 13, 27, etc.).
Alt. Tues.: Dep. Honiara (DC3) 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.05 p.m. (June 19, July 3, 17, 31, Aug. 14, 28, etc.).
Alt. Tues.: Dep. Lae (Fokker) 8.45 a.m. for Rabaul Buka, Munda, Honiara, arr. 4.10 p.m. (June 12, 26, July 10, 24, Aug. 7, 21. etc.).
Alt. Wed.: Dep. Honiara (Fokker) 6.45 a.m. for Munda, Buka, Rabaul, Lae arr. 12 noon June 13, 27, July 11, 25, Aug. 8 22, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11 a.m., arr. Noumea 2.20 p.m.
Thurs.: Dep. Noumea 3.45 p.m., arr. Sydney 5.30 p.m.

7. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 6.45 p.m., eastbound for Athens, Beirut, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 8.15 a.m.).
Dep. Sydney Wed. 9.30 a.m. for Noumea (arr. 1.05 a.m., dep. 3.30 p.m.), Nadi (arr. 6.20 p.m., dep. 7.10 p.m.), crosses International Dateline, Papeete (arr. Wed. 1.20 a.m., dep. Wed. and Fri. 10 a.m.), Los Angeles, Montreal, Paris (arr. Thurs. 8.30 p.m.).
Dep. Paris Wed. 12.20 p.m. westbound for Montreal, Los Angeles, Papeete (arr. Thurs. and Sat. 6.10 a.m., dep. Sun. 1.40 a.m.), crosses International Dateline, Nadi (arr. Mon. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Mon. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. 10.25 a.m.).
Dep. Sydney Mon. 11.40 a.m. for Darwin, Djakarta, Saigon, Rangoon, Teheran, Rome, Paris (arr. Tues. 11.45 a.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Thurs., Sat.: Dep. Papeete 11.15 a.m. for Honolulu, arr. 4.50 p.m.
Thurs., Sat.: Dep. Honolulu 6.20 p.m. for Papeete, arr. 11.55 p.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft

Wed., Fri.: Dep. Papeete 10 a.m. for Los Angeles, arr. 9 p.m.
Thurs., Sat.: Dep. Los Angeles 1 a.m. for Papeete, arr. 6.10 a.m.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay base each Tues. and Sat. (with extra flight Thurs. as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 aircraft

Every Sat.: Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, Sun., 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

Tues., 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. New Caledonia-Wallis Is.

TAI with DC4 aircraft

Monthly (second Wednesday), dep. Noumea, June 13, July 11, Aug. 8 etc.
Dep. Noumea, Wed., 7 a.m., arr. Wallis Is. 2.30 p.m.; dep. Wallis Is. Thurs. 11.30 a.m., arr. Noumea 5 p.m.

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)

Every Sat.: Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun.: dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m. (See Table 9).

13. Sydney-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II's

Daily: Dep. Auckland 9 a.m., arr. Sydney 11.20 a.m.
Fri.: Dep. Auckland 6.30 p.m., arr. Sydney 8.50 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland 6.35 p.m.
Wed., Fri.: Dep. Sydney 12.30 a.m., arr. Auckland 6.05 a.m.
Sat.: Dep. Sydney 12.30 a.m., arr. Auckland 6.05 p.m.

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Mon.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Thurs.*†, Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Weds.§: Dep. Sydney 11 p.m., arr. Christchurch Thurs. 4 a.m.
Tues., Thurs., Sun.: Dep. Christchurch 7 p.m., arr. Sydney 9.20 p.m.
Sun.: Dep Christchurch 9.30 a.m. arr. Sydney 11.50 a.m.
* Extra service same times June 16.
† Does not operate June 28.
§ June 27 only.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II

Mon.: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.
Tues.: Dep. Melbourne 11.30 a.m., arr. Christchurch 5.40 p.m.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II

Daily (except Tues., Sun.)†: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Thurs.*: Dep. Sydney 1 a.m., arr. Wellington 7 a.m.
Daily (except Tues., Sun.)‡: Dep. Wellington 4.30 p.m., arr. Sydney 7.05 p.m.
Sun.§: Dep. Wellington 8.30 a.m., arr. Sydney 11.05 a.m.
* June 28 only.
† Does not operate June 28.
‡ Does not operate June 16.
§ June 17 only.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II

Wed., Fri.: Dep. Auckland 5.30 a.m. arr. Melbourne 11.30 a.m.
Wed., Fri.: Dep. Melbourne 11 a.m., arr. Auckland 5.25 p.m.
Fri.: Dep. Melbourne 2.30 p.m., arr. Auckland 7 p.m.

18. Brisbane-Auckland

QANTAS and TEAL jointly, with Electra International Mk. II

Sat.: Dep. Brisbane 1.30 p.m., arr. Auckland 7.15 p.m.

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Sat.: Dep. Auckland 11 a.m., arr. Brisbane 1.30 p.m.
Sun.*: Dep. Brisbane 1.30 p.m., arr. Auckland 7.15 p.m.
Sun.*: Dep. Auckland 10 a.m., arr. Brisbane 12.30 p.m.
* June 17 and 24 only.

