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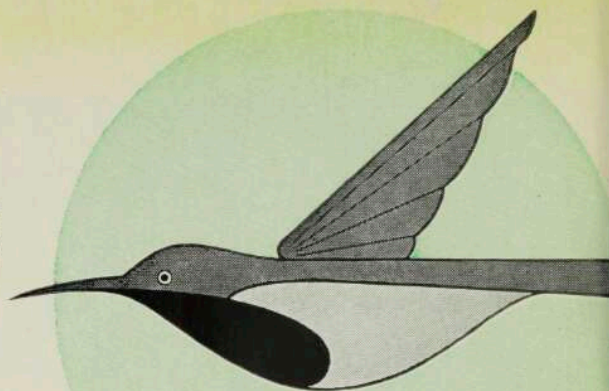
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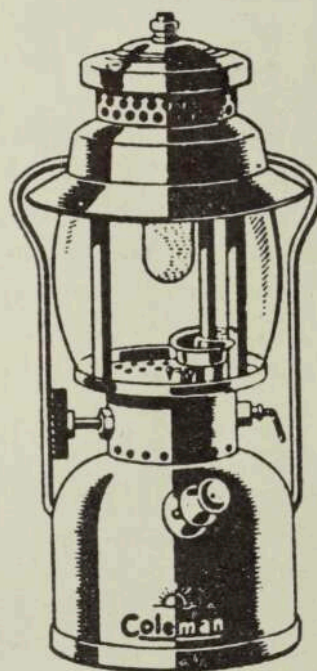
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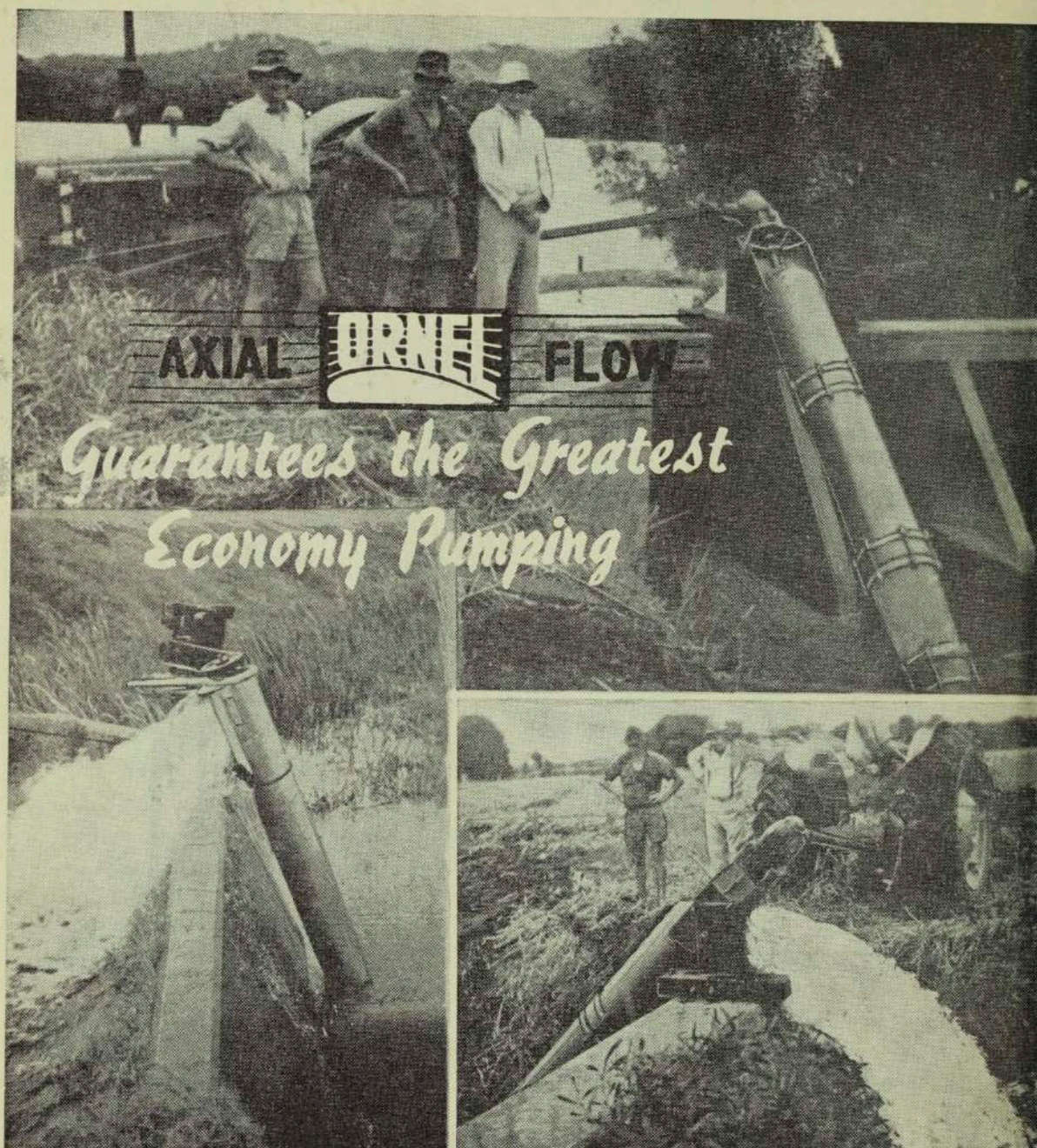
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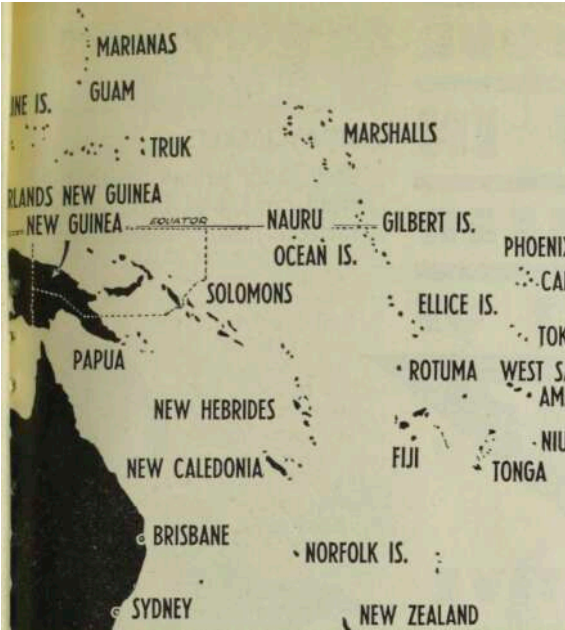
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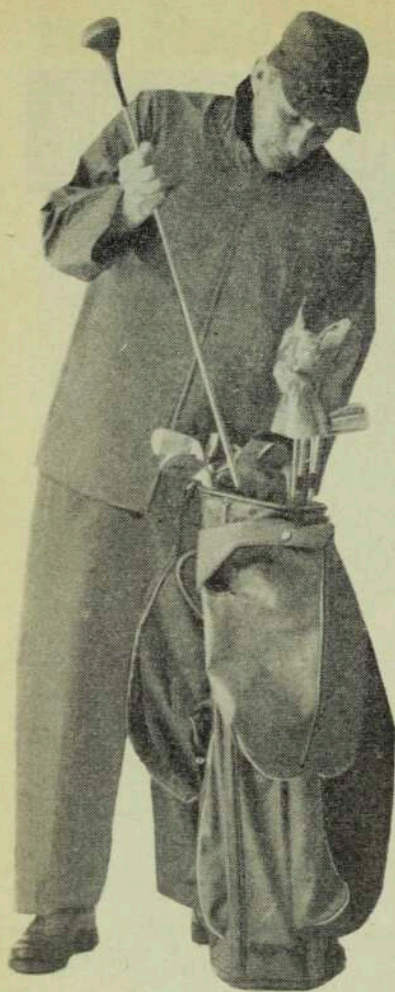
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THE COVER: No comment is necessary with this picture of a pretty girl from
French Polynesia. If anyone is interested, she is beating tapa, or bark cloth.
Studio Mackenzie Photo

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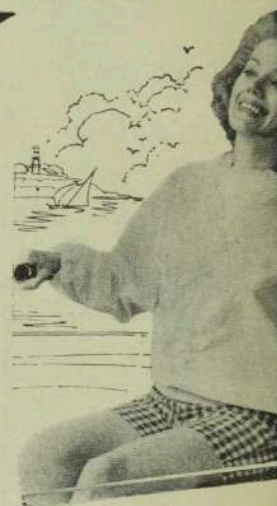
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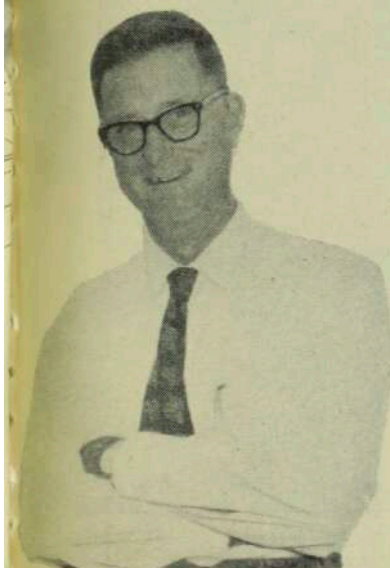
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Australia

TRADE ENQUIRIES OR REPRESENTATIVES IN PACIFIC ISLANDS PLEASE APPLY

PEOPLE

After less than four years in the post, Mr. G. T. Roscoe retired on June 30 as Director of Education, Papua-New Guinea. Minister for Territories Hasluck made the announcement and, at the same time, named Mr. Roscoe's successor. He is Mr. Leslie Johnson, 46, who has been Deputy Director of the Department since January this year.

Mr. Roscoe succeeded Mr. W. G. Groves in September, 1958, at a time when the Minister had expressed a desire to get on with native education more urgently. The matter (according to the UN Trusteeship Mission report), is even more urgent now although the Minister said, on Mr. Roscoe's retirement, that there had been significant advances during his term of office.



Mr. G. T. Roscoe.

* * *
Mr. W. T. G. Morrison has taken over the management of Burns Philp & Company Limited's islands shipping section following the retirement in March of Mr. John Virtue, who had been manager since just before World War II.

Mr. Virtue, probably one of the best known figures in the Australian Islands shipping business, had been with Burns Philp for about 57 years and had been in the Islands shipping section since 1922. Now over 75, he is living in retirement at his home in the Sydney suburb of North Turramurra.

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was a member of the 1st AIF in World War 1, and has been in Burns Philp's shipping section for 50 years.

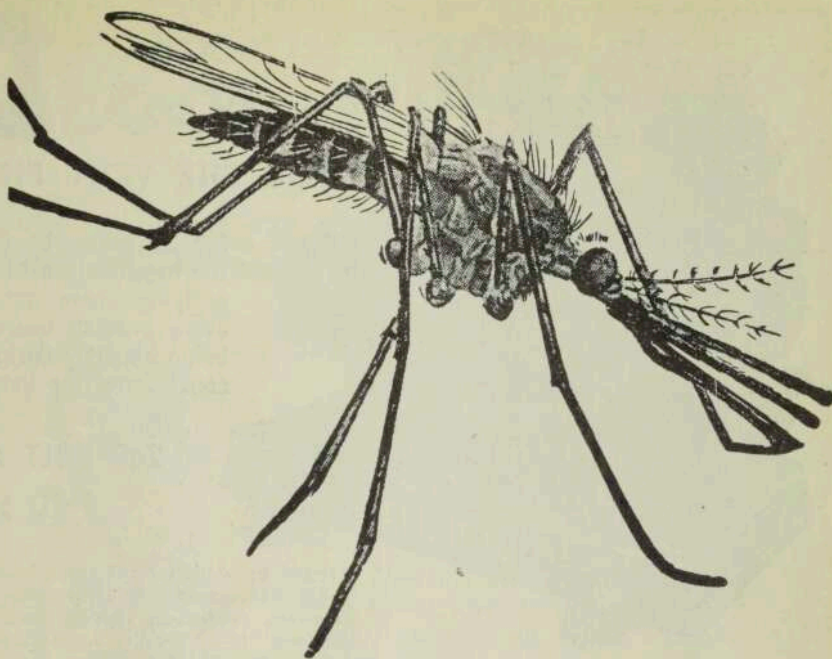
Mr. Barry Philp, former Fiji hotel entrepreneur, failed in his first attempt to refloat the Japanese fishing ship, *Asahi Maru No. 8*, from the reef off Sigatoka, Fiji, on July 17. Mr. Philp acquired the ship some weeks ago for £1,600. (See Shipping section this issue.)

Two large steel tanks, lashed to the stern of the ship, failed to give it sufficient buoyancy to float it off. Now, Mr. Harry Oakes who is in charge of the operation, plans to blast a channel in the reef from aft of the ship to the edge of the reef. The Tongan Government tug, *Hifofua*, may be hired for the job. This means that the actual refloating operation will have to be delayed till the *Hifofua* is next in Fiji. The operation will also have to coincide with the next spring tide.



Mr. H. D. Underwood, Chairman and Managing Director of Steamships Trading Co. Ltd., of Papua (above) has been a frequent visitor to Sydney in recent months, attending to a multiplicity of matters arising from the reorganisation of the Co.'s capital (each £1 ordinary share has been divided into four 1/- shares), and the Co.'s take-over of Messrs. J. L. Watson (New Guinea) Ltd. An article about the take-over, and about the peculiarly mixed prospects facing investors in Papua and New Guinea, is on page 27.

Two Hebrideans, AMO Philip Ilo and Maxim Carlo, went to Pago Pago in July as the Condominium's delegates to the South Pacific Conference, but another, Chief Jack of Pinalum, went to Paris as the guest of the French Government. He was present at the 14th of July celebrations, which may not have been as constructive as the deliberations at Pago, but certainly would be more fun. With Chief Jack, also as a Government guest, went Mr. J. M. Leyhe



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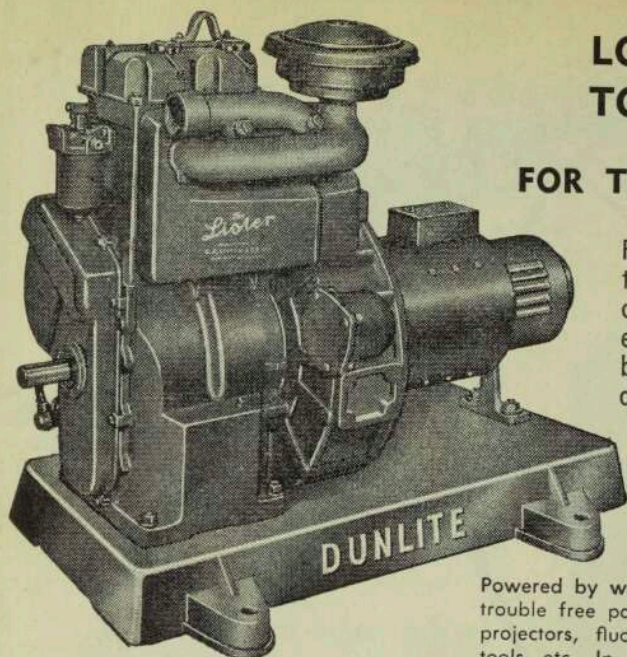
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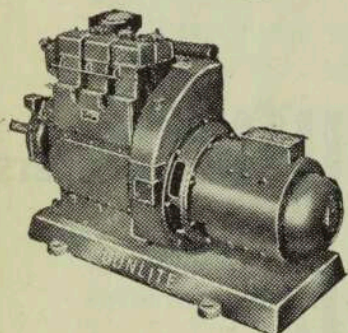
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Aneityum, a member of the New Hebrides Advisory Council. At the same time, the French Resident Commissioner in New Hebrides, Monsieur Delaunay, left Vila for France—just for Bastille Day but for talks with the Metropolitan Government.

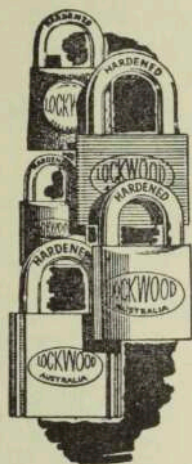


Islands interest are these two nursing sisters who have both completed their training in Australian hospitals. Sister Dianne Barnfather, top picture, who was born in Fiji, has lived in both the Solomons and New Hebrides and gained her midwifery certificate at Geelong District Hospital in Victoria. During her stay in Australia Sister Barnfather became an avid football fan and was the winning Globe's Miss Football, 1961. Sister Margaret Woo, lower photo, whose home is in Rabaul returned there recently after four years general nursing training and two years as a supervising ward sister at Mater Misericordiae Hospital in Sydney. Sister Woo supervised the staff of 10 nurses and a ward of 32 beds.

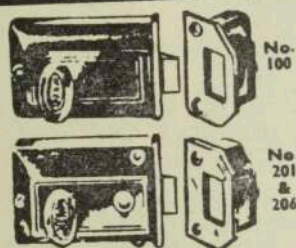
Mr. R. C. Kerkham, secretary of Burns Philp (SS) Co. Ltd., Suva, returns with pride an association with

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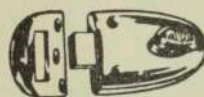
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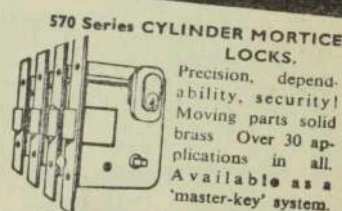
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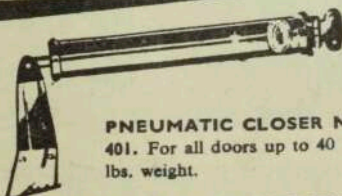
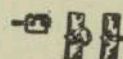
307 SCREEN DOOR TOUCH LATCH.



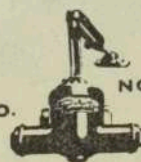
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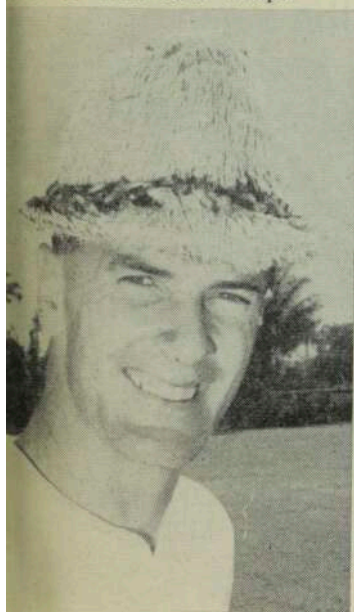
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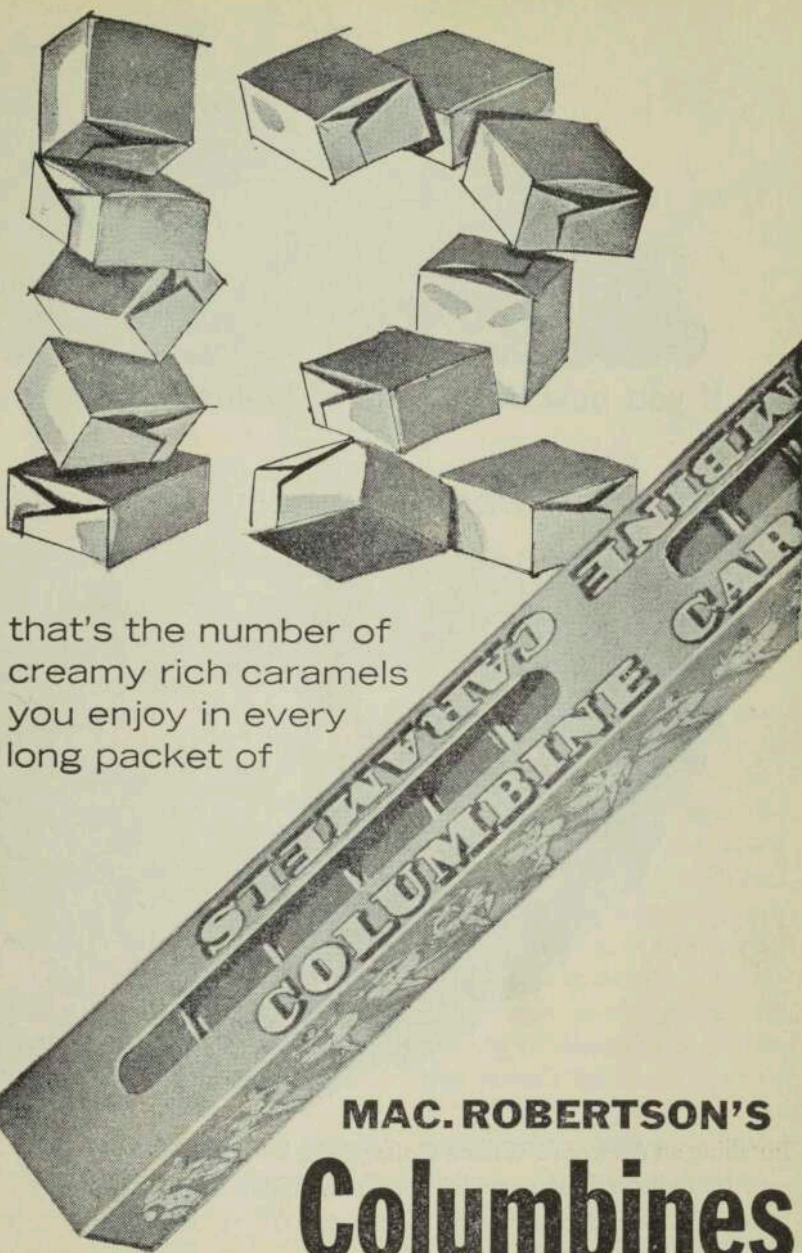
For Philips' Agents/Distributors see page 134.

mer coast-watcher Mr. Reg Evans, these scouts rescued President Kennedy after his PT109 was cut in by a Jap destroyer in the Solomons in 1943. In 1939, Mr. Kerkham, then an inspector, was in the Solomons, at Tulagi, for three months, relieving the BP manager there. Mr. Evans was then a superintendent and radio officer on the BP ship *Mamutu*, built at Hongkong. Mr. Kerkham said the hero of the Kennedy episode, as shown in *PIM*, was the man—although a bit heavier than he had known 23 years ago. Mr. Kerkham recalled also a brief time association with Lieutenant Colonel H. G. Wooller, who died at Rabaul recently. Captain Wooller, long out of Sandhurst, was the New Zealand officer sent to Fiji in 1939 to train local troops.



Kevin Gosper who has been appointed the manager for the team to participate in the British Commonwealth Games in Perth this year. Gosper is a former Australian swimmer and is currently the manager for the team in Rabaul. He recently returned from BSIP where he coached native swimmers who hope to make the team for the Pacific Games in Suva next year.

Although the jet-age has revolutionised distances in part of the Pacific, it has left some groups almost as isolated as they ever were, and Mr. Bristow, of the Colonial Service, gave a sample of it in July. Mr. Bristow has been District Commissioner on Christmas Island, which to the rest of the world is a nuclear-landing base but to the Gilbert and Ellice Islands Colony is just part of the Line Islands District. When he decided to transfer Mr. Bristow from the Christmas Island post to Pohnpei, less than 2,000 miles away,

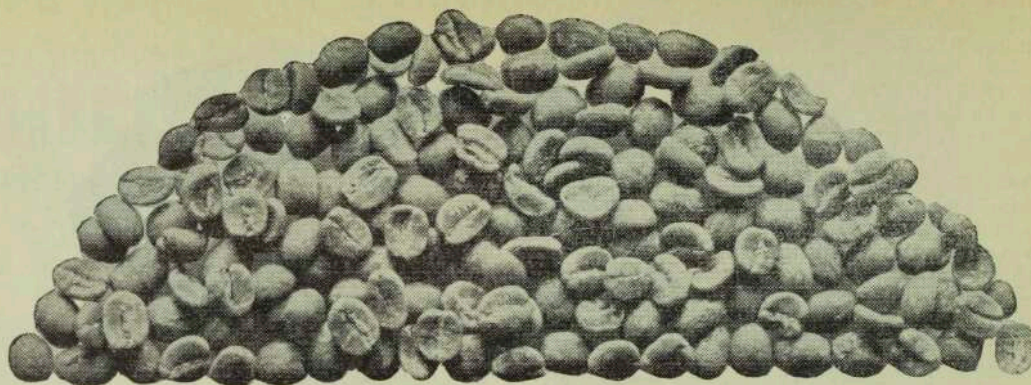


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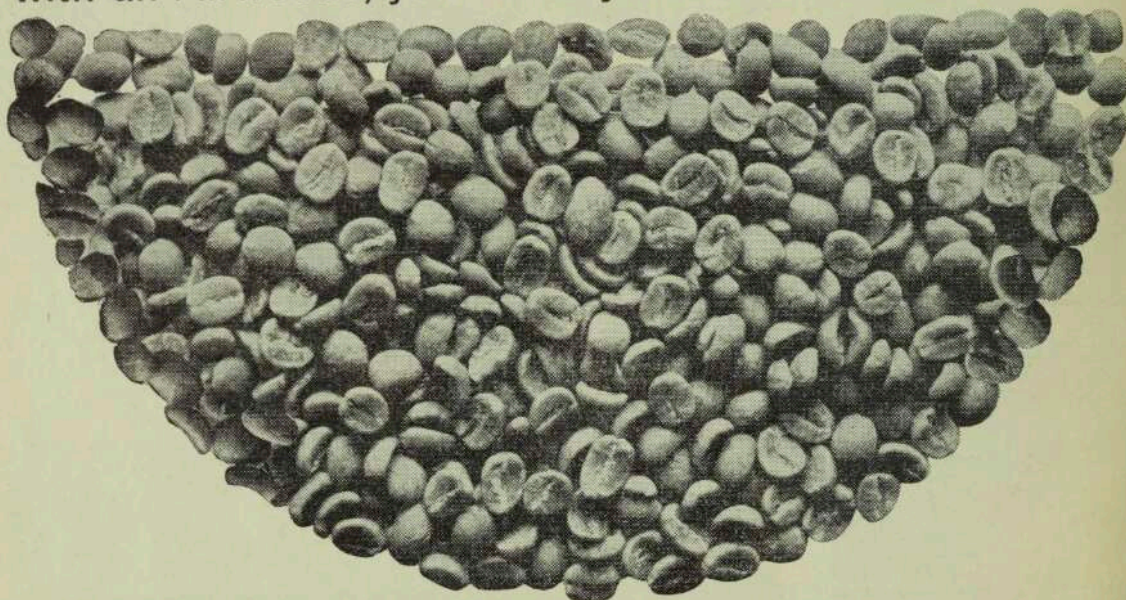
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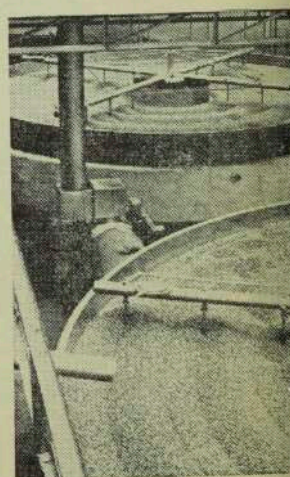
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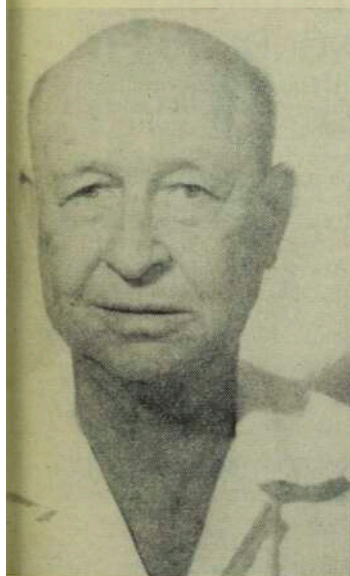


Installing an Airwoods Wilken Coffee Drier is like owning your own private sun. Its indirect heat provides consistent higher quality and cuts spoilage losses. Yet you save on quick, easy installation (even on the remotest site) and trouble-free operation. Both require your own labour only. Even loading is easier; wet coffee is simply dumped or pumped into the flat, open tray. 22 hours later, *this* drier off-loads two tons of 12% moisture content beans mechanically. And never a bean is tainted, bruised or overheated—automatic controls see to *that*! But there's lots more you should know in our data sheet A12. Write for it now! Airwoods Ltd., 66 Barrack St., Colchester, England; Tel: Colchester 78484; Grams: AIRWOODS COLCHESTER.

Airwoods



become Registrar of Co-operatives
e, plans were made to fly him
Suva from Christmas (compara-
ly easy with all the goings-on
e), and for him then to catch a
k Line vessel in Suva for Tarawa.
the plane had to turn back to
istmas and when it finally reached
it was found that the ship had
arted two days early. Mr. Bristow
efore had to spend a couple of
ks in Suva, then fly to Melbourne,
oria, to pick up a phosphate ship
ch will land him at Ocean Island
n where he will proceed by
EIC vessel to Tarawa.



a lifelong association with plantation
in New Britain Mr. Frederick O. Werner,
"gone finish" to Australia. He first went
abaul in 1905 when he was 3 years of
His parents opened up Gunfershohe
ation in the Bainings and later Galtum
the same area, which he sold in 1961.

Mr. S. H. Christian, of the P-NG
ic Health Department, completed
years of service with the Ad-
stration last month. Although
retirement age Mr. Christian con-
ces to work as an entomologist at
Malaria Control School, Minj,
ause he wants to and because he
ld be hard to replace.

Mr. Christian has no formal quali-
tions in entomology, but scientists
rd him as an authority on Terri-
mosquitoes.

orn in 1896, Mr. Christian joined
Public Service in July, 1922, and
ed as a medical assistant on
ous stations.

nce 1945 he has devoted his time
energy to Malaria Control. He
awarded the MBE in 1958 for
services to the Territory.



PERSONALITY OF THE MONTH



Gilbey's Gin is one of those
travelled people you will meet
everywhere . . . a true inter-
national, the same in all lands,
not least Australia.

Gilbey's Gin is an accom-
modating spirit, happy to be
consumed in many ways.

It can be drunk with water and
with bitters, with lime juice or
ginger ale, with tonic water or
that popular newcomer, bitter
lemon, and in a host of cocktails,
chief of them the ever-popular
Martini, not forgetting the new
Gilbey's and Dubonnet.

In mixed drinks Gilbey's Gin is
supreme whether you are an old
timer from Out East thirsting
for a Singapore Sling or a
hostess meditating what to serve

at young people's party when
heavy drinks and potent drinks
are definitely out.

To lace a fruit cup, a very dis-
creet quantity of Gilbey's will
provide a beverage to please
everyone, harmless yet sophisti-
cated, refreshing as a breeze off
the sea on a summer night.

Everywhere young people are
coming to recognize a hostess
who doesn't believe in the "do
it yourself" system for her
guests, who is willing to go to
just that little extra trouble with
a good mixed drink.