19. Auckland-Fiji

TEAL, with Electra International Mk. II's
Daily (except Mon.)*: Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Wed.*, Fri., Sun.*: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Thurs.*, Sat.*:Dep. Nadi 5.30 a.m., arr. Auckland 9.20 a.m.
* Wed. Fri., Sun. flights ex-Auckland, and Wed., Thurs., Sat., Sun. flights ex-Nadi are operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II
Mon.: Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna Sun 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., crosses Dateline, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft
Sun. and Thurs.: Dep. Auckland 6 p.m., arr. Nadi 11.15 p.m.: dep. Nadi: Mon. only 12 noon, crosses International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 3.05 a.m. Mon.
Tues.: Dep. Honolulu 12.45 a.m., arr. Tafuna 8.40 a.m. Tues., dep. Tafuna 9.30 a.m., crosses International Dateline, arr. Nadi 11.40 a.m. Wed., dep. Nadi 6.30 a.m. Sun., Thurs., arr. Auckland 11.15 p.m. Sun. Thurs.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft
Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. earlier): 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: Dep. 11 a.m. Wed., Thurs., Fri. and Sat.
Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.
Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.
Suva-Savusavu-Matei-Savusavu-Suva: Dep. 11 a.m. Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.45 a.m. Thurs., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft
Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (June 14, 28, July 12, 26, Aug. 9, 23, etc.).
Alt. Fri.: Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m. (June 8, 22, July 6, 20, Aug. 3, 17 31, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (June 16, 30, July 14, 28, Aug. 11, 25, etc.).
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft
Alt. Thurs. (June 7, 21, July 5, 19, Aug. 12 26, etc.): Dep. Suva 7.45 a.m., crosses International Dateline. arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (June 20, July 4, 18, Aug. 1, 15, 29, etc.).
Alt. Thurs. (June 21, July 5, 19, Aug. 2, 16, 30 etc.): Dep. Apia 10 a.m. crosses International Dateline, arr. Suva, alt. Fri. (June 22, July 6, 20, Aug. 3, 17, 31, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft
Alt. Sun. (June 17, July 1, 15, 29, Aug. 12,26, etc.): Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 1 p.m. Next day (alt. Mon.) Vila 8 a.m., Santo arr. 9.20 a.m., dep 10 a.m. Honiara arr. 2.45 p.m.
Alt. Tues. (June 19, July 3, 16, 31, Aug. 14, 28, etc.): Dep. Honiara 8 a.m., Santo arr. 12.45 p.m., dep. 1.30 p.m., Vila arr. 2.50 p.m. Next day (alt. Wed.) dep. Vila 8 a.m., Nadi arr. 1 p.m., dep 1.45 p.m., Nausori arr. 2.35 p.m.

26. Hawaii-Tahiti-Am. Samoa

South Pacific Air Lines with Super-G Constellation aircraft
Weekly from Honolulu to Faaa International Airport, Papeete: fortnightly from Papeete to Tafuna Airport, Pago Pago (Am. Samoa).
Wed.: Dep. Honolulu 10 p.m., arr. Papeete Thurs. 7.30 a.m.
Alt. Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7.30 a.m. (June 16 30, July 14, 28, Aug. 11, 25, etc.).
Alt. Sat.: Dep. Papeete 7 a.m., Pago Pago arr. 11 a.m., dep. 2 p.m., Honolulu arr. 11.59 p.m. (June 9, 23, July 7, 21, Aug. 4, 18, etc.).
Details from South Pacific Air Lines, 311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft
Sun.: Dep. Noumea 9.45 a.m. for Auckland, arr. 4.25 p.m.
Mon.: Dep. Auckland 9.30 a.m. for Noumea arr. 2.30 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince aircraft
Between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome).
Dep. Faleolo (W. Samoa): Sun. 2 p.m.; Mon 9.15 a.m., 2 p.m.; Tues. 8 a.m.; Wed., Thurs. 9.15 a.m.; Fri. 9.15 a.m. 2 p.m.; Sat. 9.15 a.m., 2 p.m.
Dep. Tafuna (Am. Samoa): Sun. 8.30 a.m., 4.30 p.m.; Mon. 10.30 a.m., 3. 15 p.m.; Tues. 9.30 a.m.; Wed. 10.30 a.m.; Thurs. 10.30 a.m.; Fri. 10.30 a.m., 3.15 p.m.; Sat. 10.30 a.m.
Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

Reseau Aerien Interinsulaire with Bermuda flyingboat
Services to the Leeward Group (Isles Sous le Vent), Society Islands.
Sun.: Dep. Papeete 7.30 a.m. for Raiatea, Bora Bora, arr. 9.30 a.m., dep. 3 p.m., Raiatea, Papeete, arr. 4.30 p.m.
Mon.: Dep. Bora Bora 10.30 a.m. for Raiatea, Papeete, arr. 12.05.
Tues.: Dep. Papeete 7.30 a.m. for Raiatea, Bora Bora, arr. 9.30, dep. 3 p
Raiatea, Papeete, arr. 4.30 p.m.
Wed.: Dep. Bora Bora 3 p.m. Raiatea, Papeete, arr. 4.30 p.m.
Thurs.: Dep. Papeete 7.30 a.m. for R Bora, arr. 8.25 a.m., dep. 8.45 a Raiatea, Papeete, arr. 10.15 a.m.
Sat.: Dep. Papeete 1 p.m. for Raia Bora Bora, arr. 2.30 p.m., dep. 3 p Raiatea, Papeete, arr. 4.30 p.m.
Details from RAI, Quai Bir Hak Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapid
Noumea-Mare: Tues., Fri. dep. Noume p.m. for Mare, Noumea, arr. 4 p.m
Noumea-Lifou: Tues., Wed., Fri. Noumea 8 a.m. for Lifou, Noumea, 10 a.m. Sat.: Dep. Noumea 2 p.m. Lifou, Noumea, arr. 4 p.m.
Noumea-Ouvea: Tues. dep. Noumea a.m. for Ouvea, Noumea, arr. 1.30 Sat.: Dep. Noumea 8 a.m. for Ou Noumea, arr. 10 a.m.
Noumea-Houailou-Koumac: Wed., Sat. Noumea 1 p.m. for Houailou and mac, Noumea, arr. 4.25 p.m.
Noumea-Isle of Pines: Mon., Wed., Sat. dep. Noumea 10.45 a.m. for of Pines, Noumea, arr. 12 noon. Dep. Noumea 8 a.m. for Isle of P Noumea arr. 5 p.m.