The basis of the best mixed
drinks of the world, for tycoons
or for teenagers, is Gilbey's Gin.
Try it yourself . . . we know
you'll agree.

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Interior Brilliant Gloss Clear Liquid Plastic Coating

THE MODERN TREATMENT FOR LONG-LASTING BEAUTY

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Floor Plastik's brilliant gloss provides a permanent, durable surface which stands up to the heaviest floor traffic without scratching or scuffing—and Floor-Plastik requires no waxing or polishing—each time the floor is cleaned Floor-Plastik's dazzling shine gleams as if it were just applied. It does away with the continual drudgery of waxing and polishing and saves you time and money.

Ask your local British Paints Limited authorised agent for a free Floor-Plastik technical leaflet.

(Warning! Floor-Plastik is not formulated for use over new or used linoleum.)

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Manufactured to withstand all tropical conditions

FOR COMPLETE PROTECTION OF ALL METAL SURFACES



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Brilliant Aluminium Enamel

- SILVAR BRILLIANT ALUMINIUM ENAMEL is easy to apply with either brush or spray and withstands tropical sun, lashing rain, dust-laden winds and salt sea spray.

- Silvar is non-poisonous and is harmless to drinking water.

- SILVAR'S hard, glossy surface actually resists dust and dirt collection. When applied on roofing, SILVAR'S heat-reflective "aluminium" will reduce internal temperatures by at least 10°.



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McCarthy Puts Australia's Point Of View

Although the Soviet proposal that immediate steps be taken to transfer power to the New Guinea people was rejected in the United Nations Trusteeship Council in July, the Council has "recommended" that Australia give serious consideration to the recommendations of the recent Visiting Mission to the Territory.

AUSTRALIA'S answer to these recommendations will be raised in, this time in the General Assembly, sometime after the Assembly meets in mid-September. Meantime the pointer to how Australia will probably act is contained in the address made by Australia's special representative at the Trusteeship Council, Mr. Dudley McCarthy, on July 16.

In his closing address he spoke at length on the Visiting Mission's report and particularly on its proposals on political development that had most attracted the attention of the Trusteeship Council.

He denied that Australia's progress in this field had been slow in relation to the problems associated with the tribal and backward nature of the people themselves who were completely unhomogeneous and without any national outlook.

He said a representative legislature could not have been created on this background but that the Australian Government had not made this an excuse to do nothing but had set out the task of creating law and order and a pattern of political development that was now showing results.

He said that the Government subscribed to the belief that self-government was an art which can be learned and not imposed.

He then went on to discuss the "uniform development" to which Australia subscribed but which had been the subject of many questions to the Council:

"It is no part of Australia's policy to hold back the development of fully representative organs—the granting of complete authority to the people themselves—until the whole Territory is in a state of uniform development. We will not wait until the last kukuku has put aside his stone and his long bow . . . until modern roads have been made through the mountains which separate

(Continued on page 148)



The three Islands advisers to the Australian UN delegation to the UN Trusteeship Council in July were Somu Sigob, MLC of New Guinea; AMO Himson Mulas, of New Guinea; and Head Chief Hammer DeRoburt, of Nauru, shown here in Canberra with Mr. W. T. Doig, of External Affairs Department.—Australian News & Information Bureau photo.

The Report That Wasn't As Nice As The Mission

The report of the Trusteeship Council's visiting Mission on its recent tour of New Guinea, which was presented at UN in early July, was the biggest bomb-shell Australia and Papua-New Guinea have received since the Japanese invaded Rabaul in 1942. It was probably even more shattering because the members of the Mission had appeared to be such nice fellows. (See page 14, June PIM.)

THE Mission was led by Sir Hugh Foot, former Governor of Cyprus. Other members of the team were Ambassador Carlos Salamanca (Bolivia); Mr. Ashok Balkrishna Bhadkamkar (India); and Mr. Delmas H. Nucker (USA).

On the face of it, the team had at least a 50 per cent. chance of leaning to the West; it was, in addition, well-received in the Territory where most Europeans who met members were of the opinion that it was the best Mission ever sent to NG.

P-NG expected a fair deal in the Mission's report; even, perhaps, that a flea would be put in the ear of Russia and other vociferous anti-colonial fanatics in the United Nations.

The Mission left New Guinea in mid-May; it presented its report in early July. So far as Australia and New Guinea are concerned, some of the 80-odd pages of it might have been written, not by the apparently-

sensible and even impressed team that spent some weeks in the Territory, but by the wildest nationalist in the Afro-Asian bloc.

In a sentence, the Mission's report, against the background of the Missions' visit, made no sense.

Over one-third of the report was devoted to summaries of the Mission's meetings with native leaders in each of the nine New Guinea Districts. At these meetings, as is usual, the natives complained about a great many things: About the low prices of crops; that they needed more education, more progress; that they wanted better hospitals, a higher standard of living.

Some said they wanted the prohibition on native drinking removed; others that they wanted to be on terms of social and economic equality with the Europeans.

Some—notably groups in Manus and Bougainville—wanted America to administer the Territory instead of Australia, because during the war

Look for These in Pacific Report

Fiji Customs Officer Gaoled for Smuggling, The Cotton-picking Nauruans, 121; Ralum Club has Queen Emma Links, Lautoka's £10,000 Fire and £5,000 Fire-Engine, 122; Samarai's White Hopes for the Games, New Hebrides Talks to New York, 123. No "Cracker Nights" for New Caledonia, 123; Fiji Sugar for USA for Next 2½ Years, 124; Three Broken Limbs and Two Muu-muus, Manus Goes for Carved Puks-Puks and Dollars, 125; Rarotonga Goes for Road-Safety, 126; Fiji's Arms Amnesty Was Well Patronised, 127. £29,000 to be Spent on BSIP Airfields, FVB has Sydney Telephone Number, 129; NI's Radio Station Under Fire, Hams Please Honiara, 131; Fijian History, To Make Best Use of Fijian's Land, New Company Operating in Honiara, 132. Oil and Chrome Chances in N. Caledonia, NG Chinese and the P-NGVR, 133; Fijians in Their First General Election, 134; Indo. Paratroops Could be Australia's Business, Sepik Natives "Not Worried", Noumea's "Glorious 14th," 137. UN Plan for P-NG "Impossible", "Childish", 137; War Against Malaria in S-W Pacific, BSIP Air Service Rumours, 138; Pest Destructors Win Rabaul Case, Territorian Victims of Air Crash, 139. Dutch and Indonesians Confer, 140; Nickel Recession, 141; Fiji Birthday Honours, 142; In a Nutshell, 144.

"the Americans brought in all sorts of supplies and food" and left most of it behind when they withdrew. In many places, however, the Administration was praised and a great desire that the Australians stay "to continue to help the people" was expressed frequently.

In summary, what emerged from all these meetings between the people and the Mission was what anyone with a working knowledge of New Guinea people would expect: That they have little idea of the laws of supply and demand and how they affect commodity prices; that their political outlook is still limited to the village and not even to New Guinea as a whole, much less to the wider international sphere; that their idea of advancement is based on the idea of "ask and be given" preferably by the Government, and with very little idea of what they could or should do for themselves. (But one speaker in Madang told the Mission it was the New Guinea people who should wake up and do something, instead of leaving everything to the Australians who were doing what they could.)

At no time was there ever any request for self-government or independence, or that these should be hurried along. To the contrary, if anything was to be learned from what the native leaders said to the Mission it was that at least these people, even if the Mission did not, realised their inadequacy to cope with the terrifying prospect of going-it-alone.

Parliament by 1964

The Mission spent six weeks in the Territory, talking to the native people and Administration officials; and talking to and observing at least some of the 25,000 non-natives in the Territory who, however, rate no more than six words in the 80-page report. It was expected that members had seen enough, heard enough and observed enough to (as one senior Administration official put it) "get a firm grip on the Territory's situation".

Their report made numerous minor recommendations (including the "sweeping away" of all discrimination such as prohibition on native drinking and the censoring of motion pictures); and three major "propositions":

- (1) A full economic survey by the World Bank;
- (2) A new programme of university and higher education for the native people;
- (3) Immediate preparation for the election of a representative Parliament of 100 in 1964.

Most of the criticism of the report has been on the last and third proposition of the Mission—that a Par-

liament of 100, freely elected adult franchise from a common should by 1964 replace the partly-elected (from separate indigenous and native rolls), nominated and Administration dated Legislative Council.

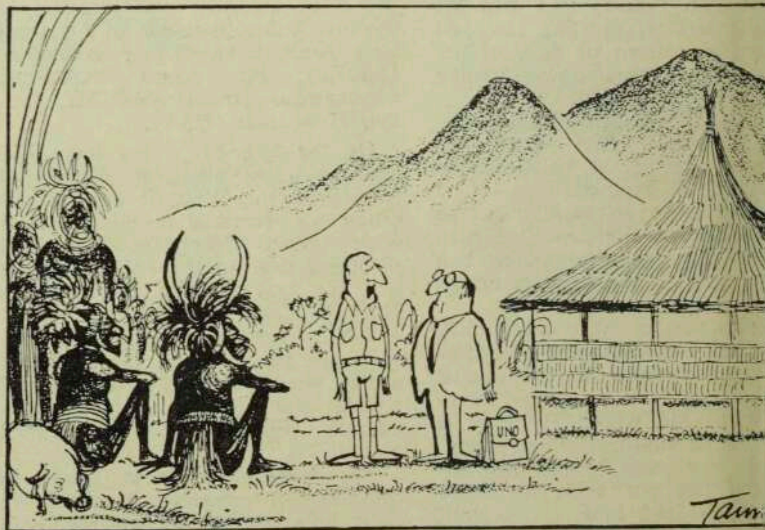
In proposing this, the Mission visages what amounts to a permanent union of the Australian Territory Papua and the Trusteeship of Guinea which, while it may be led and even inevitable in the pre-climate of world opinion, will please some European resident Papua who have imagined that though New Guinea may be Papua is irrevocably Australian.

The Mission sees the Parliament composed of 100 members each, an electorate of about 20,000 people. It suggests that, in the early stages it would be essential to retain in House about five officials who would be responsible for draft legislation and such things as the annual budget. Mission members also hoped that number of Australian residents the Territory would stand for election under the common roll, but did not elaborate on this suggestion, which obviously considered of small importance.

It is by no means impossible a few Europeans, with considerable influence amongst the natives, be elected under these circumstances but their voice in a House of 100 would be negligible.

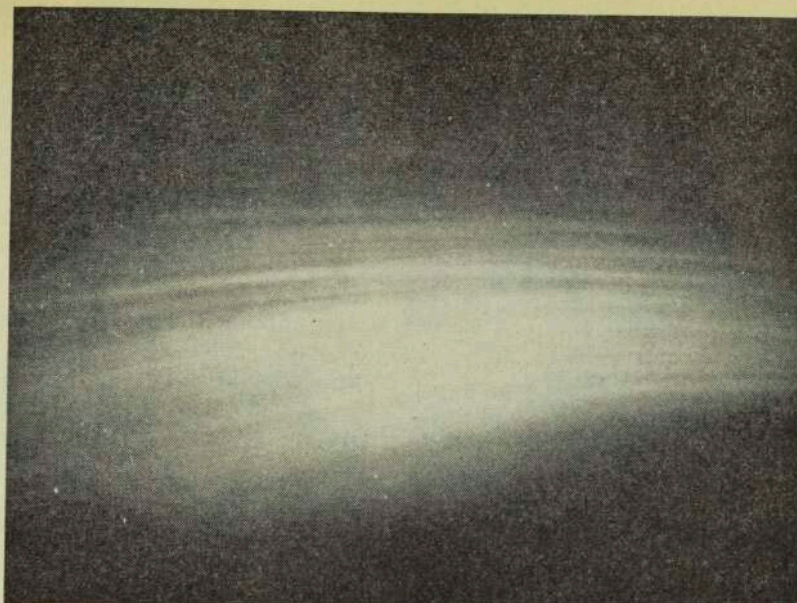
The whole Parliamentary scheme as the Mission left it, is vaguely inconclusive. Apparently it

(Continued on page 148)



"What's pidgin for 'a university educated elite to take over administration control by 1964?'" "Sydney Daily Times"

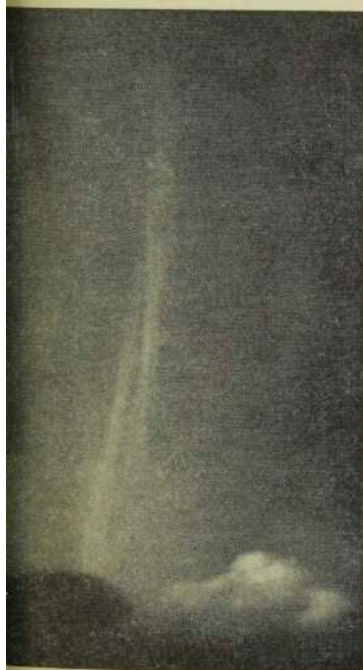
These two unusual photographs show what the July 8 H-bomb, shot from Johnston Island, looked like to viewers 2,000 miles away in Apia, Western Samoa. They were taken by Mr. R. F. Rankin from the verandah of his home. Picture at right shows particles spiralling along the path of the magnetic field—the “white lines” reported by many people. The sky later became red. The white dots are stars. In the picture below, a white light shoots up from the horizon as the bomb goes up. A tree is silhouetted in the foreground by the light, which is also reflected off a nearby cloud. This white light later spread across the sky. Neither picture has been retouched.



Beep! And The Pacific Became Weird

From a Roving Staff Writer

“It was weird—just weird,” said Apia’s Aggie Grey—and that just about summed up the South Seas’ view on America’s high altitude bomb explosion at Johnston Island on July 8.



“THE Shot” was a whopper H-bomb sent up 325 miles above Johnston at the end of a \$700,000 Thor missile. It was exploded from the ground after the missile had got it to the right altitude in probably 15 to 20 minutes.

Amateur observers with ordinary Japanese transistor radio receivers, Air Radio stations with the latest equipment and many of the 20,000 men whom America had used in the Pacific to help get The Shot into the air, track it and analyse its results, heard the dramatic few moments of the final countdown from *April Weather*, codename for the Johnston Island control station.

“5-4-3-2-1-beep!” With the beep, all the radios went momentarily dead. Then, almost clear across the Pacific, the sky was lit up. For those on the nearer islands—such as Samoa, 2,000 miles from the high altitude blast—the descriptions generally tallied.

Right on the “beep”, a bright red area appeared from low in the southwest to high in the west. Then there was light yellow tinged with violet

and a suggestion of green at the edges. In a few moments blue-white rays appeared in the north and climbed up quickly, fanning out as they went.

Soon all the rays began extending along curved rainbow-like lines. The white rays persisted for 10 minutes before they reddened and faded. The whole auroral display had lasted about 15 to 20 minutes.

In Apia, Mrs. Grey was awakened from a sleep by girls who were certain that somebody’s copra store—or even the hotel itself—had burst into flame.

On a hill in Pago, a watcher, mouth agape, exclaimed “Holy cow!” as the sky lit up, and had his involuntary statement recaptured on a friend’s tape recorder, to his later embarrassment.

In Suva, the *Fiji Times* switchboard was flooded with callers wanting to know what was happening out there. In the Cooks, somebody claimed they could see “the curvature of the earth silhouetted” (which they couldn’t).

Most people remarked on the white lines seen flashing through the aurora, or white curving lines seen moving quickly.

What they were seeing were particles spiralling at a terrific rate along the path of the world’s magnetic field—they were in a sense seeing the magnetic field “made visible.”

One man who was especially interested in observing the results of The Shot was J. Gordon Keys, observer-in-charge of the Apia Observatory, Western Samoa.

Mr. Keys, a New Zealander, is probably the only qualified observer who has witnessed the three high altitude H-bombs that the US had

exploded in the Pacific up to July 8 and be in a position to talk about them. He is bound by no oath of secrecy as are most American expert witnesses and he has already published details of his observations on the first two explosions. He will publish details on the third.

The first two US Pacific high altitude bombs were exploded in August, 1958. The first one, August 1 (code-named TEAK) exploded 50 miles above Johnston Island and the second, August 12 (codenamed ORANGE) was 27 miles up.

TEAK made special history because the US had neglected to tell the world that she was going to explode it, with the result that when radio communications were disrupted for almost 48 hours, upsetting airline schedules and communications, there was a fierce outcry. When ORANGE was exploded 12 days later, the US, chastened, had already announced the details of time and place.

When that unexpected first high altitude H-bomb went off from Johnston on August 1, 1958, Gordon Keys was at the door of his house in Apia saying goodbye to a guest.

It was nearly midnight, and suddenly the sky was alight with an auroral display not greatly unlike the latest. The white lines of the path of the magnetic field were not so noticeable.

Trained observer Keys took all the visual details down, then later studied the record of the magnetogram at the observatory. The machine had been working and the line on the paper showed a sudden and abrupt change in the direction of the world's magnetic field.

Gordon Keys was ready with his eyes and the machine for the explosion that followed later, and again for the third explosion this July. By late July he was preparing for a fourth bomb. He has technical explanations for those interested enough to know just what the three explosions did. The paper records of the machine are quite different with the three bombs.

The July 8 explosion 325 miles up, had an initial disturbance of greater magnitude than those of either of the first two shots, and recovery of radio communications in the third bomb was much more rapid. There was in fact less interference, but what interference there was went farther, quicker.

The July 8 bomb disrupted communications in peculiar ways. Samoa radio could work Canton and Honolulu for instance, yet couldn't get Nadi, and there were similar complicated, most widespread effects, all around the Pacific. But they didn't last as long as the 1958 explosion.

Behind Scenes at The Conference

STORM IN AN INTERNATIONAL TEACUP

From Stuart Inder, in Pago Pago

No South Pacific Conference has had such a background of apprehension as has this first one to be held on American soil. The apprehension has been directed against American activity.

THE SPC historians will record that the apprehension and suspicion were groundless—that it has all been a storm in a teacup. American integrity cannot in all honesty be seriously questioned. There can be no doubt that America wants the South Seas happy and contented.

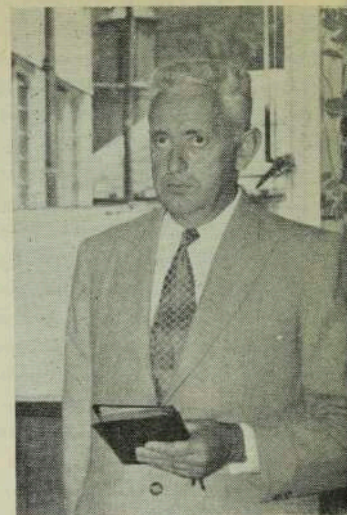
But Americans sometimes go about things in a flat-footed fashion, and achieve results that genuinely puzzle them. That is what has happened here. It will not affect the tenor of the Conference sittings, for most of the delegates were completely untouched by this early background atmosphere.

Where the trouble originated I don't know, but certainly there was much interest in the South Seas some months ago in published reports that President Kennedy was looking for ways to give the South Seas more assistance. These were supported by a communique issued after the ANZUS Council meeting in Canberra in May.

Somehow the opinion gained currency that America would make some important announcement at the Fifth South Pacific Conference, and thus the murmurings began. There was apprehension that America planned to use the Conference—traditionally an SPC-run affair—as a propaganda channel; to use it to make a big political splash as it entered South Seas power politics.

Suspensions seemed to be further strengthened when America began a massive rehabilitation programme for American Samoa, which until the last few months has been best known as a South Seas slum. Dollars and equipment were poured in.

Then there were more pointers: The American administration was reported to be very tardy in handing out information on the Conference plans to the SPC; Flag Raising Day would be altered to coincide with the



MR. T. R. Smith To Retire

Mr. T. R. Smith, Secretary General of the South Pacific Commission since 1958, will leave the Commission next March, after five years of service.

It is an SPC principle that the position of Secretary General should be rotated among the six member governments. Mr. Smith, who is a New Zealander, is the SPC's fourth Secretary, and the man who held the position the longest. The first Secretary was nominated by Australia, the second by the UK and the third by the US.

It is understood that Australia will be sponsoring a candidate to replace Mr. Smith. Mr. Smith, who has been an excellent, hard-working Secretary, has no plans for the future.

Another leading figure in the SPC, Mr. C. G. R. McKay, NZ Senior Commissioner since 1948, will be retiring from position at the end of this year. Mr. McKay is one of the few people who has attended South Pacific Conferences. In 24 years he was associated with Western Samoa, and his most recent assignment has been as an administrator of the UN plebiscite for independence held last year.

Conference sitting; Samoa's new airstrip at Tafuna would be opened the same day as the Conference. Secretary for the Interior, Stewart Udall, and a plane-load of VIPs, would arrive, "ostensibly" (Continued on page 144)

Report from South Pacific Conference

Sweeping Changes May Breathe Some Life Into S.P. Commission

From Stuart Inder

PAGO PAGO, JULY 18.

The South Pacific Commission is to be remade—nothing now can prevent it. This Fifth South Pacific Conference is likely to be the last of the type that has operated now for 12 years.

ALTHOUGH this conference has hardly begun, and 64 delegates and advisers from 16 Territories, the Kingdom of Tonga and Independent Samoa are at this moment discussing the early matters on the agenda, those two facts are quite clear. What happens here won't alter anything—unless for the better—for already the die has been cast during the developments that have led up to this meeting.

The important point is that most, not all, the six member Governments of the SPC now realise that these conferences achieve little in proportion to the work that is put into them and that there just has to be a change if the SPC is to survive.

The stage was set last year, when New Zealand, acting on behalf of the other Governments, began to collate and circulate proposals to be discussed at a review conference designed to take a long backwards look at what has been happening to the Commission.

The review conference was to have been held earlier this year—possibly about April—but it was delayed.

The most important proposal that would have been put before the review conference was that these three-year conferences of South Pacific peoples be reconstituted—that, in fact, they be abolished, together with the Research Council, and a new body to be called the Regional Council be established.

The Regional Council would meet possibly at yearly intervals and its members—elected or nominated by the dependent territories—would be given a far greater say in what it thought the SPC should do for the South Pacific.

The members, in some fashion (the

details of which were not worked out), would be brought much closer to the real problems of their areas than this unwieldy body of delegates which is now meeting in Pago to discuss an agenda that basically was laid down three years ago (following the last conference at Rabaul).

This new proposal is the freshest breath of air yet to blow through the six Governments. In effect what it means is that the South Pacific people themselves will be given the chance to say something worthwhile and have it acted upon for the common good.

The changes in the South Seas have been so vast, and have occurred with such swiftness, since the charter of the SPC was worked out, that such a scheme to involve the Islanders themselves in the business of solving their own problems could hardly be delayed, for delay would kill the Commission. There have been too many complaints for too long about the ineffectiveness of the SPC, forced on to it through the confines of its own charter.

No Real Use

The idea of a common meeting ground was a good one in the South Pacific of only 12 years ago, but what today is the real use of 70 people giving their views, often uninformed, on such expert subjects as "the importance of organised adult education" and "methods of training Pacific islanders in business methods" (two subjects on the Pago agenda).

The SPC is quite able to formulate expert plans if it knows what the specific problems are, how the people who live in the South Seas rate their priority of importance, and how they think they want them handled.

(Continued on page 149)

DOLLARS & PAINT GIVE PAGO A BRAND NEW FACE

The Pago Pago of the Fifth South Pacific Conference is to most local Samoans a tuneless symphony of green - and - white paint and of palm trees held in place by stay wires.

BUT to the conference delegates it appears to be a good place to hold an international conference in, and on that criterion American Samoa deserves the warmest congratulations—mixed with awe and admiration for sheer American ingenuity and know-how.

Pago Pago, as every traveller knows, has been the slum of the South Seas for so long that it has been a positive embarrassment to the rest of the Islands. In Pago Pago, and the hills beyond, the shacks have been of rusty tin, the villages lost in jungle, the roads made of dust and potholes. Western Samoans with their proud traditions and their strong *matai* system have almost ceased to identify their own country in any way with the dirty island across the strait.

When last I saw Pago in 1958 I was moved to write to *PIM*: "I wonder how many South Pacific towns ever stand off and see themselves as others see them? I think if Pago took the trouble it would get a shock. Far from being the Islands paradise that ballyhoo has made it, Pago is a most dejected town . . . American Samoans have been attached to the US for rations and quarters for so long now that it has lost interest in trying to be itself. It has no identity of its own any more."

Well, some things are different now. Pago has been given the kind of spring cleaning that no town ever had before, and it all happened so fast that even the Samoans are unsure of their good luck.

"You know, when I get back from lunch every day," said my cab driver last week, "I find a mile or two of road that wasn't there before!"

He isn't kidding. American Samoa suddenly has 11 miles of remade, widened, tarred road (of highway standard for any island), with another 10 miles snaking out day-by-day; a 9,000 ft. jet airport that the experts said wouldn't be finished in a year; an 800-seat community hall that without doubt is the most

modern and exciting in the South Seas; three huge new classroom blocks that would be the envy of any Territory; modern new housing—and more of everything to come now that the country has been promised \$9,500,000 for 1962 and a whopping \$13,300,000 for 1963.

But that paint and those palm trees! The paint, about 5,600 gallons of it, has been brushed on virtually every shack in the country. All are sparkling pale green and white—which appear to be the colours that officialdom decided on for easier control. The paint was sold at a discount and the Samoans advised that in the interests of Uncle Sam's red face a united effort was called for.

So for two months the paint brushes have been smacking away, and the day I arrived I swear the place smelled of nothing but paint. Not all of it was done with enthusiasm. The young son of one leading Government official pointed out to me in disgust one house on a hill and announced: "My Dad had to ask the man five times when he was going to paint his house, before he finally got around to it!"

A few days before the conference started there wasn't a pint of green or white paint in American Samoa, and an Army "paint special" flew some more in from Stateside.

The grounds around the new school buildings, where the conference is being held, were still being landscaped almost up to the official opening ceremony. The bulldozers and graders had quietened only in the last few hours.

The remarkable conference hall was made more beautiful by the sudden appearance of a number of fullgrown (and bearing) coconut palms in appropriate places. These had been dug from the hills, together with a huge root ball, and moved with a mobile crane. The guy wires were added in case the wind got a bit strong on opening day and let Uncle Sam down.

The new conference hall (it will be used as a community hall afterwards), is designed in the traditional *fale* style, with the addition of preformed concrete arches. The roof is of cedar shingles, ordered from northern US last February, but the shipment was snowbound and arrived in Pago only in April.

The locals already refer to the hall as "the turtle"—which it resembles in design. It cost \$300,000, and looks it.

All of what has happened to Pago has happened in the last few months. Travellers who were here a few weeks ago are already out of date.

Population Decline Poses Problems For Pitcairn

By a Staff Writer

"What has happened to Norfolk Island we don't want to happen to us—and we don't intend to let it happen!"

THE speaker was John Fletcher Christian, 66, Chief Magistrate of Pitcairn and great-great-great grandson of the master's mate of the *Bounty*. He wasn't exactly mutinous when I saw him in Sydney in June, but he was certainly concerned at what the future might hold for Pitcairn—for those notorious winds of change have been blowing there of late, too.

Just what had happened to his kink under Australian administration on Norfolk Mr. Christian didn't elucidate, but it was clear he thought Norfolk had a wishy-washy kind of political arrangement at best and that Pitcairners could be expected to show a little more independence.

US Help For West Samoa

Western Samoa, which became independent in January, may get financial aid from the United States. In July, Dean Knowles Ryerson, Senior Commissioner for the United States on the South Pacific Commission, visited Western Samoa for discussions with the Government on what form the aid should take.

It will probably be in the form of a direct grant through the United States Agency for International Development (known as AID). It will be co-ordinated with other assistance Samoa hopes to get through various UN agencies, such as the Technical Board and Special Fund. It is understood that Mr. V. D. Stace, SPC economist, will visit Western Samoa late in the year to make a survey on behalf of the UN.

Western Samoa since independence has been concentrating on finding ways and means of getting overseas help. The Prime Minister, Fiame Mataafa, will make a world trip later in this year for discussions.



Pitcairn's Chief Magistrate John Christian Sydney in July, photographed while inspecting a tanker owned by British Petroleum. He recently did a film on Pitcairn, soon to be released.

Norfolk is an Australian territory controlled by the Australian Department of Territories, Canberra, which appoints an Administrator to the island. Norfolk has its own island council, which, through choice, is in an advisory capacity, although empowered to act as a local government body. Norfolk Islanders have said they want more independence to run their own affairs, and will shortly be given a referendum to enable them to indicate exactly what they want. Norfolk's population was 1,000 at the 1961 census—almost equally divided between the sexes.

Fiji Responsibility

Pitcairn is the responsibility of the Governor of Fiji, Sir Kenneth Meade, who uses a commissioner based in Suva, Mr. Reid Cowell, as a go-between. The island's Education Officer is also designated the "visiter". The Education Officers of the last few years have been appointed for terms of two years.

However, because of Pitcairn's remoteness and small population, local affairs are handled on the spot, with the Chief Magistrate handling local cases and the Island Council attending to other matters. The Colonial Office view is that the Chief Magistrate, who is head of the Council, is head man on Pitcairn and that unless disputes are serious enough, they should be referred to Suva, the Chief Magistrate, with his Council, should have the authority to settle problems. However, that is not always the view on Pitcairn.

Over the years, problems have

(Continued on page 144)

UN Proposes Political Advances For Nauru

The time has come for Nuru to be given a Legislative Council, with a Nauruan majority.

THE four-man UN Mission to Nauru, led by Sir Hugh Foot, says this in its report, submitted to the Trusteeship Council in July. The report makes these main points:

- The Nauruans have serious complaints about their not being appointed to higher posts in the administration.

- An advisory committee should be set up immediately to report, in, say, six months, on the establishment of a Legislative Council and/or Executive Council. A Council of nine members might be adequate to act as both Legislative and Executive Council.

- There should be a meeting at least once a year between an elected Council and the British Phosphate Commission so that all questions of the island's economy can be discussed thoroughly, and the Nauruans can

feel they are in partnership. At present the company "lives and operates in a world of its own; the Administration is aloof and strangely separate from the Local Government Council".

- The picture of Nauru as one of peace and security was a deceptive picture, for it was really a "false paradise" due to the fact that "these gentle people are dominated by the knowledge that their present happy state of affairs cannot continue" after their phosphate wealth dries up in 30 years.

- Since there was no doubt that the community could not continue in Nauru when the phosphate is exhausted, the Australian Government must now take the initiative and present the Nauruans with a detailed plan to either (a) establish them in an island of their own (b) settle them in a suburb of an Australian city. Further indecision can do "nothing but harm".

The Mission gives Australia praise for most of its work in Nauru. It says Nauru has been generally well-served. It says it was particularly impressed by the work of the Education and Police Departments, and it was also impressed by the Head Chief, Hammer DeRoburt, for his "able leadership".

The report stresses that the matter of finding a new home is vital. It had to be finally accepted that a new home must be found, because there were no plans to rehabilitate Nauru that were practicable.

"The dilemma of the future, like a threatening cloud, already casts a shadow over the sunny scene," the report says.

The Nauruans were anxious, when moved to a new home, to retain a separate identity, and on this question serious misunderstanding had arisen between the Nauruans and the Australian Government.

In Australia the Nauruans felt they would be submerged and perhaps suffer from racial discrimination.

The report criticises Australia for not having taken initiative and in making a full investigation of islands that might be satisfactory. This task could not reasonably be left to the Nauruans, it says.

Australia should investigate islands off Australia and New Guinea, in-



High Chief Hammer DeRoburt.

cluding inhabited ones. There were large tracts of unoccupied land in New Britain and New Ireland which could possibly be made available (providing the New Guinea people agreed). However the Mission doubted whether the search for an island home offered the best solution, as the Nauruans were neither farmers nor fishermen.

There should be plans for a single community of Nauruans in an Australian suburb of, say, Sydney or Brisbane, with homes, schools and other facilities. Not all the full number of homes need be built immediately, and the Nauruans would move over by degrees from Nauru.

The report says that it gave the Australian Government an outline of its proposals in May and the Minister for Territories, Mr. Hasluck, had agreed to consider them. Mr. Hasluck had since sent a man to Nauru to help the islanders formulate their plans and the Mission very much hoped these plans would be no longer delayed.

The report says that the strongest obligation rests with the UK, NZ and Australia—the Governments that have benefited from low-price phosphate for many years—to provide the most generous assistance towards the cost of whatever settlement scheme is approved for the future home of the people of Nauru.

The mission in its report also commented on the subject of working hours on Nauru, as did the last two Missions. Europeans employed by the BPC work 40 hours a week, the same as in Australia, and others employed by the BPC work 44 hours. The Mission felt this discrimination should "now be promptly removed".

Nauru's Vital Statistics

The UN Report on Nauru gives the following facts and figures:

Population of Nauru as at June, 1961 was: 2,409 Nauruans, 712 Chinese, 324 Australians and 1,094 from other Pacific islands. More than half the Nauruans are under 16. Nauruans are "Australian protected persons".

There are 403 employees of the Public Service out of a total establishment of 479. As at June, 1961, 346 positions were filled by Nauruans, 29 by other Pacific Islanders, 20 by Chinese and 26 (all principal executive posts) by Australians.

The Nauru Local Government Council comprises nine members elected by universal suffrage at four year intervals. Voting is compulsory.

All expenses of the administration (£470,667 in 1961) are paid by the British Phosphate Commissioners, who have so far extracted 28 million tons of phosphate, and have remaining reserves of 62,851,218 tons (1961 estimate).

- *The Territories of the South Pacific were never before more directly affected in peacetime by events and developments in international affairs, present and pending. What is described here on this page and page 21 is part of the world pattern.*

SIGNIFICANCE OF PACIFIC EVENTS AGAINST THE GLOBAL BACKGROUND

The whole of our Pacific Islands world is being affected, definitely but almost imperceptibly, by global events and developments which have extended over two decades.

Slow at first, their pace has steadily accelerated; until now they are near the point where they may change our individual, daily lives.

These things mostly are plain enough in the sight of the newspaper reader; but, unless he sees them as part of a world pattern, full of far-reaching change and frequently charged with menace, he misses their significance in his own personal life.

In this article, experienced writers try to present, for *PIM* readers, a connected outline of events and developments (some recent, some pending, some extending over decades) as seen at the end of July.

THE fantastic, apparently indefensible political events seen in the South Pacific Territories today are all part of a world pattern. To understand how and why, it is necessary to examine some historical background and to realise that these things generally are the outcome of the ideological fight called the Cold War.

The Reds' first objective in the Cold War is to undermine and weaken the economic strength of the West. Much economic strength was derived by the Western Powers from their overseas colonies.

End of Britain's Colonial Empire

Britain's paternalistic system of colonial government is quickly shrinking, almost gone.

It produced the vigorous new nations of Canada, Australia, New Zealand, South Africa, Nigeria. It made possible the re-establishment of independent rule in formerly great States, like India, which had fallen into chaos. It created the long-awaited Jewish State. It could even claim to have laid in North America the foundations of the world's greatest Power.

But that record did not save the British Empire—the greatest and happiest the world ever has seen—from destruction by white-anting, when the world's sociological fanatics got the support of the United States

in turning the full blast of their vicious propaganda against "colonialism".

It has been a unique demonstration of how a well-meaning nation (USA), professedly the leader of the anti-Communist phalanx, can be led by the nose to the support of the plots and policies of the Communist phalanx.

Under the ruthless pressure of UNO instrumentalities, supported by USA, the British Colonial Empire is being broken up, "so that the voiceless, exploited peoples may be given freedom and self-government".

The long-established, well-proven British system of slowly preparing these colonial peoples for self-government, both politically and economically, before giving them autonomy, has been and is being abandoned.

Unprepared people are being thrown straight into self-government. Any experienced observer can forecast the result.

French Introduced Common Roll

The events of recent years—and especially those of early 1962, up to July—emphasise that the pattern of Colonial Office Government, which is all the government we ever have known in the South Pacific Islands, is being changed, profoundly.

Much already is gone.



SECOND CENTURY BEGINS

Queen Salote of Tonga stepping inside the Legislative Council Chambers in Nukualofa on June 21, to open the 62nd session of the Tongan Parliament which was also the first in the second century of Emancipation. It was part of Tonga's celebrations to mark a century of constitutional rule.

The French started it about 19. They gave the common roll to New Caledonia and French Polynesia—in an attempt to keep "these emerging nations" within the French sphere—they got the semi-literate, politically unsophisticated people to elect members to the French Parliament. Much good it has done them!

Samoa: Too Little, Too Soon

Next, under UNO pressure, New Zealand—far too soon—forced independence and self-government upon Western Samoa.

Samoans are, like Tongans, an advanced Polynesian race, quite capable of self-government. But W. Samoa (115,000), like Tonga (70,000), too few to maintain, on a necessarily limited economy, an independent governmental structure, plus machinery for economic and social development. So independent Samoa's future must depend on NZ's protection and help, just as independent Tonga's independence has been guarded and helped by Britain.

Political Crisis for P-NG

Now, under similar pressure comes the completely premature move to impose a common roll and

parliament" upon the still primitive natives of Papua and New Guinea.

Seen against the recommendations of the UNO (Foot) Mission (dealt with on pages 13, 23 and 137), the winning of P-NG's Australian Czar, Minister Paul Hasluck—whom we have sometimes seen as a visionary, facing the political cart before the educational horse instead of behind—appears as sober and restrained. On Australian television, in the evening of July 21, the ABC showed a long interview with Sir Hugh Foot, New York, wherein he was invited to defend some of his more extreme recommendations.

It is a pity that New Guinea folk could not have seen that poor, logical, unconvincing exhibition—they would have revised the favourable impression they got of the gentleman in April.

During July, there were signs that there will be created soon an Austro-Guinea non-political organisation, to support the Australian Government in whatever steps it may take to restrain these wild men of UNO.

Nothing should be allowed to interfere with the Australian plan, long under way, to create an enduring New Guinea - Australian friendship. That friendship is something that the sinister forces which direct so many UNO activities will take steps to prevent.

Why should Australia, in its administration of its Islands dependencies, suffer the interference and humiliations which British and other Colonial Powers have accepted in the last few years at the hands of the professional theorists and unpractical dreamers, who cling nowadays like parasitical lice around the well-nourished structure of UNO?

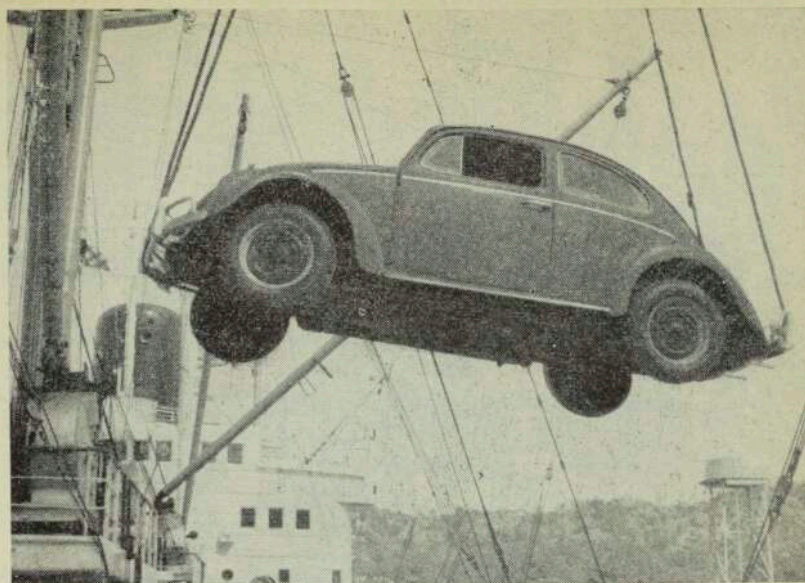
Indonesia for N. Guinea!

As July passed, the urgency and complexity of the P-NG political problem was not lessened by the Indonesian threat on the Territory's eastern border.

Soekarno screeched and postured; Indonesian parachuters were gathered and publicly spanked in West New Guinea; the Soviet Deputy Premier Mikoyan kowtowed in Djakarta. What a farce!

But beyond any doubt, there will be Indonesians in West New Guinea officially by 1964.

The Netherlands will be glad to abandon this (to them) expensive and economically useless region—as soon as a formula is found to save the face of the Dutch, and provide a guarantee that West New Guineans will have the same opportunities as



The high cost of Australian goods and particularly of sea freights from Australia is causing concern amongst business circles both in Australia and New Guinea. This car, seen here being unloaded from the "Schelde Lloyd", is a German-made product and can be landed in Rabaul all the way from Europe to sell for £80 under the Australian price for an identical Australian-made product.

Australian New Guineans for self-determination.

The headache of which the Dutch will rid themselves will just naturally be transferred to Australia.

Indonesia, in or out of West New Guinea, cannot be trusted. In itself, it is of little consequence; but geographically and politically it provides an extension into the still peaceful South Pacific of Muscovite Communism, shaping—and being shaped by—the political ambitions of the Afro-Asian bloc.

Next: Fiji, Solomons, New Hebrides?

After P-N Guinea can we expect that Fiji, the Solomons, New Hebrides, will long be left alone?

They are a natural prey for international mischief-makers. Britain, herself politically be-devilled, is in no condition to give them the protection they soon may need.

Fiji now is peculiarly vulnerable. British Colonial Office failure, long ago, to make adequate provision for a mixed population, expanding rapidly in peculiar circumstances, has opened the way to dangerous socio-political activities.

COMMON MARKET—WHAT IT COULD MEAN

What we have discussed on the previous pages is the political complex now (July, 1962) spreading like a cloud across the hitherto tranquil South Pacific.

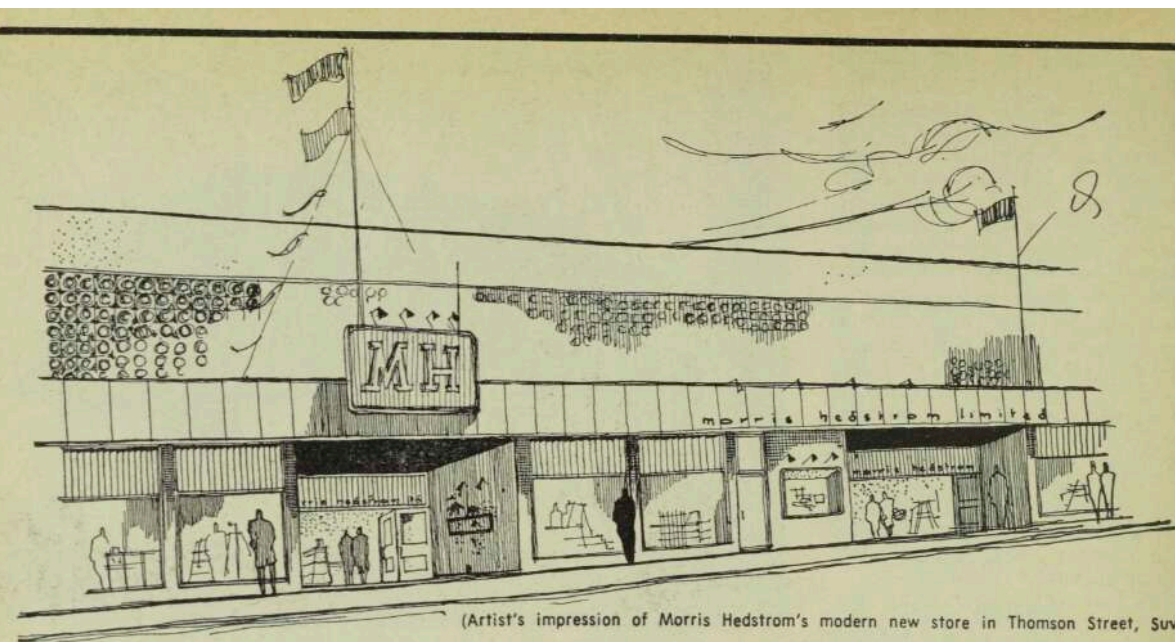
It is made the more disturbing because it is, right now, all mixed up with another complex, this one economic.

UNDER the pressures created by such things as—
the loss of her enormous overseas investments, dissipated in World War II;
the disintegration of her vast Colonial Empire;
the obligation of a weakened national economy to maintain an armed organisation to resist the thrust of world Communism, Great Britain has been forced, step by step, to abandon an Imperial or Commonwealth economic structure evolved through 200 years, and to seek entry to the European Common Market (EEC).

Beyond this, inevitably—if war against the Soviets does not bring complete chaos—lies a Western European Union (political as well as economic). For us of the South Pacific countries, this can mean many changes.

Events in June and July showed we already are facing new conditions. Before we examine these, it is desirable perhaps to outline the classification of the Islands:

(Continued on page 145)



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FIJI — SAMOA — TONGA

COMMENTARY

N Report Adds Confusion to Australia's G Task

THE things that "couldn't happen here" but only in Africa or Asia, happened in July, leaving Australia with a vital decision to make in the next few weeks.

Australia has until sometime after mid-September, when the General Assembly of the United Nations meets again, to decide whether she will go with the Trusteeship Council's commendations on self-government for New Guinea.

The choice will be simple—honesty or expediency. If Australia is honest in her avowed intention of bringing the people of Papua-New Guinea to a reasonably advanced state of democracy that has a chance of working, she will defy the United Nations and carry on much as she is doing now.

If the choice is to be expediency, she will erect the expensive facade of a 100-member Parliament as urged in the recent report of the April-May Trusteeship Council Visiting Mission to New Guinea, but carry on behind supplying the political know-how, the money, the brains and the technical and professional skill.

Of the two, the easier choice is for Australia to conform. If she does it, she will have to withstand the outright assault of not only Russia and the Afro-Asian bloc to whom the "self-government" is an emotional end in itself, but also the cold, fit voices of disapproval from what Prime Minister Menzies has called "our great and powerful allies" (UK and USA), whose cynical view of the West New Guinea situation has already forced Australia to change her policies in the last 12 months.

Up to now, Australia has taken the old-fashioned view that self-government was for the country with the material advancement to go it alone; that the country with the trained personnel to conduct itself in an adult international world. It has staked its faith in the principle that advancement should be reasonably uniform throughout the community and not artificially placed in the hands of a selected junta or elite.

In July it learned what several other European powers have been learning in Africa in the last decade:

That self-government can be given to people who don't particularly want it; who are not ready for it; who are largely illiterate. That self-government can be a name, a gimmick, achieved by almost any backward country, so long as there is someone else with the necessary know-how and money to prop it up and support it.

Out of the welter of argument, theory, newspaper headlines and confusion that followed the UN Mission's report, one thing was soon abundantly clear—that self-government, at least in name, for Papua-New Guinea at some unrealistic target date, is now certain and that the most that Australia can do is delay the inevitable.

It therefore follows that whether the date be 1964 or some few years later, the important task ahead is the preservation of what Australia and Australians, in the last century, have invested there in lives, time, effort and money.

The planners who have precipitated the premature idea of self-government for P-NG have chosen to ignore the fact that probably 80 per cent. of the economy of the Territory—the thing that makes it a going concern—is in the hands of the 25,000 non-native residents of the Territory.

The Mission may have considered that this fact was unfortunate—and maybe it is, from an academic point of view. But it is a fact and cannot be shrugged-off 9,000 miles away in the glass tower of UN.

Even if some method of compensation for investment money could be devised, Australia is still the best friend P-NG is ever likely to have and Australia cannot walk out and leave the Territory to its fate. Nor can Australia forget that P-NG is still part of its defensive arc against Asia. With Indonesia inevitably moving in to West New Guinea, this is the most inopportune moment in history for Australia to consider moving out of New Guinea.

Solutions to these problems have to be found before Australia can think of taking her hand off P-NG affairs—and whether or not Australia decides, at the same time, to play in the UN back-yard by erecting the fancy facade of imitation self-government, makes no difference.

With the example of Africa before us, no one who has been interested in New Guinea affairs could have failed to be acutely aware that time

was a vital factor. But we had every right to expect more time than we are going to get.

It was in this department that the report of the Visiting Mission failed NG. A different approach by the Mission—the one which both residents of the Territory and the Australian government obviously expected—which would have supported Australia's honest attempt at overall development, would have taken most of the sting out of the criticism of the Afro-Asian and Russian blocs.

Instead, against all reason, the Mission went for lip service to popular anti-colonial demand, precipitated what was merely a matter of urgency into panic and crisis and created an atmosphere where dishonest expediency can seem more advantageous than common-sense.

The report of the 1962 Trusteeship Council's Visiting Mission to New Guinea might have been a charter for the orderly development of the Territory; instead it is a dangerous and disturbing document that can hardly fail to impair Australia's good relations with her own Territory and with the rest of the world.



No Easy Solution for Nauru's Big Problem

THE UN report on Nauru is a far more practicable document than the one the same Visiting Mission wrote on New Guinea. There is nothing in it that Australia, as the Administering Authority, cannot put into effect.

The Nauruans are a civilised people; there are no cannibals among them and they all have the vote and know how to use it. If they are backward politically, that is not their fault but Australia's, for it is quite true as the Mission states that Nauru is well able to support a fully elected Legislative Council with a Nauruan majority. Furthermore, the Nauruans have been asking for some time for a greater say in their own affairs, and in this they differ very much from the New Guineans.

[At present the Administrator has all the powers of Government—legislative, administrative and judicial. But local government matters are handled by the Nauru Local Government Council of nine members elected by adult suffrage. Main function of the Council is to advise the Administrator on Nauruan affairs and to maintain peace, order and good government amongst the Nauruans.

As the Phosphate Commission pays the cost of administration and is the sole prop to the economy, the Administration's only reason for being is the welfare of the Nauruans, which it has seen to meticulously, if with occasional heavy-handed paternalism.]

The matter of a new home is a more difficult question than method of government, but the Mission's approach is, again, correct. The Mission simply says that there has been a great deal of Australian dithering on the whole matter and that the time has come for the Nauruans to be given specific proposals by the Australian Government, and a decision made.

The Mission says they must be given the offer of an island home somewhere off New Guinea or Australia, or they must be given a model village of their own near one of the big Australian cities.

So far so good. Making the next decision is the trouble.

If the Nauruans really do succeed in finding an island home to their liking, they may discover that autonomy is not going to be all that they expected. Can 2,500 Nauruans really become an independent State and not fall into somebody's orbit?

This madness for independence is fashionable at the moment, we know, but as the practical NZ Minister of Island Territories, Mr. Gotz, said the other day: "It's all very well being independent while somebody else has to pay your bills!"

And what about the "model village" scheme on the Australian mainland? Australia's postwar advisers on immigration problems have, as we understand it, warned Governments to discourage migrants from living together in groups, as this slows down their assimilation and makes problems both for them and their new country.

In times of economic depression, for instance, a racial group is more likely to be singled out for abuse by Australians ("they're taking our jobs!") if it is easily identifiable in a close knit community.

There are other practical difficulties in creating a Nauruan village on the Australian mainland. It might succeed for the first generation but it is almost inevitable that young people of the second generation, knowing nothing of their homeland, would want to go out into the larger community of Australia proper and become Australians.

The Editors' Mailbag

Behind Indonesia: The Spectre of Asia

This is how a resident of the South Pacific sees Indonesia, vis a vis Australia:

It is sometimes difficult for an on-looker to understand the working of the Australian politicians' minds over the Dutch-Indonesian wrangle.

To me, it is so simple—a Democratic country (Holland) is fighting to keep a pro-Communist country (Indonesia) out of a country to which it has absolutely no right, and is not wanted by the native Papuans. That seems plain enough.

Do we give only lip-service to Democracy? If so, no wonder people are inclined to turn towards Communism. Krushchev doesn't hesitate to say whose side he is on.

I would say that the Netherlands' fight in W. New Guinea is Australia's fight also, for if the screaming Yanks and the screaming United Nations hand over the Territory to Indonesia, the latter will have Australia in their pockets.

How in the world can Australia defend her northern coastline from a determined invader? Indonesia will break her non-aggression promises to Australia as cynically as the rest of the Communist herd.

It seems to me that Australian leaders are so worried about the Common Market implications, and so occupied in scratching for new markets in Asia, that if Indonesia and the Dutch had a scrap in Martin Place they'd turn a blind eye.

But it is not quite as simple as that. If Australia (10½ millions) is going to defy Indonesia (94 millions) she necessarily must defy all South-East Asia (say, 1,500 millions). To do that, Australia would need a powerful backer. To whom should Australia look for support? Britain, or United States, or SEATO, or United Nations? Broken reeds, all of them, so far as defence of the South Pacific nations is concerned.

Chicken—Dressed And Undressed

Mr. C. S. Simpson, of Fiji, weighs in with his two bits worth in support of Tolala (May PIM) on the matter of European women and clothes—or lack of same.

He says that in 14 years in India, China, West Indies, Ceylon or Fiji,

he has never seen a native woman improperly or insufficiently clothed but tourists who visit such places Suva often offend. He says:

"The other day, here in Suva saw two young European girls off of the visiting liners, walking along the street. They were covered only just; they wore the briefcase shorts, very tight, so much so you could see their cholera belts.

"I do think that more action should be taken in seeing that our visitors are suitably clothed when they come ashore here (and other ports). Only these girls could hear some of the comments passed when they passed by, they'd have a fit.

"Can't the tourist agencies do something about it? Can't they, in their brochures, advise visitors to be decently clad and explain why? I think a little bit of chicken liver is nicer dressed up, anyhow."

[Practically every tourist - going to the Pacific advises against local clothing. Most visitors fall into line out of respect of the host country, but a minority do not and there is absolutely nothing, short of man-made laws against it, that can be done.

American Women and Swimming Pools, Too

A reader in Los Angeles sends a note on the hotel situation in Tahiti—which apparently did not please him. He thinks that there has been over-building of hotels there and that the prices asked are too high for what offers.

"The bungalows are beautiful and a South Sea Island pattern and most of them have hot water now. When an American pays \$20 a night in a hotel he does not want a life of mosquitoes, lizards, bugs and especially our women."

[Great Scott—what does the feeble mean? That Americans don't go to Tahiti to share their bungalows with American women? We have always suspected as much].

"Tahiti is still a place for rugged," he goes on. "Even though the accommodations are better than ever before, the food better and the places have swimming pools it is not those who come here for Tahiti who will be happy. The average person (who hasn't got the feeling for the Island and the people), would be better off going to a good hotel in Honolulu."

Government Pushes Open-Go Drinking Through Fiji Legeo

Fiji's new liquor laws, enacted by the Legislative Council after a three-day sitting in July and in the face of much opposition, give the go ahead signal for unrestrained drinking by males of all races.

THE Liquor Bill, published about two months previously, and based on the report of a committee which studied liquor problems for about 12 months, gave rise to unrestrained controversy. Letters poured into the Colony's newspapers, and at the rate of three to one, condemned the new proposals.

The Government stubbornly dug its heels in, and refused to heed the criticism. Why delay the proposals, they asked, when the Liquor Committee report had been public for 12 months and the bill for about two months. They persistently tried to get across the idea that because the criticism was belated it was invalid.

Naturally there was little criticism of the report of the committee, as it is well known that such reports all too often find their way into a convenient pigeon-hole. The storm broke after publication of the bill.

The legislation when it becomes law, will allow all adult males to drink anything they like — wine, spirits, beer, the lot. Previously, Indian and Fijian men have been restricted to beer, which they could drink in any quantity they liked; and there was a blanket prohibition on Indian and Fijian women drinking anything.

The new regulations will provide for the 38 wholesale liquor licences now in existence in the Colony being replaced by 58 off-licence establishments; for a break in Saturday afternoon trading hours between 2 p.m. and 4 p.m.; and for new hotel trading hours which will be from 11 a.m. to 9 p.m., instead of from 10 a.m. to 9 p.m., as at present.

Compromise

The Fijian Council of Chiefs, which met about a fortnight before the Legislative Council, expressed concern about removing restrictions from Indians, and the Fijian members of the Legislative Council accordingly expressed that concern.

This caused something of a "flap", with pleas from the Government and the European side of the House for some sort of a compromise.

Semesa Sikivou, one of the main opponents of the bill, was the target for much pressure behind the scenes to try to get him to change his mind. Approaches were also made to other Fijian MLC's.

After much "duchessing" Semesa and his fellow Fijians changed their minds, on condition that the measure relating to spirit drinking did not come into force till January 1, 1963. They wanted this time to approach their Fijian Provincial Councils to see if Fijian opinion would agree to the change.

And how they were praised for their "compromise"! Smiles returned

to the faces of the Government and the European members. "What a wonderful spirit of compromise you showed," they said, in effect.

The Fijians' capitulation was the death-knell of the hopes of many non-Fijians who know only too well, as the Council of Chiefs obviously did, the dangers to the Fijians in unrestricted access to spirits.

Discrimination

All the old arguments for and against liquor were trotted out during the debate, and some new ones added. Suggestions that a referendum be held at the same time as next year's general election (when women will have the franchise for the first time), or that the bill be delayed until there was a new Council, were brushed aside.

The Government said that it would be too difficult, if not impossible, to draft terms for a referendum in simple terms. They also considered that liquor should not be a subject of an election platform when there

(Continued on page 147)

RADIO AUSTRALIA'S INDONESIAN BIAS

Complaints made in PIM early this year over the alleged bias of Radio Australia to the Indonesian side of the West New Guinea dispute, had a headline-hitting echo in Australia in July. (Our complaints were about English and French language broadcasts).

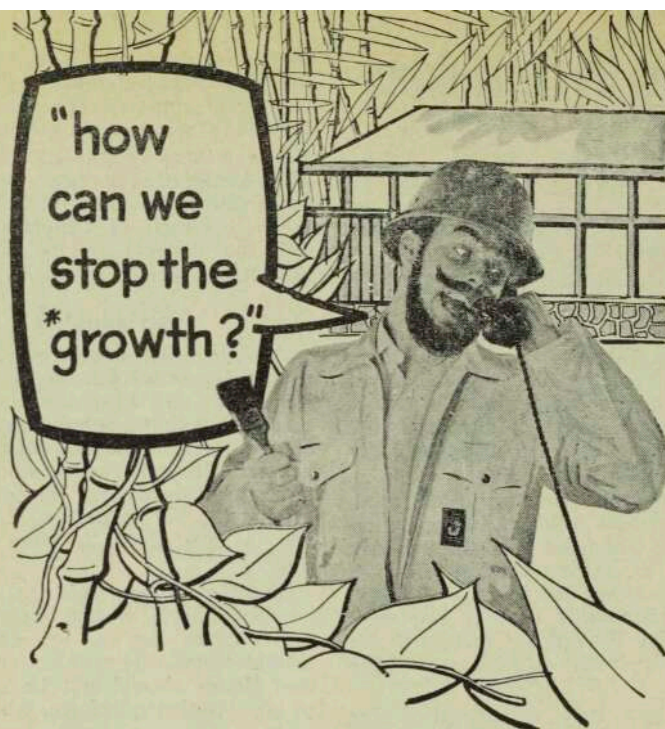
The Dutch-Australian Weekly, the biggest-circulating Dutch language newspaper in Australia, made the first charges and precipitated a witch hunt in the ABC, independent investigations by the Dutch Embassy and the Australian Department of External Affairs, and "statements" by all concerned.

The broadcasts objected to were all in Indonesian (a form of Malay) which are broadcast on the Indonesian session of Radio Australia by a team of Indonesians under contract to the ABC. What was said was supposed to have been monitored by "Indonesian-speaking" Australians, although later it was stated that this was impracticable 24 hours a day.

What the Dutch complained about was the bias to Indonesia in the West New Guinea trouble; the reference to West New Guinea as Irian Barat—the Indonesian term for it; that fantastic Indonesian claims of victories in NNG had been broadcast in a "jubilant voice"; and the fact that broadcasters had wished the "Indonesian volunteers a happy and successful battle".

It was at first suggested that the broadcasts might be from a pirate radio transmitter, but Sir Charles Moses, general manager of the ABC, says it is unlikely. He said that checks of tapes of broadcasts have failed to find any offending material but not all tapes are kept. The trouble might have occurred, he said, in the announcer "ad libbing" between prepared newscasts. A full inquiry is being made.

Radio Australia recruits all her foreign broadcasters (except French) from overseas and brings them to Australia on contract and so far as its Indonesian announcers are concerned it seems that it could have failed to instil in them the fine "disinterested BBC" approach to newscasting. In the touchy circumstances of WNG, it might have been as well to have employed the "fluent Indonesian-speaking Australians" the ABC says it has got as monitors, for news-reading.



★ (he refers to the fungi, mould and bacteria growth.)

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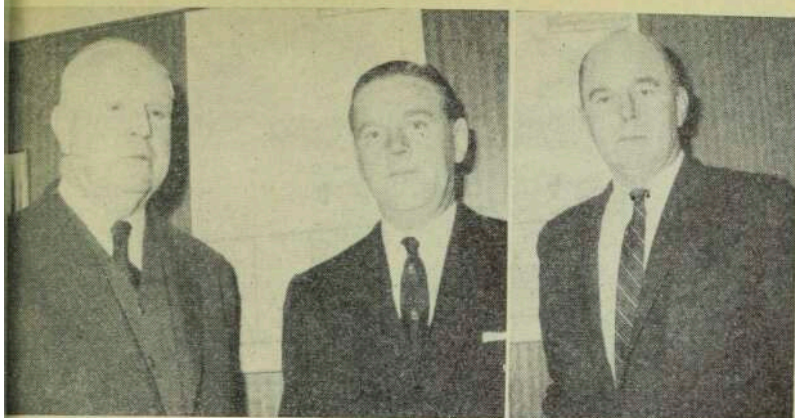


Photo shows (l. to r.) Mr. R. A. Colyer, Mr. Keith Colyer and Mr. Eric Colyer.

here Still Are Rich Opportunities In P-NG

Now that Steamships Trading Co. Ltd., of Papua, has taken over Messrs. Colyer Watson (New Guinea) Ltd.—see *PIM* July, p. 35—the three “big flows” in Papua and New Guinea trade and industry are—

1. PHILP (NEW GUINEA) LTD., who have been there since before World War I, and whose activities cover almost every aspect of trading, planting and transportation.