31. Micronesia

PAA, with Albatross Flying-boats
Using Grumman Albatross twin-mot amphibian flying-boats, PAA operate service throughout the Trust Territory Micronesia (Caroline, Marshall Mariana groups) for the US Governm
Details from High Commissioner of Trust Territory, Box 542, Agana, Gu

Handy Sydney Addresses f Islands Visitors

AUSTRALIAN TERRITORIES DEPA MENT, Commonwealth Buildings, Circ Quay West (B 0537)—a massive br stone building on the right side of l George Street, Millers Point.

NEW ZEALAND GOVERNMENT off Colonial Mutual Building, 14 Martin Pl opposite GPO. Tourist Bureau on gro floor. Trade Commissioner's Office library elsewhere in building.

FIJI GOVERNMENT Representat Dalgety and Co., Ltd., 15 Bent St (B 0524, extension 342, Mr. Cla Bent Street is an extension of Sp Street.

SOUTH PACIFIC COMMISSION: office for publications, etc.: 115 Pitt St (Tels. BW 3409/BW 5487). West side Pitt Street between Martin Place Hunter Street.

AUSTRALIAN SCHOOL OF PACI ADMINISTRATION, Middle Head R Mosman. (96 0224): Located on Mi Head, past the Balmoral Naval De Take Spit Junction or Mos Junction bus in Carrington Street, Alight at Spit Junction, North Syd Take a blue "Naval Depot" bus (e 25 minutes) and alight at the school.

PACIFIC ISLANDS SOCIETY: Con President (Mr. N. H. Foxcroft—LX 17 Meetings at 77 King Street, 7th flo near George St.

POLYNESIAN ASSOCIATION of Syd Contact President (Mr. Len Mora FW 4661, 6-7 p.m.).

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Pacific Commerce and Produce

The Hamac Story

. Hotels Sold To Sangara Co.

ith the sale, early in May, of Cecil, Goroka and Wau ls, operating in Trustee New iea, to Sangara (Holdings) ited, a further step was com- d in the complicated pro- res which followed the iation and reorganisation of ac Holdings Limited. ose procedures have extended two years. Reports of de- oments have been published letail in "PIM" (see Nov., ; April, May, June, 1961.)

GARA (Holdings) propose to erate the three hotels named, robably hotels in two other uinea towns, plus the Guinea y, of Lae (if a proposition o the latter company in early as accepted); and to engage r enterprises.

stages in this affair may be summarised:

rs. F. K. McEachern and L. F. nern (father and son) were ently associated with the well- insurance corporation of Har- nder (NSW) Ltd., an offshoot London corporation of the ame.

ey Trinder corporation after r extended its activities suc- y to Papua and New Guinea; r. L. F. McEachern became lly interested in promoting ent and developmental acti- n Papua and New Guinea, companies grouped as Hamac s Ltd.

e late 'fifties, finance difficulties d in relation to Hamac; the board of Harvey Trinder concerned; and proceedings which resulted in the Messrs. nern severing their connection Harvey Trinder (NSW) Ltd. cepting full responsibility for Holdings Ltd. Published nts indicated that the total s of Hamac were between 0 and £500,000; and, when McEachern personally took he Hamac's indebtedness of 0 to Harvey Trinder (NSW) ere appeared to be something 00,000 owing by Hamac to and interests other than the Messrs. McEachern, mostly in Papua and New Guinea.

Hamac's assets lay mostly in the control or ownership of eight companies—Aroana Estates, Ela Services, Eriama Estates, Eriama Shipping, Hamac Holdings, Hotel Cecil, Morobe Hotels, Warrigela Plantations. But, registered against the assets, were secured debts (mostly to the banks) of over £80,000.

Liquidation Stayed

On April 1, 1960, the P-NG Supreme Court ordered Hamac Holdings Ltd. into liquidation.

Mr. L. F. McEachern undertook that he would not claim any of the debts assigned to him in the settlement (involving £325,170) with Harvey Trinder until all other creditors had been paid in full; and in 1960 the Papua and New Guinea Development Corporation Ltd. was formed, with an impressive nominal capital and board, to take over the Hamac group.

Since then, the PNGDC has been slowly re-organising the companies. The hotel companies have been operated; others have been sold; applications have been made to the courts to have the liquidation proceedings stayed; and finally a stay order was granted on October 7, 1961.

History of Sangara

Sangara (Holdings) Limited formally announced on May 2 that it would pay, for the three hotels and "a major interest in the brewery", the sum of £101,185 in cash, and 769,000 fully-paid 5/- ordinary shares in Sangara. Sangara shares were quoted on the Sydney Stock Exchange in May at 4/- — 4/3 which could give the proposed new issue of 769,000 a value of something around £150,000.

Nothing has been said about the P-NG Development Corporation Ltd. It appears to have now sold its chief P-NG assets.

Sangara was incorporated on December 12, 1952, by Mr. D. S. Wylie, with a small nominal capital. He was originally associated with New Zealand Perpetual Forests, a well-known bond-selling organisation; and he was later a partner in Smith, Wylie and Co., a Sydney investment concern. He became interested in rubber-planting in the north-east of Papua, and Sangara developed out of that enterprise.