2. R. CARPENTER AND CO. LTD., who have been active similarly in all fields in Papua and New Guinea since the twenties, and who now operate in New Guinea as New Guinea Co. Ltd. and Coconut Products Ltd., and in Papua as Island Products Ltd.

3. STEAMSHIPS TRADING CO. LTD., who have been active in all trading, planting and transportation in Papua since the twenties; and who now, by acquiring control of Colyer Watson (New Guinea) Ltd., and its big establishments at Rabaul, Madang, Goroka and Lae, become competitors of the other two in the Trust Territory.

The invested capital of each of the three groups is well over £1,000,000.

There are a number of smaller, healthy concerns competing with big companies for whatever trade industry arise from the exploitation of P-NG's economic resources—mainly as income from £17 millions' worth of exports per annum) and from the expenditure of

Australia's free annual gift of at least £15 millions.

In spite of the Indonesian spectre on its western frontier—now merging with the UNO phantasmagoria to form a political nightmare—the richness of the field still keeps speculators hovering around.

Investors can see great opportunities there, but are increasingly timid. They await some kind of assurance from Australia of political security—but they hear only the screeches of the Soekarnos in the west, and the extraordinary blather of the equally unpredictable men of UNO, in the East.

Political uncertainties aside, the stories of what was accomplished in New Guinea and Papua after World War I by Walter Randolph Carpenter (founder of W. R. Carpenter & Co. Ltd.), Captain A. S. Fitch (founder of Steamships Trading Co. Ltd.) and R. A. Colyer (founder of Colyer Watson (NG) Ltd.), among others, show that that great Territory still is a land of golden opportunity.

Mr. Colyer's story has not been told here previously.

The Story of R. A. Colyer

Rupert Alexander Colyer was a well-educated Australian youth when, over 50 years ago, he left Sydney, in the service of Pacific Cable Board, to become a Morse operator in the old building beside the lagoon in Suva, Fiji. That was his first glimpse of the tropics.

In Suva, he met Neville Walker, the pretty daughter of the well-known Suva Postmaster; and they soon were married. From that happy match came two sons, Eric and Keith, now both well known in the Colyer Watson organisation.

Young Colyer returned to Australia just prior to World War I, and entered

STC-Colyer Watson Take-Over

Last March the Carpenter Directors, their ear as ever well attuned to market possibilities, made a take-over move towards Steamships Trading Co. Ltd., and—it was unofficially reported—had submitted an offer equal to 58/- per £1 share. (At last balance-sheet, “Steamies” issued capital was £1,176,316 in 50,000 £1 Prefs, carrying 7 per cent., and 1,226,316 £1 ordinary shares.)

Carpenters, it was reported, offered 16 fully-paid 5/- shares in Carpenters Holdings for each 10 ordinary shares in STC, plus 5/- cash for each £1 ordinary STC share; but this had to be recommended by the Board to the shareholders, and 51 per cent. of the latter must accept.

But the STC Board informed its shareholders by circular letter on April 4 that it did not regard the offer favourably, whereupon (in terms of the offer) it was automatically withdrawn.

Within a month after that, Steamships Trading Co. Ltd. decided to subdivide its ordinary £1 shares into 5/- shares, and at the end of June the stock market, which had quoted £1 shares at 51/-, valued the 5/- shares at 13/-.

The take-over of Colyer Watson (NG) Ltd. by STC provided for the issue to Colyer Watson of 192,709 ordinary £1 shares in STC, plus an undisclosed cash payment.

Directors of Steamships Trading Co. Ltd. joined the Board of Colyer Watson (NG) Ltd., where Messrs. R. A. and K. L. Colyer remain as Consultant Directors.

Colyer Watson (NG) Ltd. carry on as hitherto, with its retail and other interests in Rabaul, Madang, Goroka and Lae, but as a wholly-owned subsidiary of STC Ltd.

The take-over does not affect the Colyer, Watson companies in Australia (branches in Sydney, Brisbane, Melbourne and Fremantle) and New Zealand (branches in Auckland, Wellington, Napier and Christchurch) and Japan.

No announcement has been made, and it is presumed that the method of future buying for the Colyer Watson New Guinea stores has yet to be decided.

the cattle industry in Queensland. When war came, he joined up and served overseas—in Mesopotamia, among other places—in the AIF.

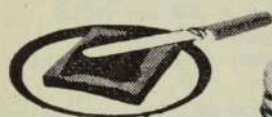
War conditions made of him a tough and thrusting individualist,

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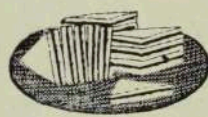
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KR438

who sought for opportunity. found it in the growing world demand for cattle by-products. By 1920 was established in Auckland, New Zealand, as an exporter of hides

Soon afterwards, RAC for Colyer Watson and Co. Ltd., of New Zealand. Mr. Watson was a junior partner, who retired some 15 years ago. The new company extended operations in New Zealand as an exporter of hides, skins and tallow, then to Australia, where it registered as Colyer Watson Pty. Ltd.

The Co. found that the demand for tallow overseas for tallow always accompanied by a demand for copra. A valuable agent in Italy, who bought hides and tallow largely, entrusted from Mr. Colyer an undertaking to supply him with South Seas copra.

That started something. The Colyer Watson Co. could not buy copra from the established interests at anything like favourable terms. When it did buy, it had difficulty arranging freights. Then, as newcomers in the Islands trade were not welcomed.

Colyer Watson Pty. Ltd. for back. Greenwood and Laws became its copra-buying agents in New Guinea; and presently it established Colyer Watson (New Guinea) Pty. Ltd. in Rabaul, and brought Mr. G. Spensley across from New Zealand to manage it. (Mr. Spensley was among the 300 civilians caught by the Japanese and who disappeared in Rabaul in 1942.)

The Nord Deutscher Lloyd of the new Co. the agency for the German freighters, *Bremerhaven Freiderun*—controversial competition in New Guinea shipping in the Thirties—and very soon Colyer Watson (NG) Ltd. was buying copra and importing, and trading. In 1937, it exported 22,000 tons of copra in the "German ships".

After the 1942 evacuation, and the Pacific war, the Co. went back to New Guinea, and expanded steadily.

R.A. took a very active part in the re-establishment and was assisted by his sons in the development of the cocoa, coffee and peanut industries—and it is worthy of note that the STC-CW agreement provided that Colyer Watson Pty. Ltd., of Australia, will continue to market those products handled by Colyer Watson in New Guinea.

Otherwise, the Colyer Watson companies of Australia and New Zealand continue their old-time business as exporters of hides, skins and tallow—and Mr. R. A. Colyer, a hale and hearty 72, goes off to take a leisurely look at some other Continents.

Interest In Sport Stimulated By Suva Games

From our Apia Correspondent

With the first South Pacific Games now only a year away they will be held in Suva in the early part of September), interest in athletics is quickening here in Western Samoa.

THERE is a growing interest in sport generally in Samoa, and promoters of the South Pacific Games can be satisfied that their aim in encouraging amateur sport is being achieved.

Although activity is still on the organisational level, as far as athletics concerned, it is certain that once an athletics association is properly established and a federation of sports bodies set up, there will be a surge of interest among the younger people. Samoa has the potential to produce



Miss Samoa (Miss Moira Fabricius), winner of the Independence Queen contest run by the weekly newspaper "Samoana" returned to Apia in June with her mother, Mrs. Rosie Fabricius, from their winning trip to Honolulu by Pan American World Airways. Shown above, from left, is Moira, Mrs. Fabricius and Mrs. R. Clements, a cousin living in Hawaii.

Photo by: "Samoana"

first class athletes if coaching is provided. According to leading athletics official, Mr. L. Cook, it is intended

to set up coaching schools in Apia and Saleimoa after the end of Rugby and Athletic Championships scheduled for later in July. "I hope we can also extend the programme through the District Schools," said Mr. Cook.

A committee has completed work on a constitution for a Federation of Sporting Bodies and this is likely to be approved and the Federation become active shortly. "A most important function of the Federation, apart from being the body which will deal with Games officials in Fiji, will be the raising of funds to provide for fares, uniforms and accommodation for the Samoan team sent to Fiji," said committee member H. A. Levestam.

Unlike amateur athletics, tennis is well established in Western Samoa and interest is noticeably keener this year with the prospects of a trip to the Games next year.

Five clubs are currently participating in A and B grades of the inter-club championships with 160 players turning out each Saturday.

The standard of men players is reasonably good but it will be hard to find a ladies' team strong enough to do well in Fiji.

Rugby football is well organised

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Vigour

and financial and Samoa can field a strong team. Soccer is not yet played on any organised basis, although Samoan teams have played well against teams from visiting warships; organised hockey competitions have been played for several years now and this sport is attracting more players each year.

On his return at the beginning of July from a four-months' study course in Australia, Assistant Public Service Commissioner, Samuelu Atoa, was full of praise for his hosts. "Australia is a wonderful country and the people there were kind and hospitable to me," he said.

He expressed amazement at the number of foreign students studying in Australia under the Colombo Plan and United Nations and Commonwealth fellowships.

Together with him on a Public Administration course were five Indonesians, four Burmese, one Filipino, one Singapore, and one from Sarawak.

Atoa is a graduate of the Brigham Young University in the United States, and did a crash training course in New Zealand last year.

"This extra experience in Australia gives me a wider basis for comparison and will be of great assistance in my work especially in the field of personnel and supervision.

"I think Samoa should make the most of any scholarships offering from Australia, and send more of our people there for experience and training," he said.

According to figures released by the Union Steam Ship Company, freight handled at Apia by lighterage for the first six months of this year is up on the figures of 1961 but less than those of 1960.

Total freight handled inward and outward for the first six months of 1962 was 50,945 tons. This compares with 45,655 for a similar period last year and 54,895 tons for that period in 1960.

Banana exports have shown a steady increase over the period for the last three years, the figures being 244,767 cases (1960), 255,256 cases (1961) and 347,134 cases this year.

Copra exports for the six months period have fallen by over 20 per cent. since 1960. The figures are 7,528 tons (1960), 7,668 tons (1961) and only 5,673 tons this year. The price of £56/12/6 a ton at the beginning of July was the lowest for many years.

Cocoa figures are more cheering and show an increase from 1,932 tons in 1960, to 2,464 tons last year and 2,406 tons this year.

Things Look Bright For Fiji's Sugar

Fiji's sugar fortunes see-saw during the month of July—and looked at one stage during the month that the industry had struck the United States jackpot.

ON June 30 the US House of Representatives passed a compromise bill that reversed a decision made earlier by the US Senate which gave Fiji a 10,000 ton per annum quota of sugar on the US market until December 31, 1964. (The House of Representatives earlier in June had allocated 10,000 tons to Fiji and 50,000 tons to Australia a firm annual quota; the decision was later vetoed by the Upper House; June 30 compromise restored 10,000 tons to Fiji but gave Australia only 40,000 tons.)

On July 18, cabled advice received in Fiji was that 3,736 short tons of Fiji sugar could enter the US during the remaining part of 1962. Fiji first jumped to the conclusion that this was to be in addition to the 10,000 tons quota—but was quickly disillusioned. The 3,736 tons is total all Fiji is permitted for the remainder of this year; from the end of 1962 to the end of 1963, Fiji will be able to ship her full 10,000 tons.

The arbitrary setting of this figure instead of 5,000 tons for six months may seem tough but in this particular deal, of course, Fiji is in no position to argue. It never had access to the US market while Ceylon dominated it and anything it can now get is by way of being welcome crumbs from the rich man's table.

And it will come out of it pretty well. In the first half of the year it got an allocation for 5,000 long tons from the US and this was shipped from Fiji at end of May. This particular sale had strings attached to it in that Fiji had to take US plus farm produce. Fiji elected to take rice, which she normally would have bought from Thailand and Australia.

All in all, when the year's total sugar exports have been totted up, Fiji will have exported nearly 10,000 short tons to the US. She probably could export more, in private arrangements, as Australia has offered 24,000 tons additional to her quota but at present Fiji hasn't got the reserve stocks to do it. By next year if the present season proceeds without trouble, a reserve of stocks will have been built up, with a target of 255,000 tons of raw sugar.

NZ MISSION'S IMPACT EVEN GREATER THAN EXPECTED

From a Staff Writer in Apia

The 25-man New Zealand trade mission to the Pacific Islands was making an even greater impact than they had hoped by the time they had completed half their programme in late July.

MEMBERS were unanimous when the mission reached Apia on July 19 that the best way to sell in the Pacific was "to get out there and show your face".

Nobody in any of the places they had previously visited — Nadi and Vavau (Fiji), Nukualofa and Vavau (Tonga), Niue, and Pago Pago (American Samoa) — had been unaware of the mission's arrival, thanks to an effective, intelligently executed advance publicity campaign with posters and local gimmicks.

In Suva, crowds of people visited the mission's display of merchandise under a large marquee in the grounds of the Boys' Grammar School from July 9 to 13. After only three days, members of the mission reported that they had taken more than £10,000 worth of firm orders.

Before leaving Fiji, the mission leader (Mr. R. H. Stewart) said: "We did not expect to write huge orders, but what we have achieved in this way has been very satisfying."

"More important than that, we have all made really splendid contacts personally, among the business community and at Government level. We are all sure that these will be of great benefit for many years to the development of trade between our two countries."

The Union Steam Ship Company's motor vessel *Tofua*, which had been converted into a floating trade fair with large signs announcing its purpose, was crowded everywhere.

"Everyone wants our goods, but the prices have to be right," Mr. Stewart said in Pago Pago on July 18, "so in many cases mission members have reviewed prices on the spot and got better offers."

Price discussions have been a

feature of the tour, and members say they have welcomed them. Business men in Fiji and West Samoa particularly stressed to the mission that both NZ and Australian manufacturers should arrange special export prices to meet tougher competition for Islands markets. They should also attempt to give quick, detailed quotations.

The strength of Australian business interests in the Pacific islands is one of the things that has most impressed the NZ mission.

When the mission returns to NZ in mid-August, it will probably urge NZ manufacturers to develop their own retail outlets on a similar scale.

They will need to do this if they are to develop and consolidate a NZ share in the Pacific market.

One senior NZ businessman said in Apia: "Our plans will need 12 months' careful homework, but it's most important homework."

Meanwhile, the mission's welcome in the Islands—especially of its technical men, who have been offering gratefully accepted advice—has convinced the mission that Islands markets offer a big future for NZ.

Tofua Becomes A Floating Fair For Mission

THE Union Steam Ship Company's motor vessel *Tofua* was a floating fair for the 25-man New Zealand trade mission's visit to Tonga, Niue, American Samoa and Western Samoa. It had 800 square feet of stands and displays by NZ manufacturers and the NZ Government.

A display covering 200 square feet of deck space on the covered promenade decks featured goods ranging from tooth brushes to engines. In the background were 8 ft. x 4 ft. photographs showing New Zealanders at work and how they live.

In the lounge was a tourist display with the theme: "New Zealand—a holiday world in itself, so near, so different".

The trade mission left Suva in the *Tofua* on July 14, and called at Nukualofa and Vavau (Tonga) on July 16 and 17, at Pago Pago (American Samoa) on July 18, and at Apia (Western Samoa) from July 19 to 24.

As there is no wharf at Apia, a shore-to-ship launch service was provided to enable islanders to see the trade displays and meet mission members.

From Apia, the mission flew to Papeete (Tahiti) for a stay of six days. From there, plans were to fly to New Caledonia and the New Hebrides for visits to Noumea, Santo and Vila from August 1 to 10.



Members of the NZ trade mission were welcomed at a function in Airways House, Auckland, head office of TEAL, before they flew by air for Nadi, Fiji, in July. TEAL's General Manager, Mr. F. A. Reeves (centre) and the mission leader, Mr. R. H. Stewart (left) and his colleagues that one of the mission's most important tasks was to let people in the South Pacific know that NZ had more to sell than just meat and dairy products. Photo also shows Mr. Woolf Fisher, leader of the recent NZ mission to Australia.

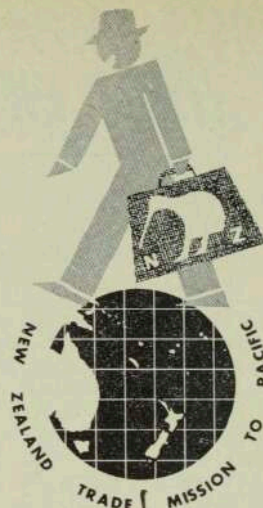
NEW ZEALAND TRADE MISSION TO THE PACIFIC

PACIFIC ISLANDS MONTHLY—AUGUST, 1962

31

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NEW ZEALAND'S links with islands in the Pacific are as old as the history of New Zealand itself.

Since the beginning of this long association, the utmost goodwill has always prevailed. One reason has been the growth of two-way trade which benefits all concerned.

New Zealand has a wide range of high quality products to offer including foodstuffs and manufactured goods. Buying from New Zealand has certain advantages—New Zealand is the nearest major supplier; good regular, direct air and shipping services ensure speedy fulfilment of orders which arrive in first rate condition; and excellent servicing. Moreover, New Zealand exporters are familiar with Pacific trade and the special requirements of this market.

But not only is New Zealand a supplier of quality products. It is one of the best customers of the area. Indeed, New Zealand takes a large proportion of the exports of the Islands being visited by the New Zealand Manufacturers' Trade Mission in July and August. New Zealand takes 9 per cent. of Fiji's exports, 41 per cent. of Western Samoa's, 16 per cent. of Tonga's and 11 per cent. of French Polynesia's exports.

The forthcoming visit of this trade mission reflects the interest being shown by New Zealand manufacturers in supplying the particular needs of the Pacific islands—an interest which is shared and encouraged by the Government of New Zealand.

By buying from New Zealand, customers in the Pacific can be assured of

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NZ "MUST LOWER PRICES TO GET MORE FIJI TRADE"

If New Zealand manufacturers could strike special prices for their exports to Fiji, their goods could compete favourably with those from other markets, the Mayor of Suva (Councillor C. A. Stinson) said last month.

PEAKING at the opening of the New Zealand Trade Missions' display in Suva, Fiji, Councillor Stinson said: "I have had it put to me on several occasions that if the quality of the article produced is of high standard, then surely the local population would be prepared to meet the price."

"But from bitter experience I have learnt over many years of trading in Fiji that quality alone will not sell an article. What is more important is the price at which it retails."

"Because by far the largest percentage of the population of Fiji falls to the low-wage group, the price becomes all the more important."

Councillor Stinson said that trade between Fiji and NZ was now worth about £1,250,000 a year. The main imports and exports were foodstuffs. The trade in manufactured goods was not large but could be developed.

Councillor Stinson said that recent talks between the two countries had resulted in an increase in Fiji's banana quota, and he understood there was a real possibility that Fiji might export timber to NZ.

That coupled with the news of a revision of the exchange rate on which Fiji's exports would be assessed or duty in NZ was encouraging and indicated a willingness on the part of NZ to encourage further trade with Fiji.

The leader of the NZ mission (Mr. H. Stewart) said NZ had been known in the past as a country producing farm products, but its manufactures had grown tremendously and it was now felt they could compete with those of other countries in quality, price, service and delivery.

At an informal gathering at the Club Hotel arranged by the Suva Chamber of Commerce to welcome the mission, the chamber's president (Mr. Don Aidney) stressed the importance of exporters studying the wants of the people in the Pacific lands.

Mr. Aidney said the mission would be of great value in enabling representatives of many industries and manufacturing processes to see exactly what the Islands wanted.



Councillor C. A. Stinson.

For a lot of firms in NZ, exporting would be something new. They needed to be told what the requirements of the customers were and also be shown the correct documentation needed. It was very necessary that that should be done because nothing created more bad will than wrong documentation.

At a cocktail party given in Suva by the NZ mission, the NZ Minister of Internal Affairs and Island Territories (Mr. Leon Gotz), who was on his way home from the Cooks, said NZ was faced by a new concept of international trade and wanted two-way trade with Fiji. "Send us your products," he said, "and we will find a market for them."

Back in Auckland later in the week, Mr. Gotz said that although he had been impressed by the mission's display in Suva, he felt the prices of NZ manufactured goods were a little too high for the highly competitive Pacific markets.

"It is quite obvious that NZ manufacturers will have to make special efforts to get their prices down," he said.

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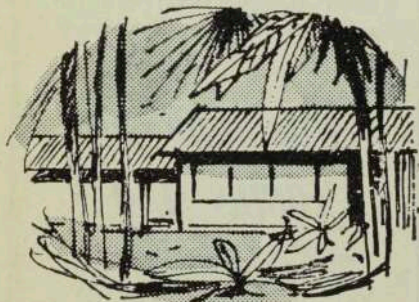
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"This Is Just A Start," Mission Leader Says

Members of the New Zealand Trade Mission to the Pacific islands thought their visit to Fiji was "just the start of something particularly worthwhile", the mission leader (Mr. R. H. Stewart) said before leaving Suva on July 14.

WE all intend to follow up this visit with real personal service and attention to this area," he said.

"On all sides we have heard very favourable comments on the quality and presentation of the goods we have displayed. Some people may have wondered what NZ hoped to sell here, apart from our well-known farming products.

"Many are surprised that we in NZ have developed our manufacturing industries to the extent that we are able to export manufactured goods of a wide range and high quality.

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"NZ feels well able to supply the needs of this area at favourable prices and you can look forward to great developments in this direction."

Mr. Stewart said that Fiji and NZ, as two neighbouring countries, must support each other in a trade sense and so help to ensure the economic stability of the South Pacific area.

He said the mission would have been tempted to stay longer in Fiji had it not been for other commitments in other parts of the Pacific.

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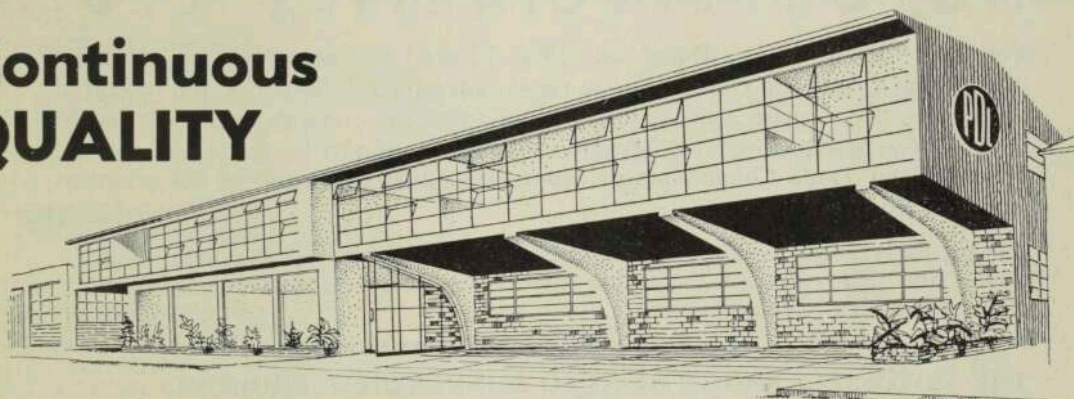
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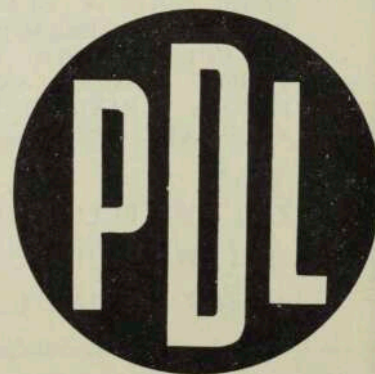


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TRADE MISSION BRINGS NZ TO FIJI'S DOORSTEP

Hundreds of people visited the New Zealand Trade Mission's display during the five days it was open in Suva last month. The display was held in a large marquee in the grounds of the Boys' Grammar School hostel from July 9 to 13.

THE FIJI TIMES reported that no effort had been spared to bring New Zealand's industrial and farm-achievements, its beautiful holiday resorts and its way of life to the island's doorstep. Arranged on an easy-look-at plan, the stalls presented actively the products which NZ has for sale in the Pacific.

The exhibition's organisers have strived to present their wares against a background of beauty and order arrangement which would have done credit to a flower show," *The Times* added.

The exhibition was officially opened by the Mayor of Suva (Councillor A. Stinson). With him on the platform at the opening ceremony were Fiji's Development Commissioner (Mr. E. R. Bevington), the

Financial Secretary (Mr. H. P. Ritchie), the Commerce and Industries Officer (Mr. R. W. Parkinson), the president of the Suva Chamber of Commerce (Mr. D. Aidney), the trade mission leader (Mr. R. H. Stewart) and Mr. W. G. Johnson, representing W. R. Carpenter, honorary agents for the NZ Government.

Goods on display at the marquee included electric arc-welding plants, agricultural chemicals, tubular steel frame furniture, paint, plastic goods, heavy clay and ceramic products, soap and parts of automobiles.

On hand to answer questions were representatives of a poultry farm, printing and engineering component firms, the Union Steam Ship Company and Tasman Empire Airways

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Schoolchildren from Suva Primary School, Marist Boys' High School and Adi Cakobau Girls' School were among those who visited the exhibition during the first few days. On the last day, 72 pupils from the Nausori Central Fijian School saw the exhibits.

Before the mission left Suva for Nukualofa, the mission leader, Mr. Stewart, said he was well pleased with the impact the mission had made during its eight days in Fiji.

"We did not expect to write huge orders, but what we have achieved in orders written has been very satisfying," he said. "The positive approach of the mission members and the quality and competitive nature of the products offered has resulted in worthwhile business being done and has fully justified our visit to the area. We are determined we will follow up our initial success."

Before going to Suva, the mission, had arrived at Nadi by air from NZ on July 6, spent a day at Nadi and Lautoka and a week-end at Korolevu.

On its first day in Fiji, the mission had meetings with the Nadi Chamber of Commerce and the Lautoka Chamber, toured the Lautoka Mill, and made individual business calls at Lautoka.

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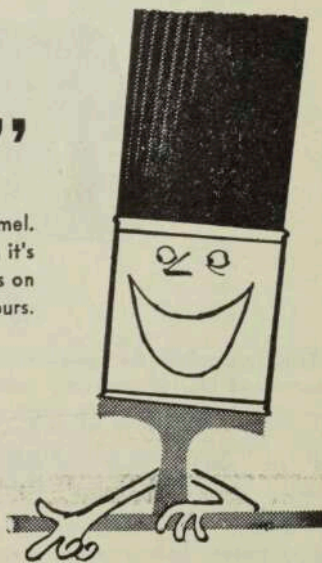
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NZ OFFERS COOK IS. SELF-GOVERNMENT WITHOUT INDEPENDENCE

Even New Zealand—not usually regarded as one of the Colonial villains—is feeling the heat of United Nations pressure. It has driven NZ Minister for Island Territories, Mr. F. L. A. Gotz, to Rarotonga, Cook Islands, twice in the last few months.

It was there in April on a routine visit. He went back again in July to deliver to the Cook Islands Legislative Assembly, on the 12th of that month, a long prepared speech, carefully designed as the policy NZ intends to follow in dealing with her remaining Pacific Islands Territories.

The Cook Islands has been a New Zealand dependency since 1901, but linked more closely than, for example, the Australian Territory of Papua is to Australia. Cook Islanders are New Zealand citizens and have free entry to the Dominion; there is also what amounts to a Customs Union. New Zealand makes substantial monetary grants to the Cooks.

However, so far as the United Nations Organisation is concerned, the Cook Islands are still victims of colonialism and as such should be freed. If this is what the Cook Islanders eventually decide that they would like, no doubt New Zealand would be happy to oblige as the group has been of considerable expense to the Dominion and no particular benefit.

But what Mr. Gotz went to offer them was, in effect, the best of two worlds. This is what he said, in part:

"A few weeks ago the New Zealand Cabinet discussed what steps ought to be taken in the next few years, and my principal purpose in ending this session of the Assembly is to let you know the views of my Government.

"We feel that our aim should be to establish full internal self-government in the Cook Islands as soon as this is reasonably possible.

"We think that, within the next two or three years, you should be in a position to assume the control of your own affairs, with your own ministers, your own chairman of assembly, and with the widest possible powers of legislation.

"We have in mind a change in the role of the Resident Commissioner, from that of the administrator of the territory to the position

of a constitutional head of the government, somewhat like the Governor-General in New Zealand, but probably with different powers.

"Please do not imagine that it means that we want to cast you out of the family. On the contrary, I think our recent actions have shown clearly that we wish to do whatever is right for the Cook Islands, in accordance with the wish of the people, and we hope that our close and friendly relations will continue."

Mr. Gotz said three other plans for the future government of the Cook Islands had been suggested. The islands could become:

- Fully independent like Western Samoa, a NZ trust territory until the beginning of this year.
- Fully integrated with New Zealand.
- A member of a Federation of Polynesia.

Speaking of the possibility of independence, Mr. Gotz said: "We may have had some doubts as to whether a country as small as Western Samoa could stand alone, but the people wanted independence and we freely gave it to them. Only the future will show whether Samoa will succeed or not.

"Now, Western Samoa is 12 times the size of the Cook Islands, it has six times the population, it has two large islands only a few miles apart and it has a large income from exports. In spite of this, Samoa is going to have difficulties.

"You must consider how much more difficult it would be for the Cook Islands to operate as an independent country, with 15 tiny islands hundreds of miles apart, a



Mr. Gotz.

Came as a Surprise

NZ's proposals have been received with enthusiasm in the Cooks. The announcement took most people by surprise, for although earlier this year the Cooks were given the right to handle their own finances, including the NZ subsidy, and wider powers to come were hinted at then, nobody thought they would come so soon.

Following the Minister's address, the Assembly heard an informal discussion during which it was made clear by members that they preferred the proposal of self-government within NZ rather than full independence. It is expected that the plan will be submitted to the United Nations after which a plebiscite will be arranged to see if it meets with the approval of the majority of Cook Islanders.

An executive committee of the Assembly has been formed as a forerunner of a Cabinet. It comprises seven Maori members, two officials and the Resident Commissioner.

small population and a relatively small income."

On full integration with New Zealand, Mr. Gotz said: "This would mean that you would receive the same treatment as, say, the Province of Taranaki. All the laws of New Zealand would then apply here—not only some which you would like, but also a number which you would probably not like. Under this system, you would, in place of a Legislative Assembly of your own, have representation in the NZ Parliament.