The plantations were gravely affected by the Popendetta eruption, but Mr. Wylie carried on and restored the company's earning capacity, only to have the plantations devastated by the unprecedented cyclonic storm of 1959. He resigned the chairmanship in 1960, and the company was carried on by the remaining group of investors; and Mr. Ted Tytherleigh, a Sydney investor, recently was elected chairman.

In a statement in Port Moresby in mid-May Sangara expressed confidence that it would continue to pay 10 per cent. per annum.

Sangara's issued capital prior to this purchase of New Guinea hotels, was about £219,000 in Ordinary 5/- shares, and about £76,000 in Preference shares. According to its official circular of May 2, 1962, it proposed to alter its capital structure approximately as follows:

Present issued capital, in 5/- Ordinary and Preference shares	£295,880
Issue of 591,766 new 5/- shares, to be offered first to existing shareholders	147,941
Issue to vendors as part payment for hotels and brewery, 769,000 Ordinary 5/- shares, nominally worth ..	192,250
Making the company's issued capital at this stage approximately ..	£636,071

Plantation Stocks Take a Hiding

All shares in New Guinea plantation companies have fallen over the last 12 months as world prices for rubber, cocoa, coffee and copra have plummeted. Some stocks are now recovering.

Rising plantation costs as well as falling prices have helped to reduce profits, to vanishing point in some cases. Koitaki Rubber Plantations was one company whose shares recovered from 10/3 to 13/6 in the month up to mid-May, and Sogeri and Lolorua are maintaining their own at about 7/6.

On the copra front, Bali Plantations Ltd., Makurapau, Plantation Holdings Ltd., who were rushed when they were floated as public companies during the last few years have all been victims of the copra slump and the shares of all three are now selling below par. Dylup, a longer established plantation company, is doing somewhat better with its 5/- shares cur-

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rently being quoted around 5/6. At the end of its last financial year on January 31, it recorded a net profit of £30,482 in comparison with a profit of £49,904 the previous year.

Prospects for Steamships Trading

It is being predicted that 1961-62 will be the best year ever for Steamships Trading Company, big Papuan plantation, trading and coastal shipping company.

STC was recently the subject of a take-over bid by W. R. Carpenter and Co.—the offer being rejected by directors who did not consider the offer adequate.

STC £1 preference and ordinary shares will shortly be split into 5/- units; there has also been a suggestion that preference shareholders might be invited to convert their shares into ordinaries.

An extraordinary general meeting of shareholders will be held on May 30, when shareholders will be asked to approve the splitting of shares into smaller units; and an increase in nominal capital from £2 million to £5 million.

The Prospects for Copra

According to the monthly report issued by the Papua-New Guinea Copra Marketing Board in early May, there are no early prospects for an improvement on the world copra market.

Supplies of copra, in spite of the alleged droughts in Philippines and Indonesia, have improved since March—much of the extra amount coming from Indonesia.

About 7,000 tons of stock-piled coconut oil was released in the United States in April following a similar release in March. Another 5,000-7,000 tons will become available in early June.

There is still something like 60,000 tons of this oil to be disposed of, and although it is mostly taken up by American consumers it affects the European market also because oil and copra that would normally go to USA is diverted there.

New Guinea is (Literally) Burying its Wealth

According to an Australian economist, Mr. E. K. Fisk, who recently visited P-NG, native village communities who are earning a far bigger cash income than they can spend, are cacheing it away in the ground to the tune of about £250,000 per annum.

He said that there was a constant drain on silver and paper currency which disappeared from circulation without a trace. Investigations showed that villagers put it in bags or boxes and buried it.

It is calculated that average earnings of the entire native population is about £6 per year per head, which proves conclusively that they have still not lost the secret of how to live without money.

Rabaul Native Welders Show Their Skill

The Standard US Welding Society Test, a practical one and acknowledged as the world's most rigid, did not beat three Rabaul native trainees.

They are Izumi, Akai and Jack Packe who with their boss, Bert Price of Rabaul Welding & Construction Co., successfully sat for and passed the test.

All four were tested on penetration butt welds, vertical up-fillets and overhead penetration welds which were timed for speed, and judged for appearance, penetration and solidity.

The test was conducted by Mr. Julian Lee of Department of Works, Port Moresby, and was open to all welders interested in working on government contracts.

The three native boys were trained from "go to whoa" with RW & C and now, as coded welders, are qualified to undertake steel constructional welding anywhere in the world.

"This is a remarkable achievement for the boys," Mr. Price said. "I had the greatest difficulty in passing the test myself"

According to examiner Lee, 15 mainland welders also tried for passes, only two being successful.

Fiji Trade is in The Red

In 1961 Fiji's imports still ran a long way ahead of exports in value according to provisional figures. The balance the wrong way was more than £4,000,000. The figures were, 1960 in brackets:

Imports £17,184,678 (£16,404,292); exports £13,126,662 (£15,515,679).

The December, 1961, figures showed that imports were worth £1,297,491, compared with £1,709,287 in 1960; and exports were £1,760,268, against £2,607,618 in December, 1960.

The main December exports were: Unrefined sugar, £1,109,622; coconut oil, £202,575; unrefined gold, £101,533; copra cake, £18,944; and bananas, £9,162.

BGD: More from Timber, Less from Gold

Last reports show that Bulolo Gold Dredging Ltd. is getting about 50,000 US dollars' worth of gold each month from its leases in the Morobe district of New Guinea, mostly from its remaining dredge. This is the last trickle from the good old days when eight BGD dredges took millions every year from one of the richest river flats ever found.