"What would that representation amount to? The Cook Islands on their own would not be big enough to have even one Member of Parliament; you would have to share one member with Niue and the Tokelaus.

Mr. Gotz said that people who had put forward a Federation of Polynesia as a solution to future government had suggested that it embrace the two Samoas, Tonga, the Cooks, Niue and possibly other Polynesian islands.

"A federation is a group of states," Mr. Gotz said, "each with its own government looking after local affairs and a central government dealing with matters of national interest.

"At first sight this might seem a



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practicable proposition, but it would be enormous difficulties because of the smallness and the scattered nature of the various islands. The biggest say in the case government would naturally go to the larger island groups, which have plenty of problems of their own.

"You have a hard enough task to get all of your Assembly members to Rarotonga once a year. How much more difficult would it be for representatives of dozens of islands to assemble for meetings?"

"For these, and many other reasons, I don't think the federal idea can be seriously considered at present."

Mr. Gotz said he thought it would be in the best interests of the Cook Islands people to keep the present link with New Zealand, but to move towards full internal self-government.

"Under such an arrangement," he said, "you would retain your New Zealand citizenship, and you would manage your own affairs within the Cook Islands, while New Zealand would be responsible for such matters as external affairs and the constitutional law of the Cook Islands."

"The new financial arrangements have brought you very close to the government now, and there are a few steps which would have to be taken to reach that state. If that is the wish of the people, we shall move towards this goal as soon as possible."

Mr. Gotz said that a change to a full internal self-government would undoubtedly have to be soon was the abolition of separate representation in the Assembly of European residents of the Cook Islands.

"Discrimination in any form is unlikely to be accepted by the United Nations," he said, "nor do we want it ourselves, and we shall have to merge the European and Maori electoral rolls."

"This would mean that, in each electorate, Maoris or Europeans could stand for the Assembly, both Maoris and Europeans could vote together."

[There is one member of the Cook Is. Council, elected by Europeans to represent European interests; but in the past, Europeans (notably Mr. Watson), have stood for the electorate, and been successful.]

Mrs. Pat Parer, who married Ray Parer after World War I, returned to Sydney in June, after years' residence in New Guinea, left by ship in July for Germany where she expects to reside for some time.

They Will Recall Memories Of Guadalcanal, 1942

The 20th anniversary of the successful landing of the United States Marines on the coast of Guadalcanal, in the Solomon Islands, will be celebrated on the beach in Guadalcanal on Wednesday, August 8, by representatives of the United States and Great Britain.

THE Japanese occupied Rabaul, in New Guinea, in January, 1942; and most places in the northern parts of New Guinea in February-March; but they did not take over Tulagi (then administrative centre of the Solomons) until early May. From there, Japanese patrols spread all over that archipelago.

Non-official British personnel was withdrawn, but a large proportion of the British Colonial Office people, and many of the missionaries, simply went into the jungle, lived with and assisted the natives, and acted as fast-watchers and guerrillas, while the American forces were building for an attack.

They became famous company, these men who took to the jungle. At their head was Resident Commissioner W. S. Archant, BE, and the shop of Melanesia, Dr. Addeley, who won the SO and the C with Bar, a combatant World War I. There was



A war-time photo of Mr. M. Clemens.

Young Vivian Fox-Strangways, who lived in the South Seas to RC of the Gilbert and Ellice Islands just as the Japs invaded, and who became instead the major in charge of the tiny garrison at Tulagi. And there were some high Administrative officers who acted to stay at their posts—D. G. Kennedy, who was in the western islands, close to the enemy; Martin Clemens, who on Guadalcanal had most as hazardous a life as Paulson and W. J. Read, up in Luganville; Bill Bengough, on Lae; Michael Forster, on San Cristobal; and Colin Wilson, at Nikoro. Each was given commissioned rank, with authority to recruit Solomon Islanders as fighters; and the services given by these

natives were of great value in harassing the enemy—especially when the American attack began.

All the British officers gave distinguished service; and of those

the most notable were Donald Kennedy and Martin Clemens. Mr. Clemens now is living in retirement in Melbourne; but he accepted an official invitation to proceed to Honiara at the end of July and take part in the celebrations.

Mr. Clemens will note the contrast now with the days in 1942 when, ragged and barefoot, he led his gang of a score of devoted natives, lived on whatever food they could scratch out of village gardens, and harassed the enemy, day and night. One of his most trusted men was that famous Sergeant-Major Vouza, who was awarded the British George Medal and the American Silver Star.

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From our Canberra Correspondent.

THE suggestions stemmed from the fact that electoral commissioners have recommended that his electorate of Curtin should be merged with the neighbouring seat of Perth, held by the Government Whip, Mr. Fred Chaney.

But his reaction has shown that he has no interest in the job.

A vacancy has been created at the top by the tragic sudden death of Mr. John Willoughby, the First Assistant Secretary.

Now moves are afoot for radical changes at the top.

A new post of deputy secretary is to be created between the existing establishments of secretary and first assistant secretary.

In view of his outstanding performances at the UN Trusteeship Council as Australia's Special Representative, Mr. Dudley McCarthy, at present Assistant Secretary (International Relations and Information), is being strongly tipped for one of two higher posts.

Mr. McCarthy has made a deep impression on all who have seen him in action against powerful Soviet-led opposition in the Trusteeship Council.

And his specialist field of international relations is becoming more and more important as Australia's trusteeship problems come under closer world scrutiny and become an increasingly vital sector in territorial administration.



A plantation fire which raged for 20 hours early in July on Kenabot and Ravalien plantations, New Britain, charred several thousand coconut palms and burnt many thousands of shade trees.

In the picture, above, Ravalien manager, Mr. Don Prescott (centre) surveys the fire damage while Sub-Inspector John Ring of Kokopo stands by with fire-fighters.

He is a man with notable powers of expression, shown both by his UN speeches and by his volume of the Official War History dealing with the New Guinea campaign. And this is a powerful asset in the higher echelons of public administration.

However, the creation of the new post of deputy secretary raises a new question in the long-term future of the department.

Does it mean that when the time comes for Mr. Lambert to retire, the Government might decide to fill the position from outside the Territories Department?

Appointments as heads of departments are made by Cabinet, and the normal rule of progression within a department does not always apply.

There have been notable examples of this in recent years.

Not long ago the Government appointed a career diplomat, Mr. Peter Heydon, as head of the Department of Immigration.

Immigration is a field far removed from External Affairs, but the Department of Territories, in the world context of the mid 'sixties, is tied very closely to foreign relations.

So the appointment of a diplomat would have special advantages.

If the Government were to follow this line of reasoning in filling the top

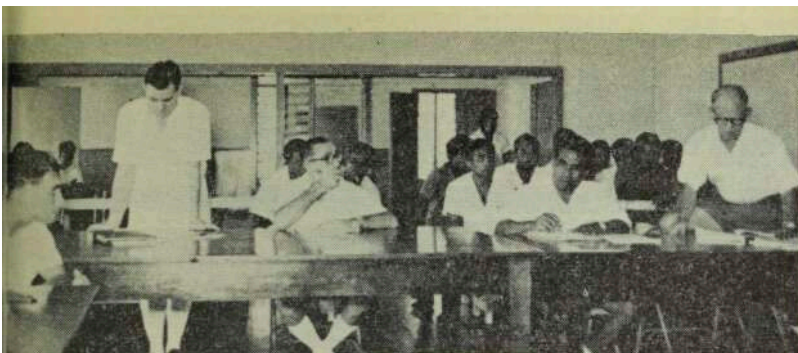
Territories job about the end of the year, one name which might be expected to crop up in its discussion would be that of Sir James P. Goll, Australia's Ambassador to the UN.

By that time his normal term New York would be running out in view of his seniority he would be eligible for appointment to only a few of Australia's most important overseas posts.

The Government has cleaved to local opinion in awarding a major contract for house-building to cost £350,000 to P-NG builders.

When tenders were called for houses in the Three-Mile Hill division at Port Moresby, the Moresby Chamber of Commerce tested hotly that the specifications were loaded in favour of main builders of pre-fabricated houses.

The chamber pointed out that Territory builders were permitted, in return for their tender, work would be provided for more local men. Territory timber would be used, the houses would be ready for occupation sooner, and all involved in the project would be exempt from local taxes on their earnings and profits. The Government accepted the argument.



The basic wage inquiry in session in Nauru in June; Mr. Baker extreme right.

Wage Problem: Nauruans Say Father Doesn't Know Best

Because of the island's rich phosphate deposits, Nauruans have for years enjoyed perhaps the highest living standard of all the South Pacific's indigenous people. But this has brought its problems.

THE biggest is that the Nauruans, having experienced the better things of life, can't be expected to live them up. They want to continue their high standard, and take it even higher, and they refuse to be put in their place" by any European who insists that they are entitled to no more financial privileges than, say, the natives of the remotest part of New Guinea's Sepik.

This attitude of the Nauruans was brought home to many people at the end of May at a Commission of Inquiry set up to review the Nauru basic wage. There was some plain-speaking by the Nauruans, and what they had to say and what was said in their behalf is of special interest in light of the report of the UN visiting mission, released in July (see elsewhere).

As the mission's report said, "More and more the young Nauruan men and women are turning to the occupations and habits and tastes of highly developed societies. With readily improving education it can hardly be expected that they will ever wish to go back to the restricted and isolated life of a remote island without the peculiar advantages of the island they now occupy."

At the wage inquiry the Nauruans said bluntly that their present basic wage of £6/4/7 a week, plus 13/8 dependant's allowance for each child under 16, wasn't enough to keep them in the manner to which they had become accustomed as a result of their phosphate riches.

They asked for a weekly basic wage of £11/4/7, plus a dependant's allowance of 30/- a week for the third and subsequent child (and nothing for the first two).

The Commissioner, Mr. W. Wilson, reserved his decision and his report is now in the hands of the Australian Minister for Territories, Mr. Hasluck. (PIM, July, p. 16).

The Nauruan basic wage sets the standard on the island. The Nauruan Workers' Organisation, in presenting its case, had the services of an experienced arbitration advocate, Mr. W. A. Baker, of Sydney, who was supplied by the Australian Council of Trade Unions.

Mr. Baker made no bones about the fact that the Nauruans had a high standard of living and that generally they got more money than was provided by the basic wage — extra money came from phosphate royalties distributed to them. There were, he said, probably more motor cycles on Nauru per head of population than anywhere else in the world, and "certainly there would be more womenfolk on motor cycles than anywhere in the world."

Nevertheless, he said, the basic wage had to be reviewed (it was last fixed in 1953) in light of the people's needs and the capacity of the phosphate industry to pay.

He said when the wage is again reviewed in three years the Nauruans would ask for full European-standard pay rates. The economic aim of the Nauruans was to "achieve the highest

standard of living that the economic standard of the phosphate industry, fully exploited for their people, can afford."

Mr. Baker said he found it impossible to obtain any detailed information concerning the finances of the British Phosphate Commission, but the trading figures given in the 1960-61 annual report showed, "Phosphate sales, sundry credits, less freight, insurance and other charges, £3,901,710."

The report showed that the BPC at that time also had more than £1 million cash in hand, and phosphate stocks in hand worth £4 million.

An extra £5 a week in the Nauruan basic wage would mean only a 10d. per ton increase in the price of phosphate sold abroad.

Mr. K. R. Miller, representing the Administration at the inquiry, told the Commissioner that the Nauruans wanted such things as refrigerators, sewing machines and motor bikes included in the basic wage regimen, and the Administration felt they shouldn't be included. If they were, the Nauruans wouldn't then have the incentive to work harder and be thrifty so as to be able to buy them.

Industry's Capacity to Pay

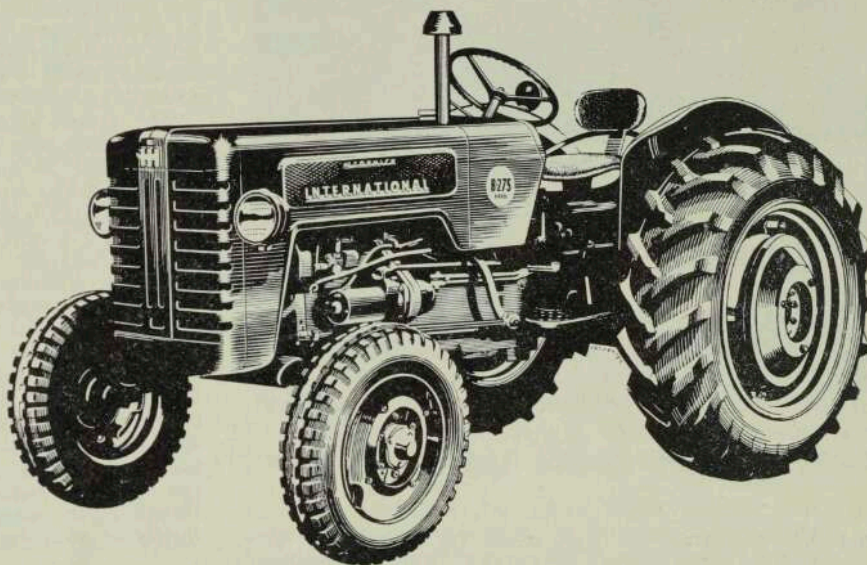
Mr. Miller said the Administration agreed industry apparently had the capacity to pay, but this shouldn't be an important factor in fixing the wage. In the future there no doubt would be other wage adjustments, providing better living standards. But in the long run future generations would have to reach, by their own efforts, a living standard that was not supported by the BPC.

Mr. Miller said that with the future economy of the Nauruan community still uncertain—and it would continue uncertain until a decision on resettlement had been reached—the Administration's view of the bounty of the phosphate industry "must be tempered with sober thoughts" on the capacity of the Nauruans to sustain themselves at a standard of living they would have attained immediately prior to their resettlement.

Mr. Baker, in reply, described this attitude of the Administration's as one of "extreme paternalism," a "Father Knows Best" approach. The basic wage had nothing to do with incentive — there would be margins for that. And if the Nauruans were asking for a wage merely on the ability of industry to pay they would be asking for far more than £5 a week increase.

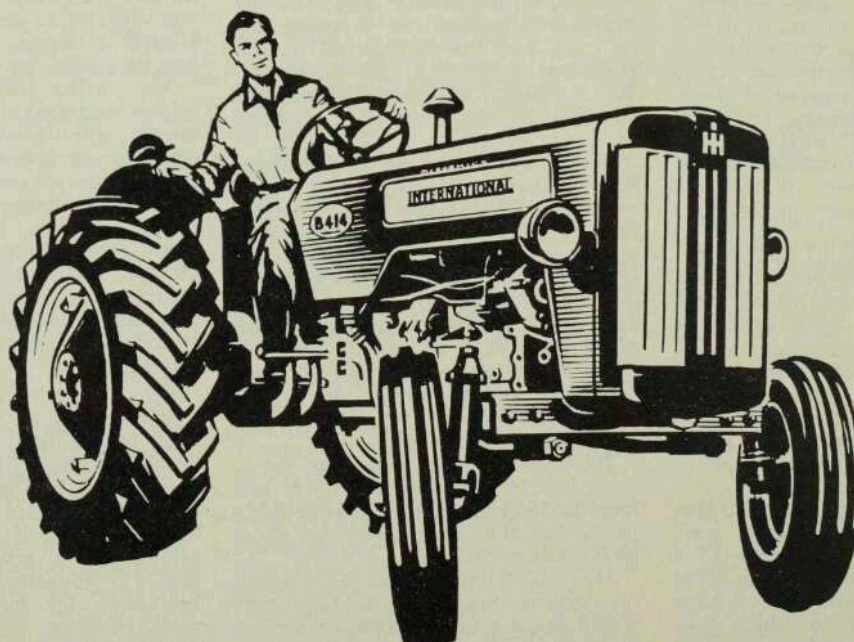
He said it was true that the Nauruans might well have to accept

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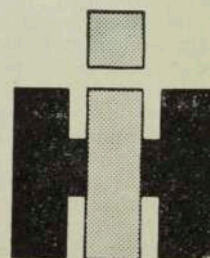
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a lower living standard when the phosphate finished, but so did many Australians who were retired from work and had to live on an old-age pension. Their salaries in their working life were not fixed on the basis that since they wouldn't have as much money when they were older they might as well get used to living on less now.

Also Europeans on Nauru paid no income tax, little indirect tax, had cheap servants and enjoyed a higher standard of living than they would have in Australia, but nobody had suggested they should not have this higher standard merely because they might have difficulty in adjusting when they got back to the mainland.

Raymond Gadabu, a leading Nauruan, representing the Nauru Local Government Council at the inquiry, but himself an Administration employee, said Mr. Baker's description of the Administration's approach as "paternalism" was admirable.

The Council thought the Administration's approach was highly patronising, and "well-flavoured with anti-Nauruanism which cannot be disguised." The Council was particularly worried because the Administration's view appeared to be "very well entrenched."

Mr. Gadabu said Nauruans over the years had had the chance to observe the officials who had come and gone and "who made up the entity which is perpetually known as the Administration of Nauru." While the Nauruans bore these Europeans no malice, they were "plain jealous" of their better conditions, and certainly wanted them for themselves.

The Administration had fought to ensure the social and economic uplift of the Europeans, but when Nauruans sought social and economic advancement for themselves the Administration came forward with all sorts of reasons why it couldn't be done, such as "unsettling effects."

Mr. Gadabu gave a long list of examples which he said showed Administration discrimination against the Nauruans. It was doubtful if the Administration's "proclaimed respectability and nobility of purpose and intents in its submissions to the inquiry would stand up under close examination.

The Commissioner did not give any indication of what view he would take in his report—whether he felt that Nauruan progress had now gone so far that it couldn't be held back, or whether there was something to be said for the alleged Administration view of "Father Knows Best."

NI Votes For The Mixture As Before

From our Norfolk Island Correspondent

Although Norfolk Island's Council staged a sit-down strike within weeks of its being elected two years ago; and although there has been considerable wordy opposition to it since, Islanders voted to retain membership "as is" on July 4.

EIGHT candidates contested election for four seats on the Norfolk Island Council on July 4. All four retiring Councillors were members of the so-called 'Bloc' and included the President Mr. F. J. Needham, and Norfolk's political stormy petrel, Mr. W. Selby Newbald.

They all presented themselves again, appearing before the electors for the first time since Council took office two years ago when Mr. Newbald topped the poll.

The other four candidates contesting the seats included the Council's most outspoken opponent, Mr. A. S. Bathie. At the declaration of the results all four Councillors were returned and the Bloc thus has again a seven to one majority in the council with the sole "independent" Mr. W. M. Randall, still sitting. [NI's Council has eight members, half of them retiring in rotation].

The most entertaining aspect of the election was the manner in which the fourth seat was finally decided after two nominees tied with 216 votes each. Under section 43 (3) of the Norfolk Council Ordinance the issue was decided by lot. The two names were placed in a hat and an obliging member of the public stepped forward to draw the lucky number. This draw favoured the retiring Councillor, Mr. Newbald, whose popularity has apparently declined since 1960.

The four declared that their policy during the past two years "has kept the Island free of rates and debt yet, through our firmness, much more money has been made available for public works without any debt attached".

However, it is still not clear whether the majority of Norfolk's residents favour the Council's drastic proposals for extended powers. In the absence of any statement to the contrary, it must be assumed that the policy still stands as declared in 1960 thus:

1. A Council of 6 or 8 members



On Wheels

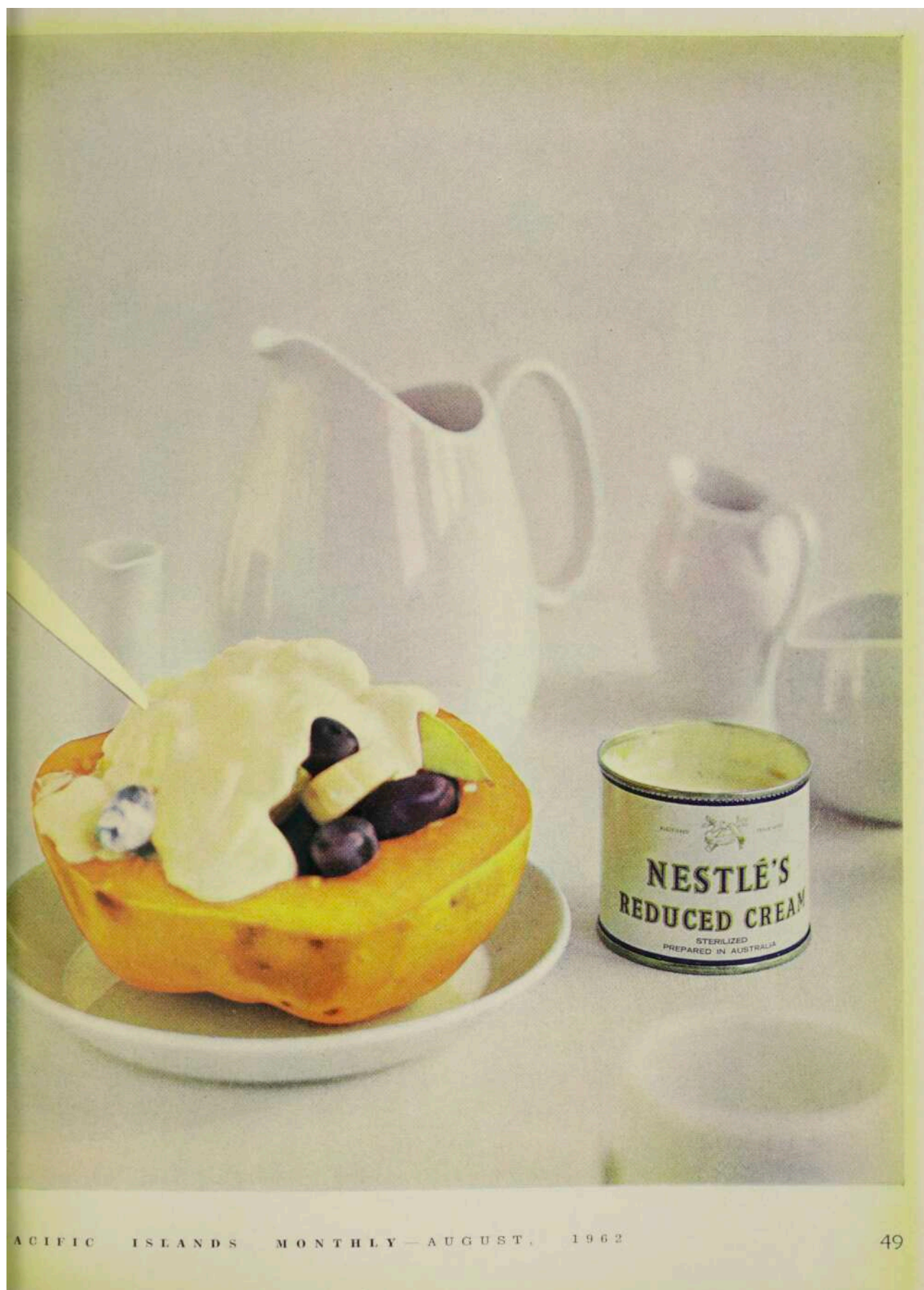
Everyone is skating in Tonga—usually at night when the skating rink is floodlit. These two were from the Mu village team which compete in a roller-skating display on Emancipation Day in June.

Photo: Tulua Bros

with the Administrator as officio Chairman.

2. The Council to have control over locally raised revenue.
3. The Council to be empowered to make laws in the Territory.
4. The Council to have powers on all other matters as economies in management to have complete freedom of initiative concerning matters related to policy for the Island development.

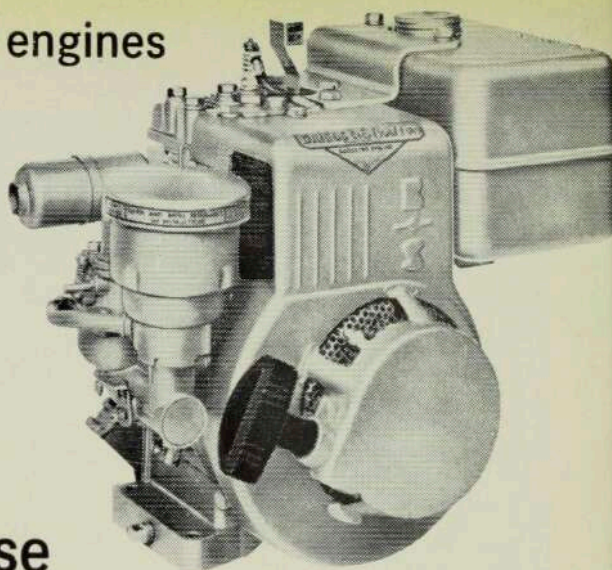
There appears to have been softening of Council's attitude since the arrival of the new Administrator Major-General Wordsworth. Honour has mingled freely with residents and appears to have a sympathetic ear. He has requested the Council that he be allowed to attend their meetings. Council replied: "We are delighted". Not only that, they have assured residents "With the assured co-operation of the new Administrator . . . a Council can achieve the form of Government the people want".



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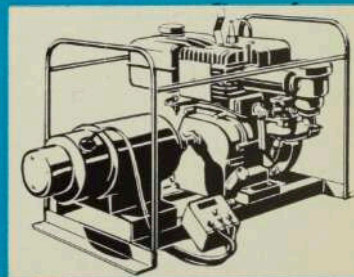
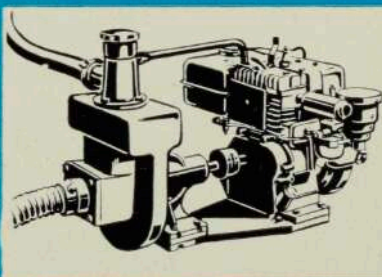
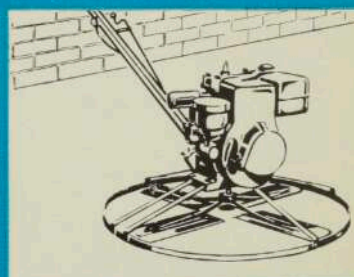
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Territories TALK-TALK

There is not much doubt, in my mind, but that the Tolai people have won the palm for being the most consistent litigants in the Lands Claim Stakes in TNG. Whether this is because of their greater sophistication or not is, perhaps, a moot point.

In the pre-War II years there were arguments over the Lakunai Air-peg; there were also arguments between the Matupis and Nodups over den areas on the slopes of Mount Mather; and occasionally survey pegs were removed and many headaches caused by native claimants for alleged non-payment for land areas, encroachments and what-nots.

The loss of land records, as a result of two World Wars, added to confusion and no wonder Lands Commissioner McCubbery, in these days of native appeasement, has a thankless job dealing with such claims as the recent one regarding land surrounding the Rabaul town-

ship. When I read about it in a local newspaper, I fossicked among sparse records and came across a Town Planning survey map of the Rabaul township, made by the Germans in June, 1913.

Survey pegs of the townsite area are clearly shown, together with land allotted to the Norddeutscher Lloyd (that retained by the *Landesfiskus* of *Deutsch Neu Guinea* (Crown Land), as well as three areas at the foot of Namanula (south-east of the Botanical Gardens) held by the Catholic Mission, the Methodist Mission and Heiner. Rud. Wahlen. Land outside the town boundary is marked *geborenenland* (native land).

That brings the picture fairly well up-to-date. Well, within fifty years today. Surely Australia has records of any acquisitions since our occupation—48 years ago. When one considers the consistent over-riding control exercised by the appropriate Australian military and/or political department, responsible for New Guinea since our occupation, it is natural to assume that there are records of every NG land transaction worked away somewhere amongst the dusty archives of Bureaucracy.

A point which should be remembered (although not a technical one) is that the German Governor (Dr. Schlögl), who was a judge during the New Guinea Kompagnie's administration before his appointment as Governor, was a stickler for accuracy (were most German officials), and

was also a great protector of native interests. The Tolai people gave him the name of *Patuan*, the most complimentary title in their language.

Incidentally, the German definition of Crown Land (*Landesfiskus*) was "being void of human life and unclaimed by any chief."

With Tolala

A Coincidence

Extract from Granny's (*S.M.H.*) Column of 28/6/62:

"REMEMBRANCE. Only 12 or 15 people, mostly widows, are expected at a quiet ceremony at the Cenotaph at 10 a.m. today.

"It marks the 20th anniversary of the sinking of the Japanese transport *Montevideo Maru*, with its battened-down cargo of over 1,000 Australians bound from Rabaul to Japan. Each year widows and mothers make this unpublicised visit to the Cenotaph, lay a few flowers, and go their ways."

"ARRIVALS"

S.M.H. Shipping News, 29/6/62: "Yesterday: *Montevideo Maru*, from

Adelaide, 6.36 a.m." It departed for Japan on 30/6/62.

The name, at any rate, lingers on.

From My Mail Bag

One of the "perks," as well as the pleasures of writing *Talk-Talk*, is the diverse character of my correspondence from a variety of individuals, living in many countries. Some reminiscing, critical, censoring, complimentary; all welcome for they give me a fair cross-section of readers' opinions.

Let me share some of them, picked at random, with my readers:

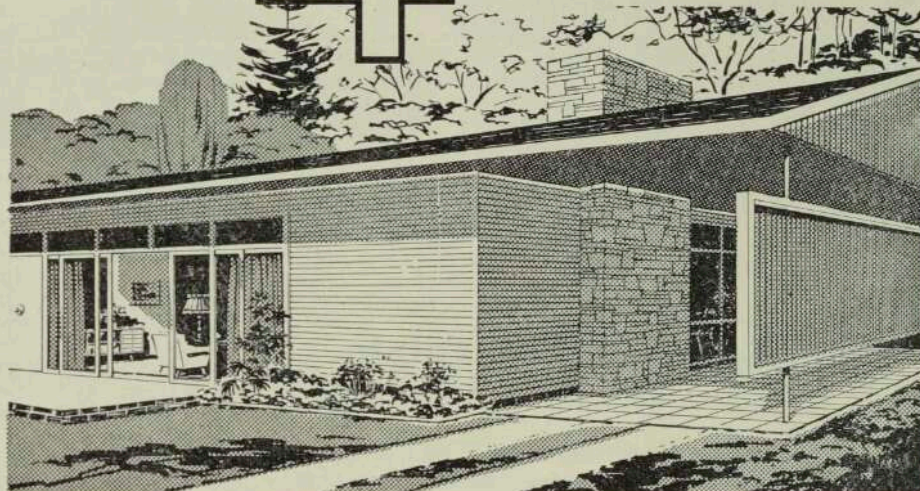
Here's one, written from near the "Forgotten Islands" (May *T.T.*) and dated the middle of June: "Thank you for the very pleasant moments you have given me. . . . Re the 'Forgotten Islands': A trawler patrol returned from there last week and a successful spraying campaign was carried out by Mr. B. Campbell, which lasted three weeks. This patrol was the first to visit the 'Westerns' since August last year, so you see, the 'Westerns' are not exactly overrun by officialdom. Why these islands are not included in the Madang or Sepik district is still a puzzle to me as there is a shipping service between these places and not between the 'Westerns' and Manus. . . . The Catholic Mission (now from Kavieng) also visited the Westerns again for the first time last year, after many years of absence, and did so again about a month ago. . . . The palatial buildings on Manus you mention may soon (so the grapevine has it) pass into the control of the Department of Supply. The Navy may pull out and the D. of S. will use the base as part of the satellite tracking station to be built with USA dollars. . . . If it wasn't for the col-

This was taken outside the Kuomintang Hall in Rabaul in 1937, following an address given by the Governor-General, Lord Gowrie, to the Chinese Community. It was just after the Rabaul eruption and the GG's visit was aimed at soothing the populace.

The two men are "Tolala", then editor of the "Rabaul Times"; and, nearest camera, Mr. David McNicoll (son of the then Administrator of NG, Sir Walter McNicoll), then a "Sydney Morning Herald" journalist. Mr. McNicoll is now editor-in-chief, Sydney "Daily Telegraph".



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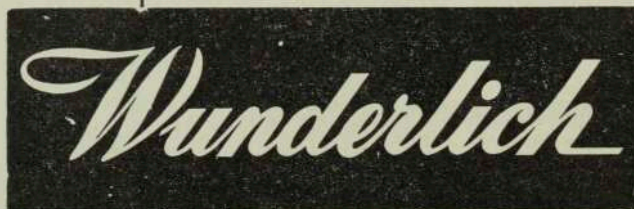


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Lady Cleland, wife of P-NG Administrator, Sir Ronald Cleland, speaking at Hanuabada Village, Port Moresby, when the very spectacular Hiri Dances were put on to raise funds for a women's club. The Hiri is the seasonal sailing of Port Moresby boats to the Gulf and Western Districts of Papua to trade locally-made pots and artwork for sago and other foods. The boats, on reaching their destination, had to wait for the change of season (and winds) to blow them back again.

Photo: Papuan Prints

tion of taxes I wonder if the officials would ever go to the 'Westerns'?"

From Melbourne Side

From John Ahearn (previously in Rabaul and Port Moresby, and now in Melbourne): "I was indeed interested at reading your mention of the Lakunai races. . . . Yes, you were right in your assumption that I had retired. In point of fact, it is only half right. I retired from Vacuum Oil 18 months ago, after 39 years of service. The following day I joined National Safety Council of Australia. . . . J. M. David, Bank of NSW manager, whom you mentioned in your story, I believe has been dead for quite a few years, but the particular meeting has recalled to my mind an amusing incident. A very skilful rider, who was far more clever than his opponents and fully versed in all the tricks of the game, was called before the stewards. The charge: foul riding. The decision of the stewards: Guilty, fined £5, and placed second instead of first. When the chairman announced our decision, the jockey in a very loud voice he doubted our parentage! Result: A further fine of £10!

"I still maintain contact here with some of the pioneers. E. A. ('Pard') Mustar, the pioneer of aviation in

the Territory, still as alert as ever. He's doing a job for an insurance company, having retired a couple of years ago from his rank of Group Captain, RAAF.

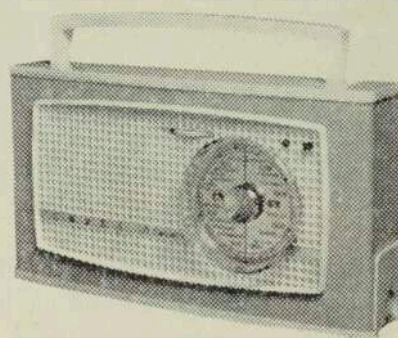
"Ian Grabowsky, another pioneer pilot and former Guinea Airways manager, retired from Ansett-ANA some six months ago. He is now compiling a history of aviation in the Territory for Department of Civil Aviation. Despite the loss of both legs, he is very cheerful, active and mobile.

"Graham Mirfield, formerly of WRC, Rabaul engineering and Mioko plantation, still going strong. You

will recall how his wife 'Bicky' Schmidt, was killed in an air-crash near Bitapaka. 'Mirf.' suffered a broken neck.

"Lady Jean Phillips, Monty's widow, is living in New Zealand, but comes to Melbourne every now and then. J. N. Montgomery, who was chief geologist for Oil Search, has retired from the oil business and is living at Mt. Eliza. I recently saw a much-beloved Territorian, Rev. Father McEnroe, MSC, better known in Papua and Wau/Lae than the Rabaul side. Years have told on him. He's 73, I believe he said, but still as delightful a character as ever. He's at Hindmarsh, South Australia."

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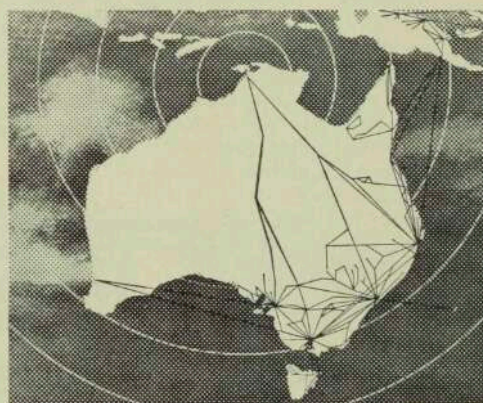


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om Germany

From Hans Mannsfeld, previously manager of Arawa plantation, in the Bougainville district, and now living in Germany: "You wanted to know who is still alive of the old-timers."

Hamburg's New Guinea Club. Well, the most outstanding figure is Herr Rud. Wahlen, former Swedish Consul for New Guinea, probably the most successful pioneer, now 90 years of age and still going strong. His younger brother, Julius Wahlen (former manager in Maron), does not come very often to the club.

"The second oldest member, Hermann Bolten, died just two months ago. He had American citizenship and could retain his property. He had several visits to the Islands between the wars and he may still be known to some of the old-timers in the Baining district. [He owned a rubber mill at Nambung in the 1920s.]

"Other members are Theodor von Stein (branch manager of Hertsheim & Co. at Kavieng); Hans Jacobs (branch manager of Hertsheim & Co. at Manus); Paul Weimer (stores manager of H&Co. at Rabaul); Thol (manager Nordd. Lloyd at Rabaul); Groder (Police-master at Kavieng); and so various others from the Carolines, Marshalls and Samoa, as well as Naval officers—all of them well over 70 years of age.

"Do you remember Paul Drege and Archie Baldwin of Kieta in 1914? When I was staying with them a few months before the last war, I remember they mentioned your name. "You wanted to know about my English. Well, I have spent half my life in the colonies. After my second stay in New Guinea, I turned to East and South Africa and was repatriated from there only in 1948. Now I am fulfilling a job here as interpreter at NATO headquarters, but I intend to retire next year to my home town, Hamburg."

om U.S.A.

John G. Troster, in California (T. June) in writing about his job at Emirau Island with the Marine Corps Group, says: "My job was one of the Group of Radio-Radar officers. Actually, I never got off the ground. At that time radar was still quite a secret (there were times when things went wrong when the whole thing was pretty secret from me, so!), so radar people were not allowed to fly over enemy territory for fear of being captured. So I was not allowed to see Kavieng or Rabaul.

"We bombed either Kavieng or Rabaul about daily and then at night set up 'hecklers' whose mission was

to drop one bomb at a time all night long—every half hour or so. One plane at a time for several hours, then another plane would go out and relieve that one and drop one at a time."

You're telling me! I remember the many nights I spent in dug-outs listening to these "naggers", but we didn't call them "hecklers"—that was too nice a word!

He goes on to relate how he endeavoured to get permission to travel in Papua and New Guinea and see something of the interior, but most of his inquiries were futile. "I can't

get much of anything out of the Australian consul here in San Francisco.

"I am an amateur radio operator and whenever I talk to Islands hams I always mention that I keep up on their latest doings by reading *PIM*. Of course, they are always familiar with the publication and it is a good topic of conversation."

The Curse of Conformity

Amongst the John Citizens of the world it is called: "Keeping up with the Joneses"; amongst world tribunals the term has changed to "political

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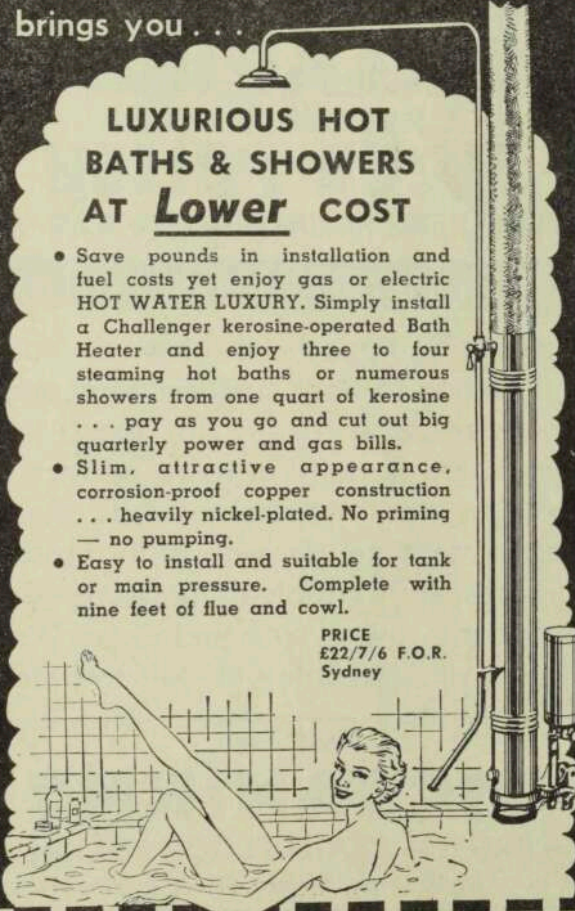
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expediency." To use a Harold Macmillan phrase: "Winds of Change But, whatever you call it there is no general tendency to accede to general opinion; to fit in to a global jig-saw puzzle, or pattern.

In short: to conform—or else.

Fashion proclaims that we must recognise and condone our women folk mincing about in tight-fitting matador pants and flat-heeled shoes or knee-displaying skirts and sp heel shoes. And . . . But I'd bet end there.

The latest condonation, appearance or taking the line of least resistance comes from no less a person than Sir Hugh Foot and his colleagues on the recent UN Trusteeship Mission to New Guinea. The "recommendations" contained in their report (doubt with tongue in cheek), have occupied much space in the Australian Press. This has given the newspaper a peg on which to hang their favourite editorial policies, quite in spite of regard for native welfare—and I repeat "native welfare," in spite of the fact Sir Hugh suggests that "native" is a dirty word.

I make no comment on the practical and absurd recommendations of the UN Mission and do hope that Australia may have the intestinal fortitude to tell the UN Trusteeship Council to go jump in Lake Success, which is so handy to them.

The United Nations should know by now that Australia's first consideration, as a Trustee, is the New Guinea people and not a conglomerate crowd of bankrupt, crackpot conformists, fearful of witnessing primitive people entering our modern civilisation under sensible conditions and peacefully—which is possible, given reasonable time.



Mr. and Mrs. Lucius Hui after their marriage at the Roman Catholic Church, Port Moresby on June 16. The bride was formerly Cecilia Pon.—Photo: Papuan Prints.



Mrs. Ken Coss (above), with her three children, Andrea (1½), Lindy (3) and Gordon (4), the only Australian family in the Dutch New Guinea town of Sorong, was given half an hour's notice to pack up and be ready to leave on May 18.

Evacuee Family From NNG

From Pat Robertson, in Brisbane

After several Indonesian air raid scares in Dutch New Guinea the only Australian family in the town of Sorong was given half an hour's notice to pack and be ready to leave home on May 18.

MRS. KEN COSS and her three children were taken, together with Dutch families, to the Isle of Halmahera which serves as an airstrip for Sorong. The trip is 13 miles and takes about an hour by launch. From there they were flown to Biak and are now in Maroochydore, Queensland, where Mrs Coss' parents-in-law live.

All the Dutch wives and families who travelled with them on the first section of the journey were taken to Holland, via Tokyo. Their husbands remained behind at their posts.

It had been planned to evacuate the wives and families of oil company personnel at the end of the school year in July, but the company decided it would be safer for them to leave earlier, so they were sent off at half an hour's notice. There had been several air raid scares, and everyone had their "safe places" picked out.

Mr. and Mrs. Coss were both well known in Port Moresby, where they lived before they moved to Sorong about 13 months ago. Mr. Coss was employed by World Wide Helicopters based in Sorong.

Asked about living conditions in

NNG, Mrs. Coss said Papuan servants in NNG could not compare with Port Moresby standards.

She said the families lived mostly on tinned goods. There was a lack of fresh food of any description, and no fresh meat or vegetables. Mrs. Coss arranged to have frozen meat and vegetables shipped from Port Moresby. Magazines and parcels were received about every three months, and the library, which was Dutch, had very few English books.

Dutch was taught in the schools, and the Coss children were quickly learning the language, plus accent, from their playmates. Gordon, aged 4, has quite a Dutch accent. Malay is the *lingua franca*, but educated natives spoke Dutch. Most educated Dutch families spoke English.

Mrs. Coss said that Indonesians who were living in NNG prior to 1950 were allowed to take out Dutch citizenship. Quite a few of these did so, and were employed originally by the oil companies, and later in various shops and offices. The Government was advising all of these naturalised people to go to Holland.

About 3,000 Indonesians (not naturalised) mainly from the Sorong area had been sent back to Indonesia early this year by specially chartered boats, and some of these had returned, she said, as enemy infiltrants.

Sorong had a community of about 250 Europeans before the evacuation started.

More Americans Visit The Pacific

About 110,000 US tourists visited the Pacific and Far East last year compared with 90,000 in 1960, according to a recent review and forecast of world travel prepared by William D. Patterson for "The Saturday Review" of New York.

The review says that 7,205,000 American tourists journeyed abroad in 1961 and spent 2,640 million dollars in the process. Those who visited the Pacific and Far East spent 105 million dollars.

Figures show that 13,979 tourists visited Fiji in the year ended June 30, 1961, compared with 14,505 the previous year. New Caledonia's figures for the same periods were 2,147 (971), and Tahiti's figures were 16,682 (12,000). Tahiti's figures in each case included an estimated 10,000 cruise ship passengers.

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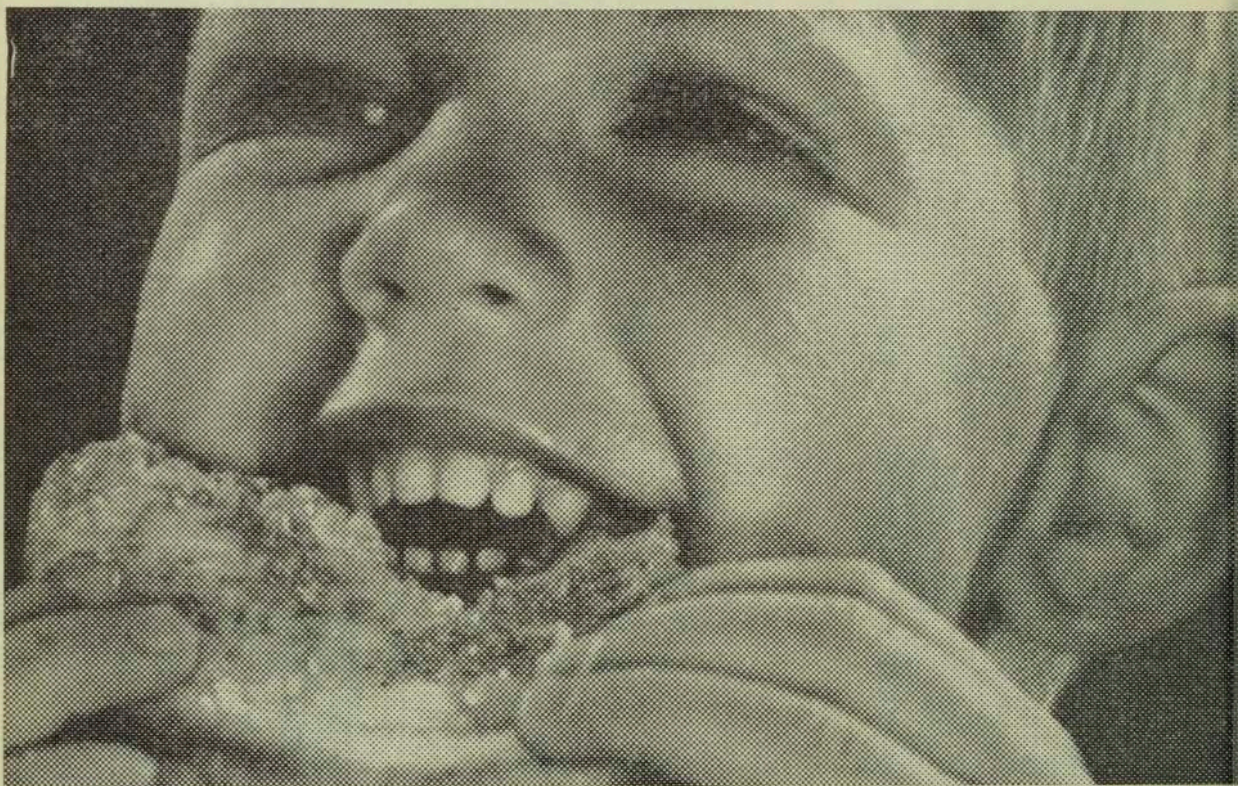
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Fears For NNG's Cattle Industry Under Indonesia

From an AAP-Reuter Correspondent
in Hollandia

Cows are flying in Dutch New Guinea—but they have to be given a tranquiliser first. The cows—and bulls, too—are being taken over the massive mountain ranges of the Central Highlands to the Baliem Valley and the Ijssel Lakes area by plane as part of a Dutch drive to build up Papuan cattle industry.

DUTCH officials hope that, if the political situation allows, the industry will continue to expand in suitable parts of the Territory, despite a general absence of natural sources of suitable fodder.

It could be a valuable food supply in a country where meat is scarce and could give employment to many natives.

The Chief of the Agricultural Department's Sub-division of Animal Husbandry, Mr. A. Van Leeuwen, said that because of the Indonesian threats to Dutch New Guinea, the number of European cattle owners had been decreasing in the last five or six years.

The main cattle area in Dutch New Guinea was in the Merauke District on the south coast, near the border with the Australian territory of Papua, and was being carried on largely by Indonesians. Most of them had come to New Guinea before the Second World War from Java and other over-crowded areas of the Dutch East Indies. There were about 4,000 Indonesians in the Merauke area, Mr. Van Leeuwen said.

Of the 4,000 head of cattle in the Territory more than 3,000 were in the Merauke District. They were owned by Dutchmen, Indonesians and Papuans but the Dutch were gradually falling out of the industry and returning to Holland.

The first cattle were taken to Dutch New Guinea in 1901 from the Netherlands East Indies. During the years that followed other cattle arrived, some of them from Australia.

At the beginning of the Second World War there were 5,000 head

in the country but Mr. Van Leeuwen said that many of these were killed off by Australian and Japanese soldiers and others went wild. At the end of the war only 500 remained.

Since then the natural increase, which is very high, about 15 per cent. a year, and imports have raised the figure to 4,000.

At Merauke the Government has an experimental station which includes in its functions the improving of the strain of cattle in Dutch New

Guinea. There are 400 head at the station.

In 1958 it imported from Australia eight Brahmin cattle—three bulls and five heifers, all pure-bred Zebu—and one Santa Gertrudis bull for grading up the Merauke cattle. In 1960 three Santa Gertrudis and one Brahmin bull were brought in from the United States.

Since 1958 the Government has been trying to interest Papuans in cattle breeding and although the



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areas with favourable land are scattered throughout the jungle-clad territory Mr. Van Leeuwen thinks that the chances of the scheme working are good.

The Papuans are helped through a loan contract scheme under which the Government lends a man some cattle, usually one bull and three cows, on condition that after five years he gives back 150 per cent. of the original number. The animals remaining from the breeding become the Papuan's property and the others go towards expanding the scheme.

This is mostly done in areas where cattle are already known but the

project has also been extended to such areas as the Central Highlands where, until recently, cattle had never been seen by the natives.

In such cases the cattle are generally given to a Mission under the contract scheme and the missionaries teach Papuans how to look after them and so draw the natives into the industry.

Aircraft have to be used to take cattle to such areas as the Central Highlands because there are no roads through the heavily-forested hinterland or over the steep mountains.

Dakotas are sometimes used but quite often it is a little Cessna

which will carry a cow or bull and it has been injected with a tranquilliser—and sometimes tied with rope.

The cattle from Australia set in well and their progeny were retaining many of their characteristics, Mr. Van Leeuwen said.

The Zebu, used for meat draught purposes, had a high tolerance and was conditioned to the humidity, so it was being used largely on the low coastal plains.

European cattle, with low tolerance, were mainly used in the Highlands and Merauke, including Hollandia, Geelvink Bay, parts of the Vogelkop Peninsula and around the south-west coast town of Fakfak.

Mr. Van Leeuwen hopes to import 200 to 300 head of dairy cattle for the Wissel Lakes area, probably from Holland but possibly from Australia. At first they will be run from a Government station to be taken there but later will go out on a contract to local Papuans. There are thousands of goats in the Territory. So far these have been used for meat but the Government intends to experiment with dairy goats from Australia at its Baliem Valley station.

The Agricultural Department is helping Papuans improve the fertility rate of the 150,000 pigs in Dutch New Guinea. Pigs, the most domestic animals the Papuans know until cattle were introduced, are an important factor in the native way of life. Apart from being a source of food, they are a status symbol and often are part of the price paid in buying a bride.

Mr. Van Leeuwen said that this year the Government would increase its experimental stations from six to 12. He said that the only limiting factors in interesting the Papuans in cattle raising were the lack of capital and lack of Dutch experts to teach the natives.

"Educating the Papuans in handling cattle is a long-term project," he said. "The interest of the Papuans increases as the cattle population increases."

Mr. Van Leeuwen said he believed that the cattle industry would expand badly if the Indonesians took over Dutch New Guinea.

He was working in Indonesia from 1949 to 1955, he said, and during that time the cattle industry was declining all the time.

"I am afraid for the cattle industry here if they come," he said. "They have not the experts or the drive to carry it on."

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Japan's Interest Arouses New Zealand

SWIFT MOVES ALTER WHOLE S. PACIFIC BANANA OUTLOOK

Probably the most surprising economic discovery of the year in the South Pacific Islands is that Japan, if guaranteed supplies, will come right south to the Tropic of Capricorn for bananas, and will take them in large quantity.

THE South Central archipelagoes—especially Fiji, Samoa and Tonga—always have been almost unlimited producers of first-class fruit; hitherto there has been only one market—New Zealand.

In very recent times, that restless, imaginative and indefatigable salesman of his country's produce, Premier Prince Tungi, of Tonga, began probing the Japanese markets and learned that Japan wants bananas. Fiji sat up with a jerk.

In recent months, Mr. Eric Bevington, Fiji's new hard-working Development Commissioner, has been rather desperately seeking new, quick-acting industries for Fiji, to correct the growing economic unbalance created there by a too rapid population growth. In May, at the first hint of Japan's banana hunger, Mr. Bevington flew north; and in June at least two parties of alert young Japanese fruit wholesalers arrived in Fiji, Samoa and Tonga, to examine possibilities.

Japan definitely was interested in banana supplies; but this was not a thing simple and easy to arrange.

New Move In Central Groups

Tonga, Samoa and Fiji are considering the formation of a Pacific Banana Exporters' Association—a joint venture to export bananas to Japan. Prince Tungi, Prime Minister of Tonga, announced this while on a late June visit to Fiji.

The subject was discussed at Apia, earlier in June, at a conference attended by representatives of the three groups. Fiji's delegates were Development Commissioner Eric Bevington, and Mr. G. I. Firmston-Williams, manager of the Fiji Development Company.

Supplies to Japan of this important foodstuff must (a) be guaranteed and (b) must be of high quality and without blemish.

Japanese Demand and Supply

Japan gets more than half her enormous banana needs from Formosa, and the balance of the same seasonal production is found easily enough in the tropical and sub-tropical lands of the North Pacific. It is in the North Pacific's off-banana season that Japan comes searching south of the equator.

It seems that Japan has been searching for some time, and her needs are not yet filled. There have been increasing shipments from Ecuador, but they are not sufficient. The Japanese population growth is now under control, but the Japanese standard of living is rising steadily, and that demands more bananas.

Indications are that the present combined production of Fiji, Samoa and Tonga, after supplying New Zealand, is far short of the potential Japanese demand; and the three Administrations now are giving the whole subject very close attention, in consultation with Japanese merchants. Especially Fiji, whose need for a new industry of this kind is really urgent.

Fiji May Need Big Planning

Fiji's governmental and commercial interests now are examining the possibilities very closely.

Already, it is clear that if this is to be a worth-while development, the whole industry needs review, and the foundations must be put deeper, and widely extended.

There do not appear to be nearly enough banana-lands and banana-growers immediately available to take care of Japan's needs, if Japan's needs are to be big enough to have a perceptible effect on Fiji's economy. Mr. Bevington, in July, appeared to be in the forefront of the necessary inquiries and examinations.



This good-looking bunch of Tongan bananas, tied up in a polythene bag, was one of the sample shipment from Tonga to Japan in "Port Montreal" in May.

Half a dozen Fiji Government Departments appeared to be involved, especially the Native Land Trust Board and the Department of Agriculture.

It is not only a question of growing bananas—but also of producing bananas of high quality and unblemished skins. It is hoped that the bananas will be grown by Indians and Europeans, as well as Fijians, and that machinery for instructing and helping growers will be created quickly.

There is urgency in the steps being taken in Fiji—but almost equal liveliness in the preparations under way in Tonga and Samoa.

NZ May Have to Bid Against Japan

Until now, banana production in these groups has been conditioned by the New Zealand demand; and the latter has been only a very small part of the potential. Nonetheless, as is well known, Fiji rarely, in recent years, has been able to fill the NZ quota. It has seemed almost as if the banana-growing interests have been afraid to develop, in case they should find themselves with large over-production.

The Japanese inquiry has caused a mighty new stir. It has stirred the NZ importing interests, which suddenly see themselves in competition with Japan in the only market capable of supplying New Zealand. Hitherto shy and coy when meeting the banana-suppliers, the New Zealanders have already made firmer offers for bigger quotas.

New Zealand proposes to increase

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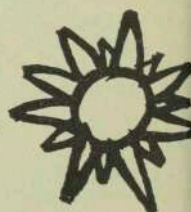
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A Fijian Mystery In Cement

There is an harassed woman in Suva who wants urgently to know the meaning of the word XUANLOC. Can anyone help?

Recently, Dr. L. S. Kempthorne, now the retired Bishop in Polynesia, and his popular wife, Mrs. Ruth Kempthorne, moved into a bungalow in a quiet valley in the hills behind Suva. Over the front door, engraved deeply in cement, is XUANLOC.

Mrs. Kempthorne studied it with interest. Was it ancient Greek, or Choctaw? She thought of the notorious "EMOHRUO", and tried it backwards. No dice!

So she brought the matter to the notice of the Bishop. After all, he had to live with it! But even his erudition failed—and, after he had spent many maddening minutes moving the letters around, trying to form a comprehensible word, he sternly forbade any further discussion of the subject.

But Mrs. Kempthorne, woman-like, cannot leave it alone. What does it mean? Any kind reader who can solve the puzzle might write forthwith to Mrs. Ruth Kempthorne, at "Xuanloc", Clarke Street, Suva, Fiji.

Mr. Marshall said that a "minimum" of 180,000 cases a year would be exceeded in most years. However, NZ had a limited market and, when exporting bananas, she had to take into account her traditional suppliers, especially Western Samoa.

However, all parties agreed that the Fiji grower should be assured a market, and the NZ consumer at least a minimum quantity from Fiji.

At the end of the second year, the contract will be reviewed, to see if the minimum quota can be increased.

Messrs. Bevington and Falvey also discussed the expansion of mutual trade, particularly in timber, which

the Fletcher Timber Company interests in Fiji have already started to export to New Zealand. It is hoped that timber will eventually become an annual £3-4 million export earner.

BISHOP IN W. SAMOA

ON his first official visit to Western Samoa in June the Anglican Bishop in Polynesia, the Rt. Rev. C. Vockler, was welcomed at a garden party in the Chaplaincy ground. He was also guest of honour at a cocktail party given by the NZ High Commissioner, Mr. J. B. Wright and Mrs. Wright.

Operation Door-knock

DOOR-KNOCK appeals are something new to Papua, and Papuans, but shortly after the president of the Kaugere Progress Association found out from a welfare officer what it was, door-knock was put into operation and £25 collected for the P-NG Red Cross Appeal.

Kaugere is a suburb of Port Moresby, where there are 132 homes tenanted by Papuan public servants.

Eight Papuan collectors between them knocked on every one of the 132 doors on the night of July 11 and came away with an average 3/10 per house, all for a worthy cause.

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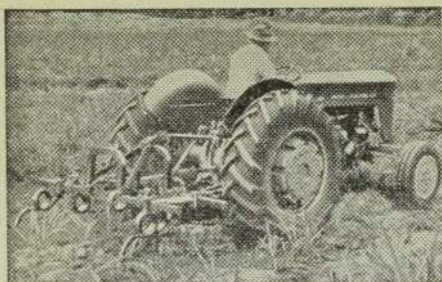
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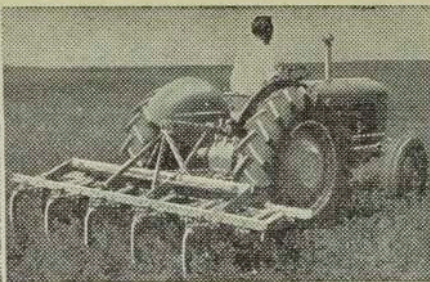
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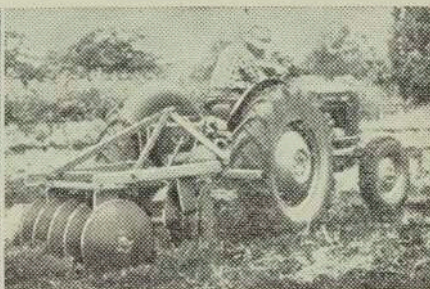


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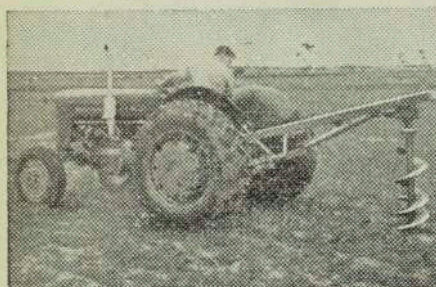


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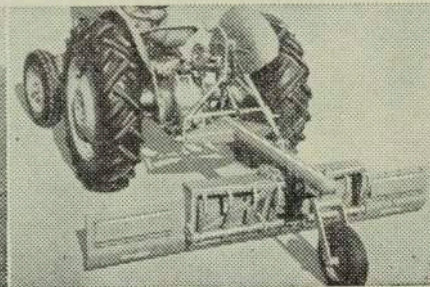
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FROM CANBERRA TO NI "WITH LOVE"

from our Norfolk Island Correspondent

It is the first of the month at Canberra, ACT. In the Territories Department a group of top advisors are seated at a table presided over by the Minister, the Hon. Paul Hasluck, MP. Mr. Hasluck draws to his chair, smiles at his colleagues, and says "Well gentlemen, what shall we give Norfolk Island this month?"