However, if its gold income is dwindling away, BGD Ltd. is doing nicely in the timber business, based on the pine forests which clothe the Bulolo ridges. The company regularly receives dividends from its half of Commonwealth-New Guinea Timbers Ltd.

In the nine months to February 28, BGD Ltd. got a profit of 428,500 US dollars (less depreciation and income tax) from timber and gold in New Guinea, plus 105,000 dollars from interest and other dividends.

It would be interesting to know how much net profit the well-managed BGD Ltd. has taken out of New Guinea since establishment over 30 years ago. It surely has been the Territory's biggest single money-maker.

Economic Outlook

THERE has been no spectacular trad on the Australian stock exchange d ing the month, although in the last w in May there was some renewed activ in oil shares that had been quiet si the end of April.

The price index on May 22 stood 308.38 for ordinaries—which also sho little change in recent weeks, altho seven points higher than at the beginn of this year.

The post-election measures to unfre the Australian economy have not b spectacular, either—which, according the Australian Treasurer, suits the G ernment. He said on May 23 that Government was aiming at steadiness economy, having learned much from th booms and their attendant problems. Treasurer claimed that Australia had tered a period of extraordinary price cost stability which would allow economy to expand steadily while curb inflation.

Prime Minister Menzies left for Lond on May 24 to have talks with Macmillan and other British leaders Britain's proposed entry into the comm market. Two opposition members of Federal Parliament are also visiting B tain for the same purpose. It is c sidered vital on both sides of the Ho that Australia should neglect nothing t will help to safeguard vital trading int ests, although Mr. Menzies, before departure, said that he would be m concerned in London with the politi angles of Britain joining the EEC. believes that it could weaken the ties Commonwealth.

SYDNEY SALES PRICES

	Apr. 27, '62	May 24
Bali Plantations	4/3	4/1
Burns Philp	101/-	111/-
Burns Philp (SS)	51/-	49/-
Choiseul Plntn.	b177/6	210/-
C.S.R. Co.	£57/-/-	s £56/
Dylup Plantations	6/9	5/9
Fiji Industries	16/-	16/9
Hackshall's	16/-	s17/-
Kauri Timber	10/3	9/5
Kerema Rubber	5/9	5/-
Koitaki Rubber	12/3	13/3
Lolorua Rubber	8/-	7/6
Makurapau Plntn.	2/3	2/9
Mariboi Rubber	5/6	5/2
Norfolk Is. Whaling	2/1	2/3
Pacific Is. Timbers	3/6	3/8
Palgrave	4/5	3/4
Plantation Holdings	2/4	2/8
Queensland Insurance	115/-	137/6
Rubberlands	4/11	5/-
Sangara	3/6	3/6
Sogeri Rubber	7/6	7/3
Sthn. Pac. Insurance	38/3	38/-
Steamships Trading	51/-	51/-
W. R. Carpenter Hold.	33/10½	35/-
Watkins Consolidated	4/3	4/3

OIL AND MINING SHARES

	Dec. 4, '58	Apr. 27, '62	May 24
FIJI			
Emperor	b9/-	b5/-	b5/
Loloma	b30/-	b52/-	b49/
PAPUA-NEW GUINEA			
Bulolo G.D.	b32/-	b71/-	b65/
N.G.G. Ltd.	b2/3	b1/9	b1/
Oil Search	b9/9	b3/2	63/
Ent. of N.G.	s11d	b2d	b3½
Pac. I. Mines	—	b2/2*	b2/
Papuan Apin.	b4/6	b5/2	b5/
Placer Dev.	b91/-	b226/-	222/
Timor Oil	n.q.	3/-	2/7

* £5 shares now divided into 2/6 uni

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ANDS PRODUCE

ess otherwise stated, quotations are tralian currency. Aust. £ equals lmately 16/- Stg., NZ, or W. ; 18/- Fiji; 20/- Tonga, Solomons & areas; 196 Pac. Frs.; $US2.25.)

COPRA

British Ministry of Food 9-years t, which governed copra prices G, Fiji, W. Samoa, BSI, and Gilbert llice Is. (and to some extent, in and Cook Is.) expired on De- 31, 1957; since when each Terri- as made its own arrangements for on and marketing of copra.

A - NEW GUINEA:—All production vered to Copra Marketing Board, ed by six members, including three s' representatives; and the Board distribution and sales, and makes ts to the producers. Production ainly to (a) Unilever, in UK, (b) a for local consumption, (c) g-mill in Rabaul, and (d) Japan s as available). Prices generally th ruling rate in Philippines, with ns for hot-air dried.

Board's Tentative Purchase for copra delivered main ports are: Dried, £A54/10/- per ton; FMS, per ton; Smoke-Dried, £A52 per

—No Government control—producers re they wish. Bulk of copra goes hing-mills in Suva. On May 14 were HAD £F47/-/-, FM /-.

TERN SAMOA:—Official Copra akes all production, sells same and payments to producers. It goes to Abels Ltd., NZ crushers, and ver, UK.

A:—Sales are under Government Part of production goes to Europe, arrangement with Unilever con- by Philippines prices, and part en market.

ION IS.:—All production marketed official BSI Copra Board, at prices n Philippines rates. Output goes ver, UK; to Australian crushers; balance on to the open market rice in May was: 1st grade, 2nd grade, £49/10/-; 3rd grade, per ton, f.o.b., BSIP ports.

RT AND ELLICE:—Production in Europe through official Copra at prices based on Philippines s freight, etc. The Govt. pays /- per ton subsidy.

EBRIDES:—On May 21, the copra s approximately £A37/15/- (7,550 ncs) per ton delivered Vila/Santo. price then was 82 heavy r metric ton, c.i.f., Marseilles.