THE above is pure fiction. But looking at the impressive list of hand-outs received by the Norfolk Island Administration since January, 1962, one wonders whether there may be some foundation for such a delightful picture of Government largesse.

In the first five months of 1962 the Federal Government—directly or indirectly—has announced its intention of spending over £60,000 in this territory, as follows:—

JANUARY: The Administrator announced that an amount of £20,000 would be spent on the repair and maintenance of Colonial buildings and other structures of historic interest. The cost would be met by the Australian Government and is included in the estimates of the Department of Territories.

FEBRUARY: Details were given of the sealing of Norfolk's more important roads at a cost of £10,000. The Minister for Territories approved the purchase of a new stone-crushing plant costing £7,000. Tenders would be called on behalf of the Administration for the supply of a road roller costing approximately £3,500. The Minister approved a request by the trustees of Norfolk's Rawson Hall for financial assistance towards decoration and improvements, the Department contributing £1,000. An amount of £479 was paid to the NI Tourist Bureau for reprinting the 1956 Centenary booklet.

MARCH: Mr. Hasluck approved a sum of £1,500 for improvements to the Public School for construction of ablution blocks, drinking fountains, etc. The Minister for the Interior (Mr. Freeth) announced proposals for the establishment, at Norfolk Island, of an Ionospheric Prediction Unit at a cost of £10,000. Following discussions between the visiting experts from the Commonwealth Department of Works and the Norfolk Is. Council on the road-aligning scheme, a further amount of £5,500 was made available.

APRIL: The Administrator advised

the chairman of the Norfolk Island Hospital Board that Mr. Hasluck had approved an increase of £500 per year in subsidy paid to the Hospital, bringing it to £2,000. Hasluck also approved the Administration's meeting the hospital fees incurred by those people in receipt of the Administration's "special allowance". [This refers to those elderly and infirm residents, many without pensions or age benefits, receiving a pittance under the Administration's so-called Distressed Persons Fund—this is one of the seamier aspects of life for the aged in a "tax-free paradise"].

MAY: Mr. Hasluck approved recommendations by the previous

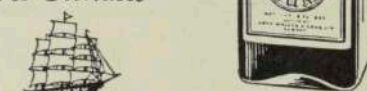
Administrator for further improvements to Norfolk's school and £550 was made available for modern furniture and educational aids. In the same month the Administration announced the purchase of a new autoclave for the Hospital costing £300.

So up to date we have got approximately £12,000 per month from Canberra "to Norfolk with love". Is there any significance in this? Is it part of the Federal Government's plan to win friends and influence people? It must be remembered that Norfolk's Council has repeatedly expressed its determination to strike off the Canberra shackles and set the island free.

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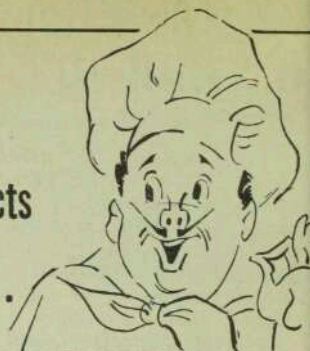
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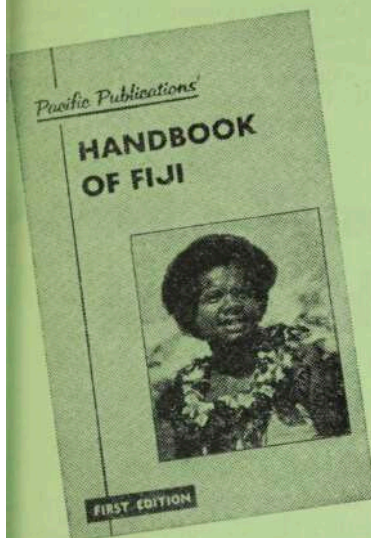
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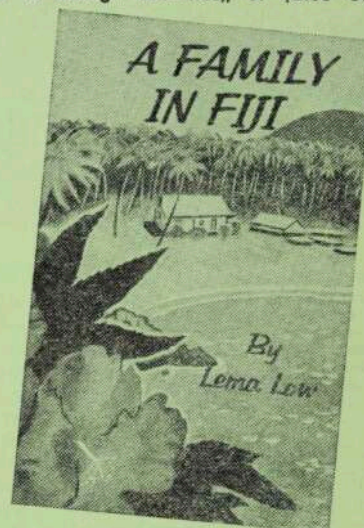
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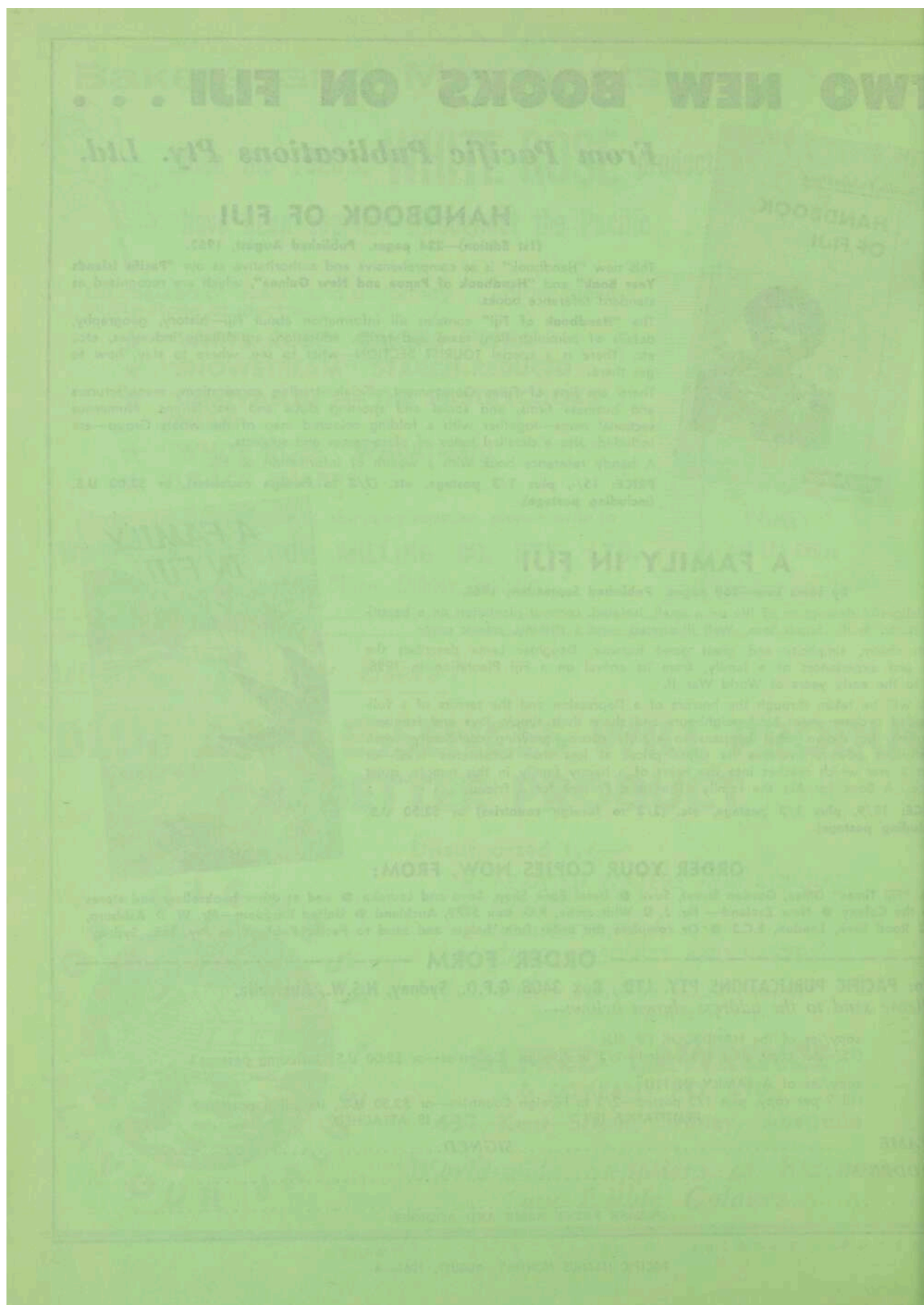
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PACIFIC ISLANDS MONTHLY—AUGUST, 1962—A



● The ocean voyages of the ancient Polynesians have a sacred mysticism for some people but not for the author of this article who shoots-down their theories as incurable romanticism. He ridicules the idea that the Polynesians had some sort of nautical sixth sense; and believes that their voyages were one-way affairs of pure accident. He presents the practical navigator's point of view, based on his 30 years of sailing the Pacific, and cuts right across the prettier theories of other experts who have attributed almost supernatural skills to the old Polynesians.

Polynesian Voyages Were Just Accidents

By Captain Brett Hilder

Polynesian migration to almost every remote island in the wide Pacific cannot be doubted; nor can the belief that the furthest corners of the triangle, Hawaii, New Zealand and Easter Island, were settled by Eastern Polynesians. What is in doubt is whether these long distance voyages were planned or accidental.

A RECENT book by Andrew Sharp, of New Zealand, proves convincingly that all voyages over 300 miles were accidental drifts, either in canoes blown out to sea and unable to regain their home, or canoe-loads of exiles or refugees fleeing from their victorious enemies.

Sharp did not invent this theory, but he restates Captain Cook's own opinion in a very well documented way. (His book, *Ancient Voyagers in the Pacific* is available in the paperback Penguin series).

Sharp debunks all the fanciful and mythical systems of navigation attributed to the Polynesians by their legends and their European admirers. The latter were mostly anthropologists, and not navigators, but unfortunately, one of the authors who dreamed up the most far-fetched systems of navigation for the Polynesians was himself a famous navigator. He was the late Harold Gatty, to whom we are specially indebted for his brilliant *Raft Book*, and his final *Nature is Your Guide*.

Gatty proved himself both as a practical navigator by sea and air,

and as a keen researcher in the history of navigation, and in these respects a worthy successor to Cook himself. But I cannot believe that he could have been quite honest in his propaganda in aid of the misty reaches of Polynesian navigation. The only thing he denied them was a mystical sixth sense of direction. Their uncanny skill, in fact, came from long years of keen observation, study and practice, but with writers who were not navigators, a sixth sense has been invoked to make up for the lack of navigational instruments and techniques.

One of the latest of these writers, Robert C. Suggs, is perhaps the worst in this regard. His work, *The Island Civilisations of Polynesia*, a Mentor paperback of the New American Library, is full and comprehensive, and includes the latest archaeological findings and carbon-dates to the time of publication. It is the best book on that subject since Sir Peter Buck's *Vikings of the Sunrise*, but it contains the most contentious and even ridiculous arguments in different sections.



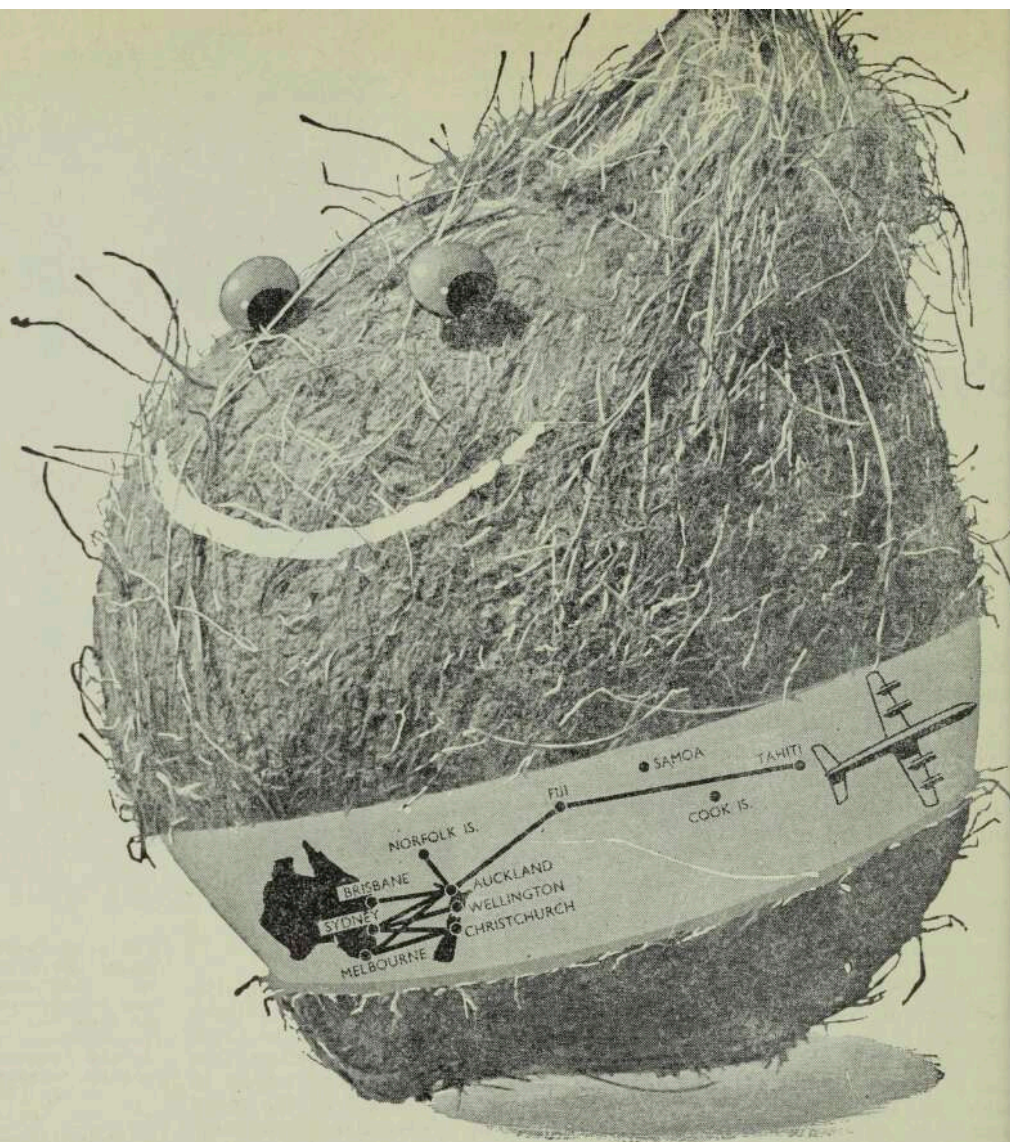
Girls of the Mortlock Islands, a tiny group of islands 120 miles north-east of Bougainville, NG. Their ancestors are believed to have been a blown-away canoe load of Polynesians but there have been later admixtures of New Britain, Manus and Caroline Islands stock. Although geographically in Melanesia, their language, appearance and culture still have strong affinities with Polynesia.

Polynesians Were Melanesians

He states that both the Polynesians and their language developed from the Melanesians, who had come from the South Coast of China, and were settled in their present islands about 1,000 BC. I have always thought that the two races were as different as Africa and China could make them, and I feel sure that Melanesia was settled 10 times as long ago.

But when Suggs comes to his Chapter Seven, dealing with methods of navigation, he really goes into orbit, and I cannot resist the temptation to quote him. In this chapter, which he has the decency to call "Sails and Stars", he writes: "The magnitude of distances covered in settling the islands of New Zealand, Hawaii and Easter Island, represent genuine feats of navigation of the highest rank".

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Again, "the Polynesians appear to stand among the greatest mariners of all human history, their accomplishments in this field making the Vikings, Romans and Phoenicians look rather insignificant by comparison".

Apart from the well-known signs of land being near, the use of birds, practised since the days of Noah, and the ability to steer by the stars, sun and wind, practically nothing is now known of any methods of navigation in Polynesia.

Cook did his best to find out if any methods of navigation existed, but found that voyages were planned only to near-by islands, or chains of islands, and that the limit to good targets was 300 miles. This is reasonable with no navigation except a course to steer by the stars.

Suggs apparently believes that it is possible to get a position from the stars without a chronometer. He says "The Samoans used three-star alignments for positioning". As a matter of fact, the stars alone can give an observer only his latitude, which is his distance from the equator. Longitude is quite a different concept, being measured around the earth either east or west. It had no beginning and no end, until a Prime Meridian was invented, now passing through Greenwich for convenience.

Before the invention of the chronometer, about 1760, the only longitude measurements were made on land. The only longitude at sea was estimated by dead-reckoning from one's point of departure from the land. And dead-reckoning is not good enough for locating distant islands in the Pacific, unless it is allied with a good sextant, and the Arabian method of "Latitude Sailing" is used to locate charted islands.

If the earth were motionless, and the sun rotated around us, as the ancients believed, then the stars would remain fixed above us, and each one would be vertically above some fixed position on earth, constantly.

If we could then use a plumbob on a canoe at sea, we might be able to steer to a position in the open ocean. But the stars are not fixed. They all appear to rotate around the earth just like the sun and the moon, but while the moon takes an average of 49 minutes a day longer than the sun to get around, the stars take four minutes a day less than the sun.

With the aid of a good chronometer we can get our longitude from a star to within two miles, which is an error equal to two seconds of

time. Of course the Polynesians are supposed to have had an accurate "innate sense" of time, but I doubt if they could time the transit of a star in the meridian and compare it with the time of day at Greenwich or some Polynesian Meridian.

After mentioning canoes and stars, Suggs admits:—"unfortunately, the actual navigation techniques are little known although much speculation has been expended on them". And this, he says, had led some theorists to hypothesize that "precise methods never existed—which is a rather wilful assumption at least".

The fact that neither the Polynesians nor their admirers have been able to invent any suitable precise methods for their navigation makes Suggs' assumptions even more wilful. When it is suggested to him that the Polynesian discoveries were accidental, he replies that all exploratory voyages were.

This ignores the fact that Cook, for example, kept track of where he was at all times, so that he could fix the positions of his discoveries on the chart for others to follow, and also so that he could get safely home again. The Polynesian settlers, whether exiles or castaways, were

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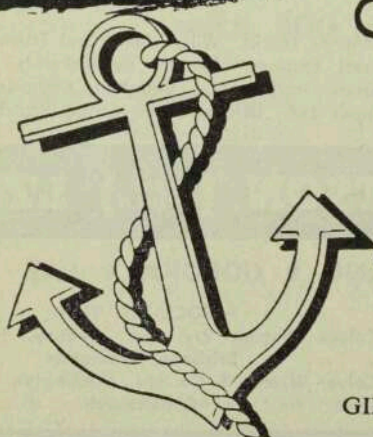
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POLYNESIAN VOYAGES WERE ACCIDENTS

(Continued from page 69)

content to find some island to live on, without worrying about getting home.

When Cook and other explorers landed on Pacific islands, they often found castaways from distant islands. Although these people knew the land they had come from, they had very wrong ideas about its direction. These accidental drift voyages, and some cases of exiles, are still taking place in the Pacific.

After making a list of drift voyages known to me, I was surprised to see how many of them were to the south, or the east, despite the SE Trade Wind. By studying the details of the drifts, it appears that most of them have been caused by westerly squalls during the monsoon, in which all sense of direction and position were lost. These drifts suggest how the Polynesians were spread from west to east, contrary to the Trades and the regular ocean currents.

Drift Voyages

Quite a number of these drifts have been over 1,000 miles, and the longest in the list was one from the Marshalls to the New Hebrides in 1950. A cutter set out from Namu Atoll to visit Atinolap, a distance of 30 miles or eight hours. Owing to a series of storms they missed their target, then missed locating Bikini, missed Kusaie, and after the captain died, hoped to drift to the Philippines. After a total drift of 105 days they reached Epi in the centre of the New Hebrides, without sighting any land until then. Their probable track was 7,600 miles, at an average speed of 1½ knots.

Other interesting drifts were:—

1950—Seven men in outrigger left Pulau Siau for the Celebes. They were rescued near Guam, a drift of 1,300 miles, NE by E.

1908—Drift from Palau to the Mortlocks, NG, 1,500 miles to the SE.

1947—Five men set out from Salebabu, Sangir Group, to visit Morotai; 2½ months later they were wrecked on a reef in the Witu Group, New Guinea, having subsisted on floating coconuts, flying-fish, rain and salt water. Their mean drift was 1,500 miles to the ESE.

1958 and 1959—In two successive years canoes were blown from the Laughlans to the Solomons, mean drift 200 miles, ENE.

1820—As recorded by Captain Beechey, RN, three canoes sailed

from Anaa to Tahiti via Maitai Island. Owing to sudden westerlies they were dispersed, two canoes went missing, the third reached a point in the Tuamotus 540 miles from Maitai and 420 miles SE of their starting point.

1911—Mountford, when visiting Lord Howe Atoll, met 11 natives from New Ireland who had drifted there in a canoe. Drift 400 miles, ESE.

1860—Gill met a numerous family on Mangaia in the Cooks who had drifted from Fakaofu via Nassau and Palmerston, a distance of 1,250 miles to the SE.

In 1955-56 the schooner *Arikarimoo* drifted from Tarawa in the Gilberts to the SW side of Guadalcanal in the Solomons, where she was wrecked on Poole Reef. They had sighted a glimpse of land only the day before.

There drifts and others show that despite the SE Trades which blow most of the year, and the current which flows with them to NW, a lot of drifts have taken place to the South and East. Many other drifts have been with the SE Trades, but they are taken as a matter of course.

I think that a lot of the Polynesian outliers of the Solomons, including Ontong Java, Rennell and Sikiana, have legends of people arriving from the East. A lot of the natives of Sikiana have a Micronesian strain, suggesting that numbers of castaways have arrived from the Gilberts.

These accidental voyages are quite sufficient to explain the spread of the Polynesians in the Pacific, but there

have also been some fairly large raiding parties in fleets of war canoes which never returned to their home islands. Some of these established settlements like Futuna in the New Hebrides and Uvea in the Loyalties, and no doubt in many other islands in Melanesia as well.

Turn Right at Venus

Finally we have the legendary discovery of New Zealand by a canoe of men blown away while out fishing. This was over 2,000 miles, SW. The subsequent sailing directions given to the navigators of the Fleet which colonised New Zealand, attributed to Kupe the discoverer, were obtained by Sir Peter Buck from three different Maori legends. They are given here in their order of increasing uselessness:—

(a) Steer to the right of the setting sun, moon or Venus on the Orongonui of Tatau-uruora (November 28);

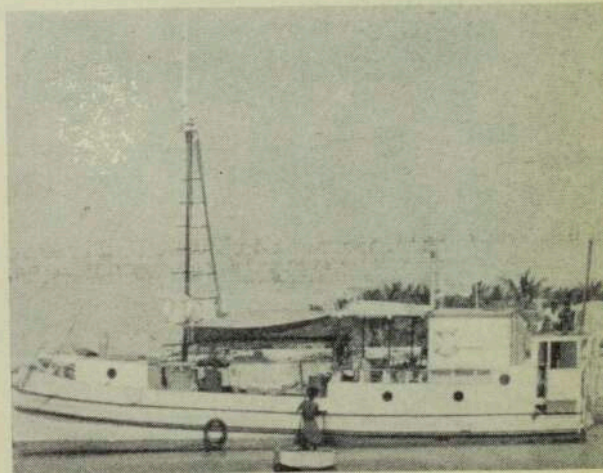
(b) Steer to the left of the setting sun; or

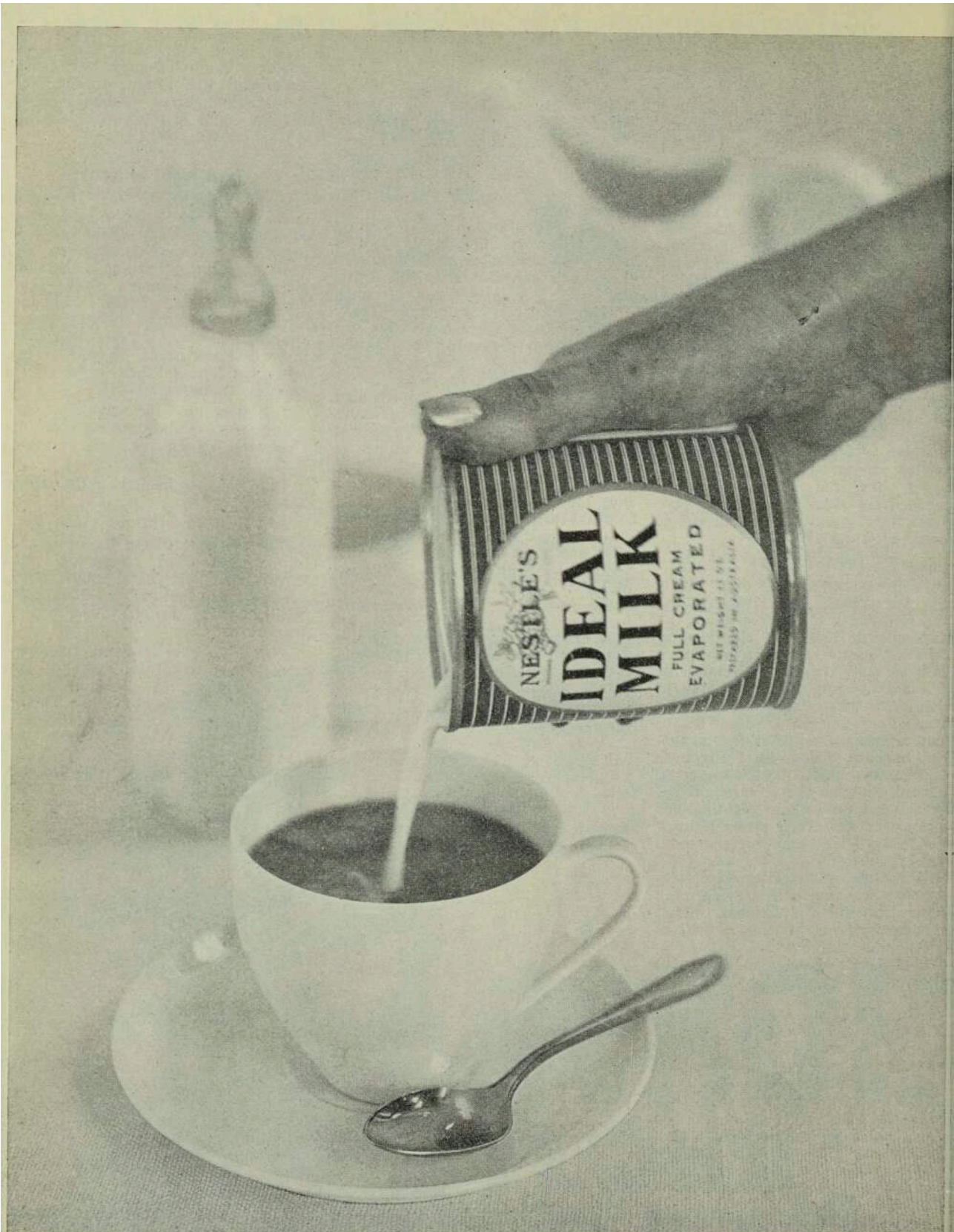
(c) Steer towards the rising sun.

The evidence of the legends rather shows that their navigation must have been accidental, but Suggs credits even the modern Polynesian with mystical powers. He says in his book:

"In 1958 we returned from the Marquesas to Tahiti aboard the *Tiare Taporo*, a Tahitian copra schooner captained by Louis Tapoto, also Tahitian, and one of the most able captains in all of Polynesia. We ran into a cyclonic storm shortly after the Marquesas had slipped over the horizon, and stayed in the middle of that perturbation for three days, during which time the wind boxed the compass roughly every four hours

One of the most famous modern drift voyages was that of this Gilbertese vessel, "*Arikarimoo*". Her engines failed on December 28, 1955, after leaving Tarawa on the short voyage to Maiana; 64 days and 1,000 miles later she appeared off the southern coast of Guadalcanal, BSIP.





and neither sun nor stars could be seen to take a fix of our location.

"We were running straight for the northeastern side of the treacherous Tuamotu Islands, which have never been satisfactorily mapped even to this day, and I frankly admit that by the third day I had visions of our ending up on a lonely atoll reef, spilling our overload of copra and passengers onto the rough coral.

"With only the compass and his own knowledge, Captain Louis sailed onward, however, and spent a couple of hours in the cabin the night before we were to make landfall, calculating and thinking. He emerged and said without fanfare, 'Seven o'clock tomorrow morning we'll be at the pass at Takaroa'.

"At ten minutes to seven Takaroa was not to be seen, although a lookout was in the crow's nest. At seven o'clock, still no Takaroa, but plenty of fog. At ten after seven, 'Era te fenua O Takaroa pa'i' (There's the land, it's Takaroa) sang out the lookout, and there we were, a mile off shore . . ."

Cyclones have the power to carry vessels along their own track, in spite of the vessels being headed in other directions most of the time. The distance has amounted to 100 miles a day and if the mariner has no sight of sun, stars or land during three days, he can be 300 miles out in his most careful reckoning.

In the areas just south of the equator, the average set of the ocean current is about one knot to the WNW. It may be reasonably steady in the open ocean, but near chains of islands it varies in speed and direction every day and night.

This current can be estimated from many years of observations in each area, but it can only be checked in the open sea by astronomical sights. In one night, a vessel can be carried 30 miles to the westward at times, and often 10 or 12 miles off-course. It must be remembered that the low coral islands are only visible at about 10 miles from the mast of a canoe.

These invisible ocean currents are the main difficulty in dead-reckoning navigation. Every sailor can allow reasonably well for the leeway due to the wind, while any tidal currents, changing every six hours, tend to cancel each other out. Even without a compass a reasonably good course can be steered by sun, stars and wind, except in stormy or overcast weather.

But to steer a good course is not sufficient to get to a target 100 miles away, if it is a low coral islet,

let alone voyages of up to 2,000 miles.

Although Suggs allows the Polynesians a full mastery of details of all ocean currents, even in areas in which they have not lived, he does not mention Gatty's theory of getting positions from overhead stars, but just attributes unknown methods of precise navigation to the Polynesians of 2,000 years ago.

With all our knowledge of navigation, including that inherited from the ancient Phoenicians and Arabs, we cannot conceive any precise methods without a sextant of some sort, and a constantly corrected chronometer.

Gatty's method of using overhead

stars to locate an island can be illustrated by an example. The main island of Hawaii has the star Arcturus (a Bootis) passing directly over it once in every 24 hours. It will be observed to do this for only six months of the year, as the other transits will take place in the hours of daylight.