IS.:—Copra goes to Abels, Ltd., land, who operate the only NZ ishing mill. Price paid is average price for previous three months. dling charges. Price for second of 1962 is £NZ49/17/7 1st grade, 2/7 standard grade—both f.o.b., a.

OTHER PRODUCE

:—Islands prices are usually the rates for Ghana cocoa which 18 had risen to £Stg.173/15/- c.i.f., Sydney.

AMOA:—Season almost ended minal prices quoted in Sydney te Apr.: grade 1 £Stg.295; £Stg. 280, f.ob., Apia.

May 22—Quote No. 1: In store Rabaul, export quality, £215; quote No. 2: best quality, on wharf Syd./Melb. £200; in store N.G. Ports, £210.

COFFEE.—P.-N.G.: May 21, good quality A grade, per lb, 4/- to 4/2; B grade, 4/-, C grade, 2/6 to 3/-, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported May 22 as: Kenya A, f.a.q., £Stg.465, B £Stg.400, C £Stg.340; Tanganyika AA £Stg.375, A £Stg.360, B £Stg.330; Buguishu AA £Stg.330; Uganda Robusta £Stg.162/-/-.

PEANUTS: P.-N.G.: F.o.b., Lae, May 22 Kernels: White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7, in shell 1/1.

RUBBER:—P.-N.G price is based on Singapore rate, which on May 22 was: No. 1 RSS, Spot, 79 Straits cents per lb 27.55d Aust.).

VANILLA BEANS: Victor Kann Tulk & Co., Sydney, reported May 22: White and yellow label processed, standard packs, 43/6, green label 42/-, c.i.f., Sydney.

RICE (Aust.): Prices as from May 1, 1962—**P.-N.G.:** Dry brown and dressed, 112 lb bags 5 tons and over £59/-/- per ton, f.o.w.; under 5 tons £59/10/-. Vitamised and enriched white, 112 lb bags, 5 tons and over, £65/15/- f.o.w.; under 5 tons, £66/5/-. **Other Pac. Islands:** Dry, white or brown, etc., £67/10/- (any quantity), f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on May 22 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**—£125 per ton, f.o.b., Sydney; **N.G.**—£125 per ton, c.i.f., Sydney; **B.S.I.**—£140 per ton, f.o.b., Sydney. Quote No. 2: **Papua**—£130 per ton; **N.G., B.S.I.**—£125 per ton.

GREEN SNAIL SHELL.—Quote No 1 £265 per ton; Quote No. 2: £325 (best quality).

CROCODILE SKINS: 12 in. and over, first quality: **P.-N.G.**—Quote No. 1 15/- per in., small scale (salt water), 10/- per in. large scale (fresh water), f.o.b., P-NG port; Quote No. 2 16/-; **B.S.I.**—Quote No. 1 16/- per in. (small scale) del. Sydney; Quote No. 2 16/- (small scale).

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, May 22, Philippines, in bulk, $165.50 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: May 22, Philippines $150 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 840 Rupees per ton, c.i.f.

Coconut Oil: LONDON, May 22, Ceylon, 1% in bulk, £Stg.90/-/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.85/10/-, c.i.f.

Rubber: LONDON, May 22, c.i.f., RSS No. 1, Spot, 23⅝d. Stg. lb; Aug. shipment 23¾d. Stg. lb., May shipment 23¼d. Stg. lb.

(£1 Australian is equal to about 2.2 US Dollars or 10½ Rupees).

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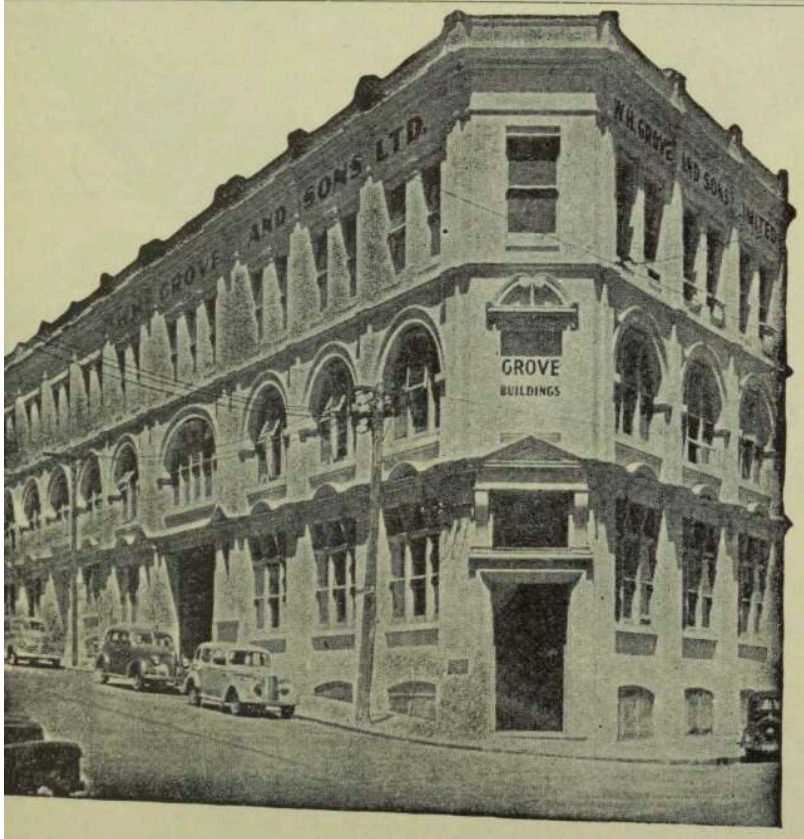

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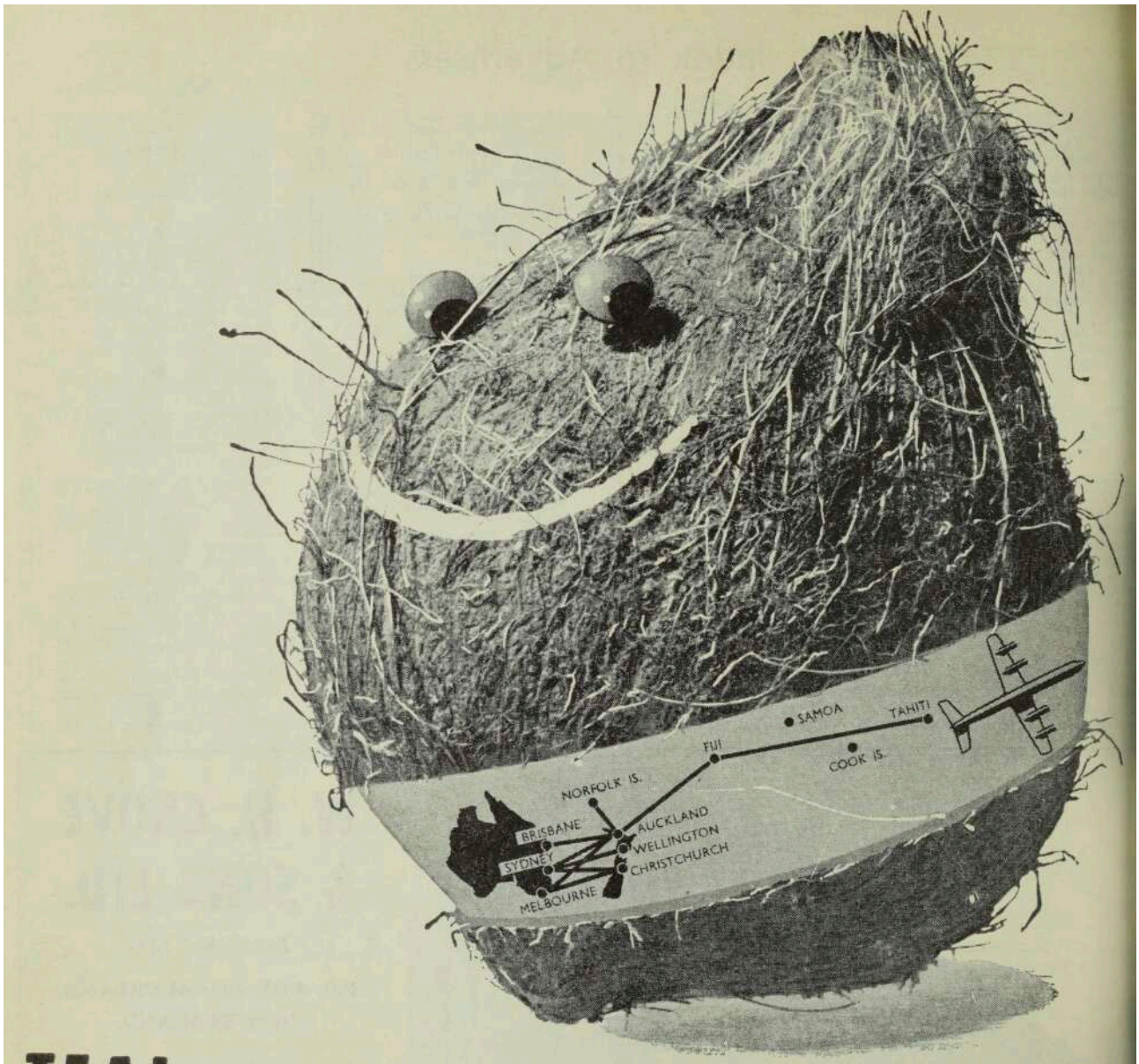

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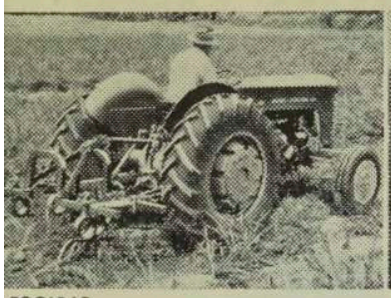

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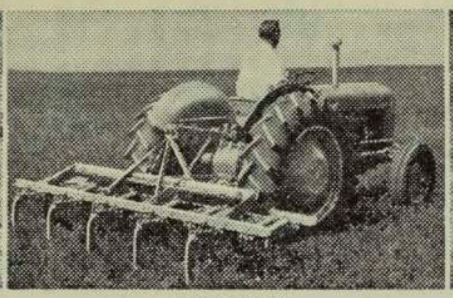

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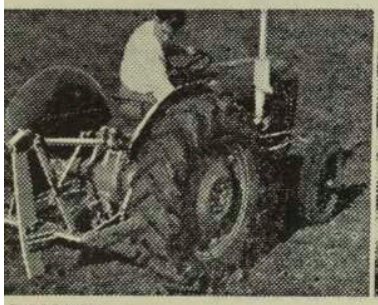

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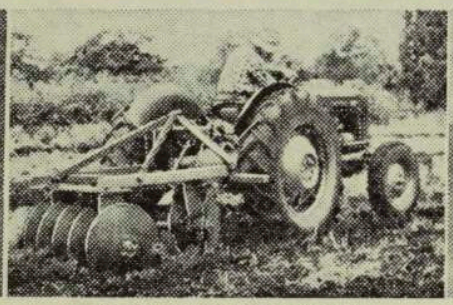

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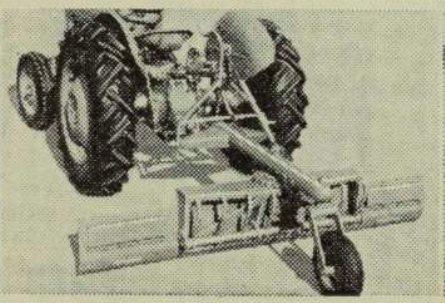

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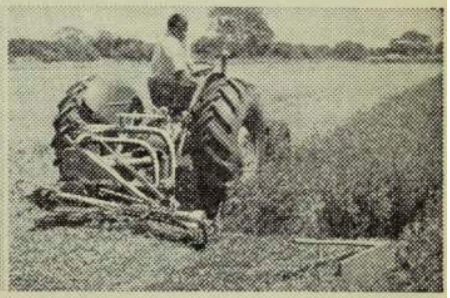

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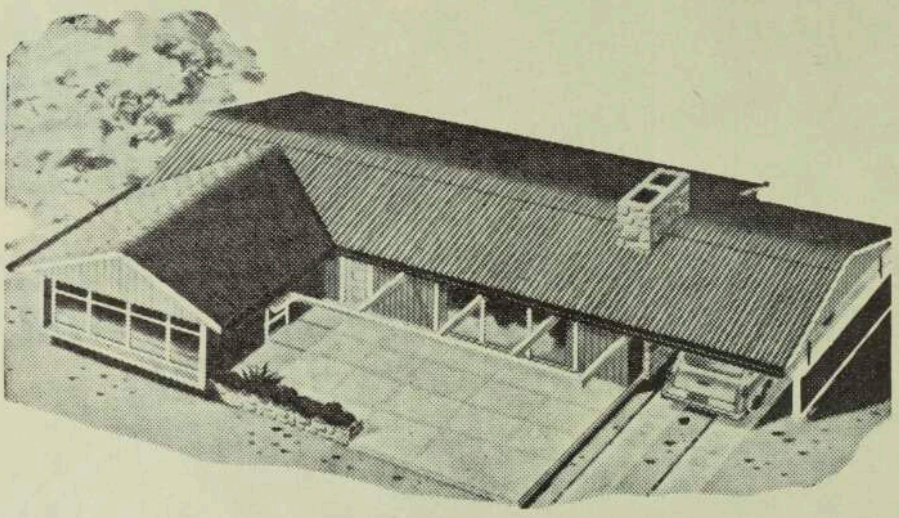

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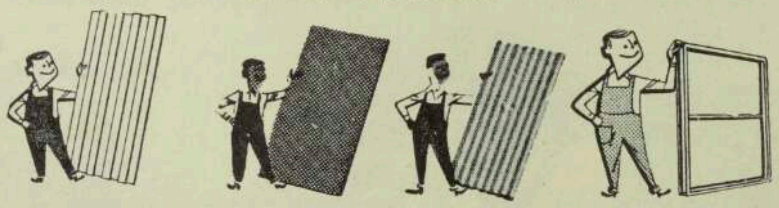

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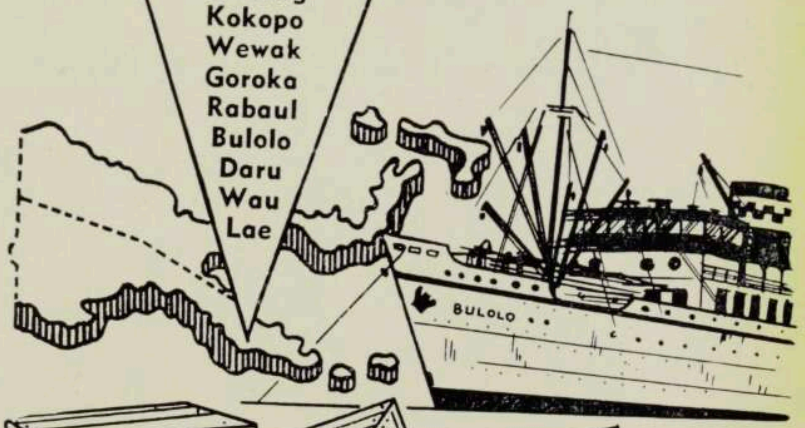

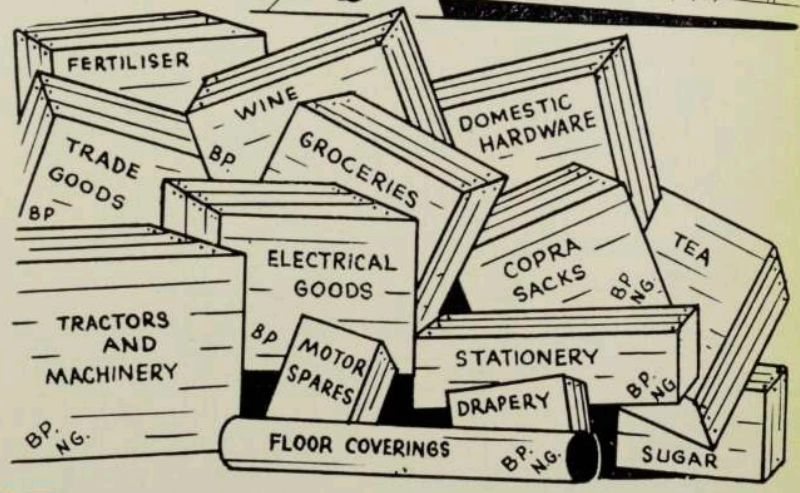

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