If we pick the time of year when Arcturus is over Hawaii at midnight exactly, it would also pass over Mexico the same night at one minute past midnight, and later over Hainan, China, at one minute to midnight local time. Could the Polynesians' "innate sense of time" been good enough to judge time with this accuracy?

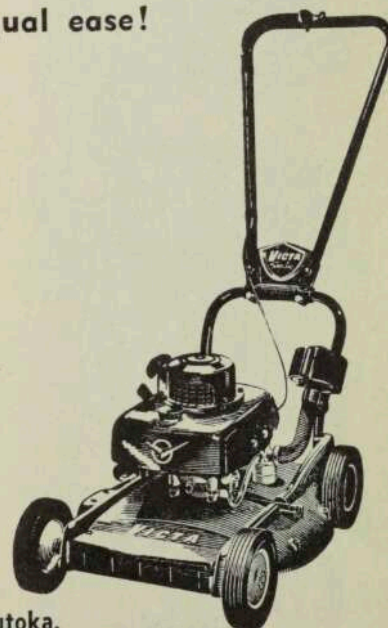
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SE-104

The absurdity is even more apparent when the sun is used. From May 16-23, and again from July 21-28, the sun passes directly over Hawaii. Between those two periods it passes further north. So in May and in July we have a week when the sun is over the island, and the local time will be noon, of course.

To anyone south of Hawaii, the sun will bear due north at noon, as it crosses the observer's meridian. At Tahiti this will occur 24 minutes before it is noon at Hawaii, and other observers in different parts of the ocean will have different differences of time, depending only upon their longitude.

But how would they ever estimate this difference, without radio communication with Hawaii, or without a chronometer corrected to Greenwich or some other standard time?

I agree with Suggs that a migratory people may lose many of their ancient skills when settled for a long period in one place, as most of them lost the art of pottery. But Suggs' final threat to disbelievers in Polynesian navigation is that when the archaeologists have got the earliest dates of settlement on Pacific islands, the resultant timetable of migrations will prove that they must have had precise methods of navigation. Unfortunately this will still not show us what methods they had, which we can't conceive; nor will it prove that migrations were the result of intentional navigation and not drift voyages in different directions.



Mr. and Mrs. Philip Coombs.

Migrant Couple For Norfolk

From a Norfolk Island Correspondent

A TV travelogue showing some scenes of Norfolk Island, and a copy of the *Pacific Islands Monthly*, were the two main factors which persuaded Mr. and Mrs. Philip Coombs to leave their home at Harrow, England, and travel 13,000 miles around the world to settle on Norfolk Island.

MR. and Mrs. Coombs were planning to live in South Africa after Mr. Coombs retired from the Admiralty—they have a son and daughter both living in Africa—but after seeing the film on Norfolk, presented by BBC telecaster Alan Whicker, who had been there, they decided to find out more about the island. Mr. Coombs could not get much information from Australia House but was advised to write to the Department of Territories in Canberra. However, the Australia House librarian did have a copy of *PIM*, which gave an account of recent Norfolk Island Council activities.

So Mr. Coombs wrote to two Norfolk councillors, Mr. F. J. Needham and Mr. W. S. Newbald who willingly replied giving much useful information. In the meantime, the Department of Territories had forwarded Mrs. Coombs' enquiries to the Administrator of Norfolk, who also replied.

After some coloured slides of the island had been sent to Mr. and Mrs. Coombs they decided finally to take the big step of leaving England to live on Norfolk. They embarked in the *Arcadia* last March, travelled across Australia from Fremantle, and boarded a plane which landed them at their goal on April 23.

Mr. and Mrs. Coombs are only two of a number of English retired couples who have arrived at Norfolk during the past year. More are expected. Since arriving, the Coombs have said they are well satisfied with the results of their decision made over a television screen "back home".

"As complete strangers we have never felt ill at ease but have been courteously greeted by all," said Mr. Coombs. "Our home at Duncombe Bay fits in with our hopes of an island retreat."

Their new home will be named "Crutched Friars" after an historical part of the City of London.

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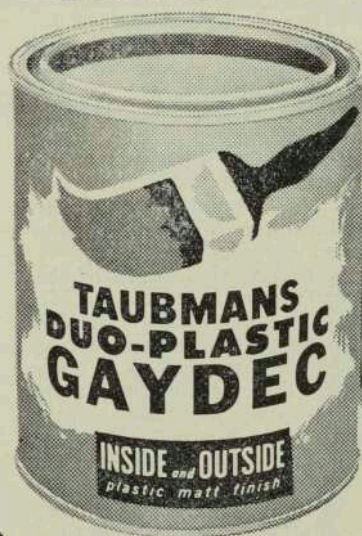
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MAGAZINE SECTION

When The First Mail Came To Pitcairn, It Was . . .

A Red Letter Day For The Last "Bounty" Mutineer

BY ROBERT LANGDON

Since 1941, when Sir Harry Luke, then the Governor of Fiji, sent Mr. H. E. Maude to Pitcairn Island to establish the island's first post office, Pitcairn has done a thriving trade in the sale of postage stamps.

Stamp collectors all over the world write to Pitcairn for its stamps, which provide the island with its only source of Government revenue. (Pitcairners themselves sell curios and baskets to passengers aboard passing ships and make money that way).

MANY of the stamps so far issued have had motifs inspired by events in the island's history. But the authorities have yet to issue a stamp to commemorate one of the most moving incidents in Pitcairn history—the arrival of Pitcairn's first mail boat.

This event, which I recently found recorded in the *Calcutta Journal* for July 20, 1819, took place on January 18, 1819, when Captain James Henderson, of the merchant ship *Hercules*, delivered a letter to John Adams.

Adams was the last of the nine *Bounty* mutineers who settled on Pitcairn in 1790 with six Polynesian men and 12 women.

The letter was from Adams' brother Jonathan, a London waterman, whom the mutineer had not seen for 32 years. Adams had been on Pitcairn for 30 years.

Captain Henderson's ship was only the fifth to visit Pitcairn since the arrival of the mutineers—the others being the American sealer *Topaz* in 1808, HMS *Briton* and HMS *Tagus* in 1814, and the American whaler *Sultan* in 1817.

The visit of the *Hercules* was a direct result of the visits of the *Briton* and *Tagus*, and was due to the interest in the Pitcairn community of the Admiralty Secretary, Sir John Barrow, who published the first full-length account of the *Bounty* mutiny in 1831.

Following the visits of the *Briton* and *Tagus*, Barrow wrote an article for the *Quarterly Review* in which he urged his countrymen to help the

Pitcairners by sending out tools, agricultural implements, seeds, books and writing materials, plus a zealous missionary and "a few persons capable of teaching the useful trades and professions".

"On Pitcairn's Island," Barrow wrote, "there are better materials to work upon than missionaries have yet been so fortunate as to meet with, and the best results may reasonably be expected."



Pitcairn Island Post Office.

Not surprisingly, it was not long before Barrow's article came to the attention of the London Missionary Society, which looked around for a missionary to go to Pitcairn.

But no suitable person could immediately be found, so the society had to content itself with sending a box of religious books to John Adams.

The box of books, plus a letter from Adams' brother, who had been found working as a waterman for the London Assurance Company at Wapping, were eventually handed to Captain Henderson, of the *Hercules*, for delivery.

It is not clear from the records whether Captain Henderson received these articles in England or in India. But it is known that they were delivered at Pitcairn while the *Hercules* was on a trading voyage from Valparaiso to Calcutta.

It was on this voyage that Captain Henderson gained a minor place in the hall of fame, for on the day before he arrived at Pitcairn he discovered an uninhabited island which is now known as Henderson Island. (This island is the source of the miro wood from which the Pitcairners now make many of the curios to sell to passengers in passing ships).

Writing of his visit to Pitcairn, Captain Henderson said: "On getting within two or three miles of the shore, we observed a boat coming off, which was very small, being one given them by an American that had touched at the island about 18 months before."

(Over)

Yesterday

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

The war continued on all fronts. In the Solomons there was a great battle for the possession of Tulagi with powerful American and Australian naval and air forces engaged. The attack by the Allies had begun on August 7.

Fiji was suffering "great inconvenience" at the shortage of silver coins due to the demands of troops. Banks would allow customers to draw only £2 worth at a time, and some traders were using postage stamps in lieu of small change. In June the Government eased the problem by printing notes of 1/- and 2/- denominations—which were legal tender up to £2. The build-up of the defence forces in Fiji had also created a labour shortage.

This issue had two columns on the last hours of Burns Philp's 4,500-ton "Macdhui," sunk by Japanese bombing in Port Moresby harbour on June 18, with the death of 10. The ship was hit on two successive days. The bones of the "Macdhui" can still be seen in the harbour 20 years later.

Three deaths of people of interest in the Pacific were reported. In Tahiti the death had occurred of Punuarili Tate, who was of the royal blood of Opoa and was a direct descendant of Tautu, paramount High Chief of Tahaa; in Rarotonga of Mrs. Betty Morel, of Vaitu Plantation, who had not left her plantation for over 20 years, except once to sign a renewal of her lease. Captain William Hamilton Cuthbert died in Suva at the age of 88. He had gone to Fiji 73 years previously.

Fiji's new Governor — Major General Sir Philip Mitchell — took up his post in mid-July, succeeding Sir Harry Luke.

Pitcairn Postmaster, R. P. Clark, reported a near-tragedy during a stormy night after the boats had come back from meeting a steamer. One boat capsized on the rocks; Curtis Christian had one of his legs broken in two places, two men were nearly drowned, and another had an injured hip.

In New Caledonia, because of the enormous increase in road accidents, it was necessary for the American Headquarters there to issue urgent warnings to civilians, particularly those who rode bikes, to stay clear of Allied vehicles.

"On approaching us the first thing they asked was whether we were a man-of-war or a merchantman, American or English.

"On being answered that we were a trading ship under British colours from India, they came on board, nine in number and all young men.

"After breakfast I went on shore at 7 a.m. and was received by old Mr. Adams and all the other inhabitants of the island; but not before the islanders that were in the boat with me had given a shout or cry peculiar to themselves to signify my being a friend.

"I delivered to Adams the box of books from the Missionary Society of London and a letter from Adams' brother, who is still living at Wapping in London.

"I read this letter to him, giving him a description of his family, mentioning the death of one sister and the prosperity of another.

"This affected him much and he often repeated that he never expected to see this day, or, indeed, one of his countrymen more."

Captain Henderson said he was then led up the rocks to the village where Adams, who was 57, told him the story of the mutiny of 30 years before.

Later, Adams wrote a letter to his brother in which he was moved to say:

"I this day have the greatest pleasure in my life since I left my native country, that is of receiving your letter dated October 13, 1817.

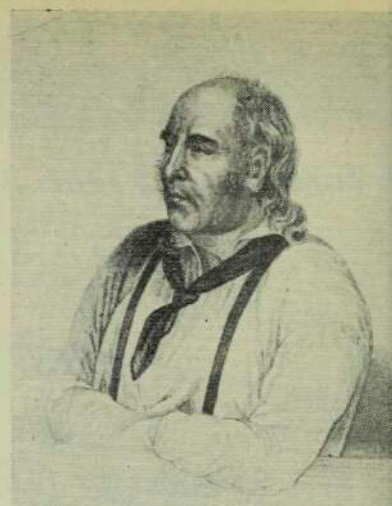
"I have now lived on this island 30 years and have a wife and four children, and considering the occasion that brought me here, it is not likely I shall ever leave this place.

"I enjoy good health, and except the wound which I received from one of the Otaheitans when they quarrelled with us, I have not had a day's sickness.

"I understand it is the intention of the Missionary Society of London to send a person here to instruct us in the Christian Religion; I can only say I have done everything in my power to instruct them in the path to Heaven, and, thank God, we live comfortably and happy and not a single quarrel has taken place these 18 years . . ."

Captain Henderson said that as Adams' sight was failing, he gave him the glass of his sextant to use as a reading glass.

He also gave the islanders a pitch pot, one or two spades, a saw, and a few knives, forks, plates and pairs of shoes. But he could not supply them with the things they needed



John Adams, the last surviving "Bounty" mutineer on Pitcairn, who received the island's first mail in 1819.

most—agricultural implements, tools and cooking utensils.

However, soon after he arrived in Calcutta in April, 1819, Captain Henderson took it on himself to start a fund to aid the Pitcairners.

The fund at first was not much of a success, but after some Press publicity, including an excellent article by Captain Henderson himself, the contributions flowed in liberally.

On July 13, 1819, the *Calcutta Journal* reported that 3,000 rupees had already been spent on supplies and that many other items had been provided.

The *Calcutta Journal* added that Captain Henderson had undertaken to deliver these gifts to Pitcairn on his next voyage to Chile.

Although no record of Captain Henderson's second visit to Pitcairn appears to have come to light, there is an interesting relic of the visit in the Public Record Office, London.

This is a logbook of the *Bounty* covering the period from November 3, 1787, to July 17, 1788, which John Adams gave to Henderson, and which Henderson gave to a British naval officer in Valparaiso, who presented it to the Admiralty in 1827.

The logbook (a transcript of which is in the Mitchell Library, Sydney) contains no information of value to students of the *Bounty* mutiny as it is merely a copy of nautical directions from the official log, with observations on the crew's duties.

But it is interesting because the internal evidence suggests that it was kept by Fletcher Christian, of whom no other personal relics of his voyage in the *Bounty* are known to have survived.

MORE ABOUT THE VATU VARA TREASURE

The mysterious treasure of Vatu Vara, or Hat Island, in the Lau Group of Fiji, has been of recurring interest for generations—without anyone getting to the truth of it. Captain S. B. Brown had something to say about it in May "PIM" and now Mr. H. Sabben contributes the following article.

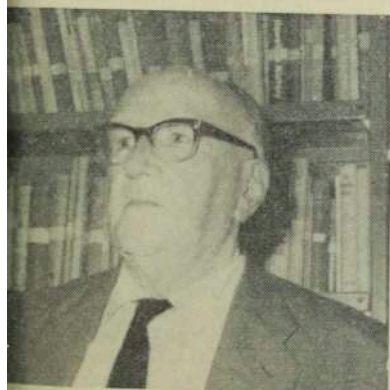
Mr. Sabben is now living in retirement in Sydney but was formerly a well-known resident of Fiji. He actually knew the alleged owner of the treasure, Joe Thompson, and his story seems more nearly authentic than most of the others—with the exception of Thompson's having come off a sandalwood ship. Thompson seems to have landed in Fiji half a century too late for this—the sandalwood trade in Fiji lasted only 10 years, from about 1805, but there may, of course, have been sporadic trading in the valuable wood much later than this. This is Mr. Sabben's story:

I FIRST met Joe Thompson in 1906, when I landed on the island with his government food ration. He was of medium height, about 11 stone, 75 years of age, and a man of few words.

The Fiji Government vessel HMCS *Canadi*, while on lighthouse inspection, called in at Vatu Vara and delivered Thompson's rations once every two months. On each occasion I met the ship's boat at the beach and signed a receipt for rations. This procedure continued until 1909.

In that year, on one of these visits, the boat took the goods ashore, but there was no Thompson to take delivery.

(Continued on page 98)



Mr. H. Sabben.



Tanya Whiteside, 4, a great grand-daughter of Mrs. Alma Wright holds a camp shoe.

Photo: S. A. Whippy

SUVA TELLS A STORY OF THE SHOES

From Dorothea Baxter, in Suva

This might be called the tale of the shoes, for in each case, shoes were the inspiration for what came afterwards.

LAURA HOLLIS was six, and being quite a young imp, had been put in the front row of her class so that her teacher could keep a close eye on her at her school in the village of Thorpe St. Andrew's, two miles out of Norwich, England. The year was 1881. Naturally it was quite an event when the teacher's uncle, from faraway China, arrived to speak to the children. As he began his talk, Rev. J. (later Bishop) Hoare placed a tiny pair of exquisitely embroidered satin shoes on the desk in front of Laura Hollis, and though they were slightly mud-spattered, Laura decided, there and then, to have them—for her doll.

However, by the time Mr. Hoare had finished his talk, Laura had made a different decision.

"Who do you think wore these shoes?" the missionary asked, holding them up before the class.

"A dolly!" Laura was quick with her reply.

But Mr. Hoare explained that, instead of a child's doll, the shoes belonged to an old lady of 65 who had worn them on her bound feet. On becoming a Christian, the woman had presented the shoes to the missionary. He told the English children that it was one of his problems in China at that time to dissuade mothers from binding their

daughters' feet and he needed Englishwomen to go out and help him.

"I decided that day that as soon as I was old enough, I'd go and help him, and I've never regretted it," Miss Hollis ("Hollie" to all her friends) said recently.

Now 85, but always busy, Miss Hollis shares a flat in Gordon St., Suva, with another ex-missionary, New Zealander Miss Margaret Jennings, who was a teacher in Otago before she left for Canton in 1923.

When she arrived in Kowloon in 1903, Miss Hollis said, daughters of the richer Chinese families were not allowed to go out of doors, so pupils at the Church Missionary Society's school comprised mainly rescued children from the streets.

"At times our orphanage was far too full but we never liked to refuse a child," Miss Hollis said.

Parents who sent their daughters to day schools run in connection with the orphanage felt the school should pay them for allowing their daughters to go there, but Miss Hollis said she always refused to accept this view, although at one time it meant a temporary fall-off in school attendances.

"The previous superintendent had been paying the mothers a dollar for

each child to come to school, and when I refused, the school went down tremendously, but after a while they realised the benefit of education."

Eventually, Miss Hollis said, she had 16 day schools operating, and when the Japanese arrived in 1942, there were about 2,300 pupils. When other women were evacuated Miss Hollis stayed behind as interpreter at Kowloon Hospital.

She does not have much to say of her years in Stanley Camp except that she used to look after some of the children of mothers who had to work in the camp.

On medical advice, she went to Australia at war's end instead of home to England, and met some "of the kindest people in the world", members of the Australian Church Missionary Society.

After two years in Australia, Miss Hollis rejoined her old friend Miss Jennings who had gone to Fiji to take charge of the Chinese school in Suva.

And until 1959—she was then 82—Miss Hollis coached Chinese boys at home.

"I thought I was getting too slow for them then so I stopped," she admits with a twinkle.

She now restricts her activities mainly to work for the British and Foreign Bible Society, raising an appreciable sum with some bewitching knitted animals as well as other knitting and crochet work.

In all her years in China Miss Hollis never met Miss Gladys Aylward, "the small woman" who has now become famous through book and film.

"She was always in the north and I was always in the south," explained Miss Hollis, adding that she understood Miss Aylward was now back in Kowloon, running at least one orphanage, with the help of a younger woman.

ANOTHER set of tiny Chinese satin slippers figures in the touching story of the late Mrs. Mary Wright's unusual memorial to her daughter Alma, who in 1890 at the age of two, fell into a creek at Korovatu, Vanua Levu, and drowned.

Alma was Mrs. Wright's only daughter—she had five boys afterwards—and at her birth, a family friend presented her with a china lamp in the shape of a rose-trimmed shoe filled with gold coins.

When Alma died, her mother, inspired by the shoe-lamp, began collecting other shoes. As friends heard of the collection, they would send her shoes from all parts of the world, wherever they might be touring.

By the time Mrs. Wright died in 1958, the collection had grown into hundreds of "shoes". Some were pincushions in the shape of shoes, others were ornaments, and others

such as the Chinese slippers, have been included because of national or historical interest.

Among the most interesting are the "wartime" shoes (of World War I): A large wooden sabot said to have been worn by an English prisoner returning from Germany, France "with rags as socks", and the clay "shoes" (they are real pipes) moulded and carved by Turkish prisoners of war.

Most delicately carved is the miniature regimental boot sent from Palestine in 1917 by one of Mrs. Wright's sons, "Matey", who now lives at Nasese.

Sport is also represented in the collection, from the one inch long shoes attached to roller skates with wheels that really do turn, to skates to miniature football boots and black slipper from the doll that was the mascot of the Imperial Football team.



HE JUMPS FOR THE FUN OF IT

A parachuting bank clerk has hopes of establishing a parachute club in Port Moresby.

HE is Commonwealth Bank employee Bill Mitchell who chose Apex Fair week-end recently to visit Rabaul and make a 3,000 ft bailout to give a fillip to Bismarck Archipelago and Bougainville Aero Club.

The jump was Mitchell's 14th and his hardest landing, he said. At a height of several hundred feet above Rabaul's Lakunai airport he was caught in an air current and drifted the length of the field before landing.

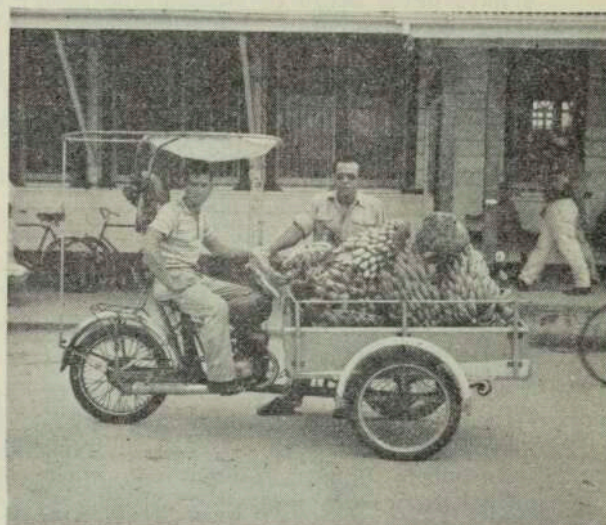
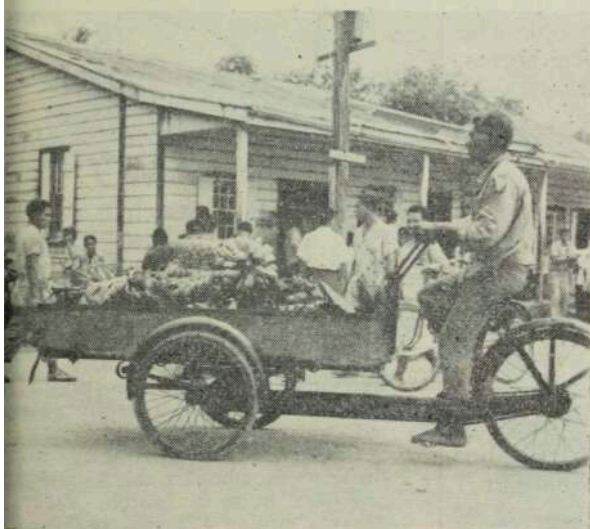
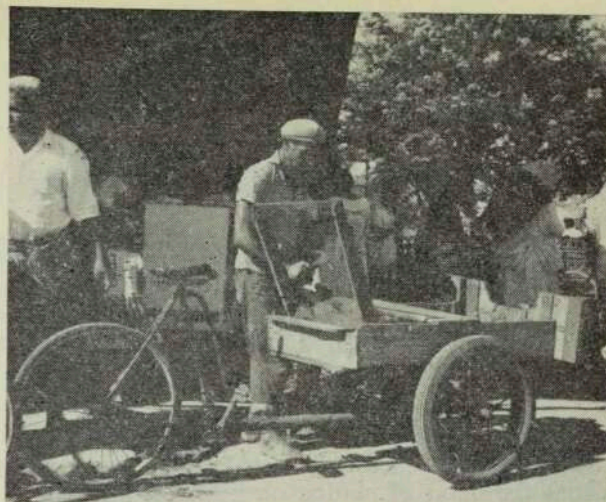
Licensed private pilot Howard Dennis flew Mitchell to Rabaul in a Cessna 170 which the local club hopes to be able to purchase as a trainer.

Both jumper and pilot are officers of the Papua Aero Club operating from Port Moresby, where Mitchell hopes to start a parachute club. He already has some prospective members.



ABOVE: Bailing out is Bill Mitchell's sport. He hopes others will take up the same hobby.

LEFT: Silhouetted above the Mother's slopes, Mitchell comes in for a heavy landing at Rabaul.



It's A Way They Have In Nukualofa

Bicycles built for two—or even more—are commonplace in Tonga. The bother of getting the food home from Saturday street-side markets (top left) probably started it; and Takapuna (top right), was the man to do something about it. This was the tricycle he made for his own use in 1952. The idea caught on (centre left), and some of the Big Firms in Nukualofa ordered these transport tricycles from Holland. Tongan ingenuity got to work once again and (centre right), Sese Tautau'a, seen standing, came up with a combination motor-cycle/push trike, that took all the leg work out of this form of transportation. Finally (lower left), the ultimate refinement—the motor-tricycle taxi cab with the scallops (if not the fringe), on top. They are loved by tourists and local people alike.

Photo: Tulua Bros.

Advice From The Heart: Don't Do Your Dough On The Nags!

Afele P. Paea, a Niue islander now living in New Zealand, feels that it is his duty to warn other Niue islanders planning to visit, or to live in New Zealand, of a big trap that awaits them. Horse racing! And he should know. He was once caught in the trap himself.

In a letter to the *Niue Newsletter* Afele advises that: "Since many of you are intending to come to New Zealand for a holiday or to settle, I wish to tell you to try and stay away from the habit of betting on horses.

"I have never heard of anyone who didn't work but live on winnings of horse betting, but I have read about people who robbed big sums of money and lose them all on betting horses, and some who lose all their weekly earnings in race courses.

"It won't do you any good at all, I assure you. A friend may pester you to have just one bet for fun, then for the fun of it, you may say 'I'll have just one bet'. And after all, you'll win a large sum of money. That's the trick in it. You may win on your first, second and third try, and you think you'll make a lot of money out of it, but little did you know that you're getting deeply involved in this horse betting habit! Once you're in this habit you'll never think of getting out of it.

"Please take my advice.

"I learned a jolly good lesson from horses. I was involved for about two years in this money losing game, and spent about an average of £5 a week on nothing else but betting on those animals. To tell you the truth, whatever I won during my horse betting days wasn't even 25 per cent. of what I lost. I managed to wriggle out of it. Now I'm in the clear as far as horse betting is concerned.

"You can take my advice. The only way to make money is to work hard and sweat yourself for it—and that is what you call 'clean money'."



A Brett Hilder Profile



LAE'S HUMAN DYNAMO

Mrs. Mary Strachan of Lae, New Guinea, is one of the human dynamo's of high metabolism who thrive on work.

SOME women thrive and bloom in the hot-house climate of Territory, despite the loss of perspiration, while others are enervated.

But I suspect that Mary would thrive even amongst the Eskimos. She was born in March, 1917, Mary Caroline O'Brien, in Temora, NSW, one of a large family.

She won a teacher's scholarship at the end of her high school course, did one year at Sydney University and then switched to nursing at the Royal Alexandra Hospital, Sydney.

She then nursed in Queensland, NSW, Victoria and the Northern Territory. After the war she gave up nursing and started a dressmaking business in Sydney. In June, 1947, she married Arthur Strachan, as he was demobilised from the Royal Australian Air Force.

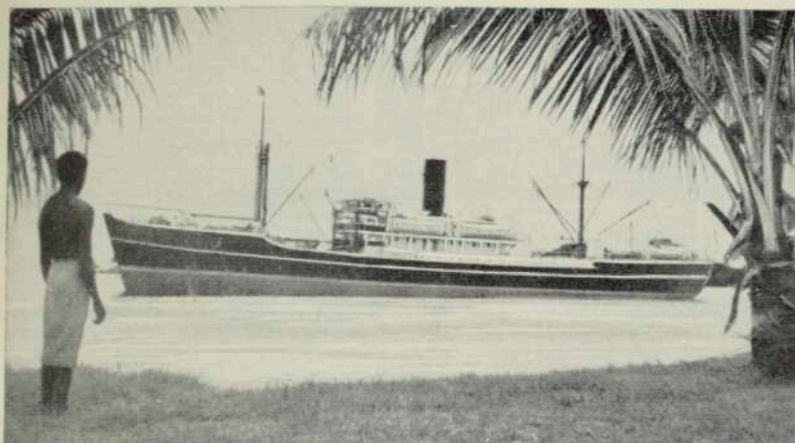
son Anthony, was born in Sydney. In March, 1949, the family transferred to Lae, where Arthur was employed by Bulolo Gold Dredging Ltd. He later transferred to Butcher Philip at Lae, where he is the shipping manager. Two sons, Timothy and Garth, were born in Lae. In 1950, Mary opened a women's dress shop.

Apart from her family and business activities, her main interests are in the Red Cross, the Dramatic Society and floral art.—Brett Hilder

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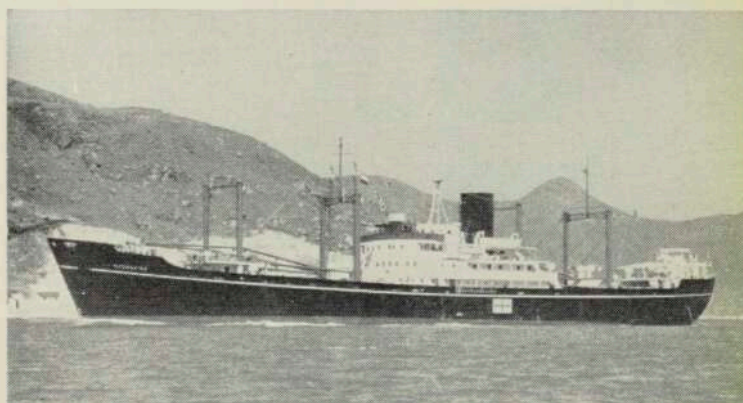
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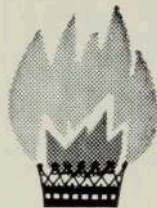
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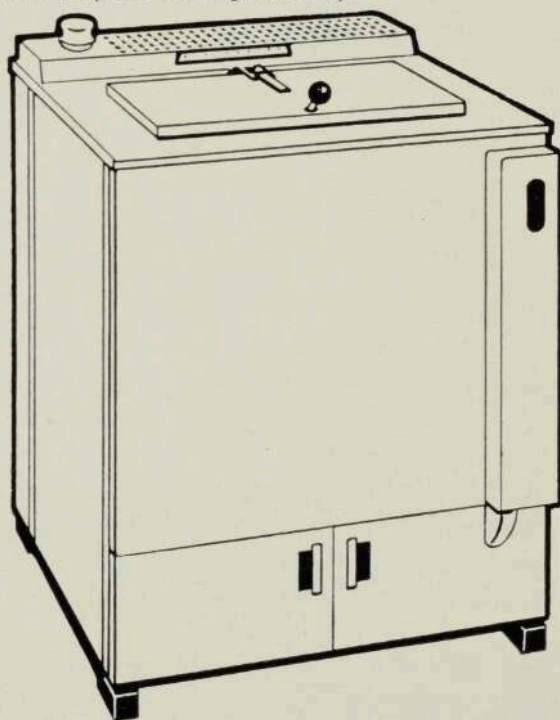
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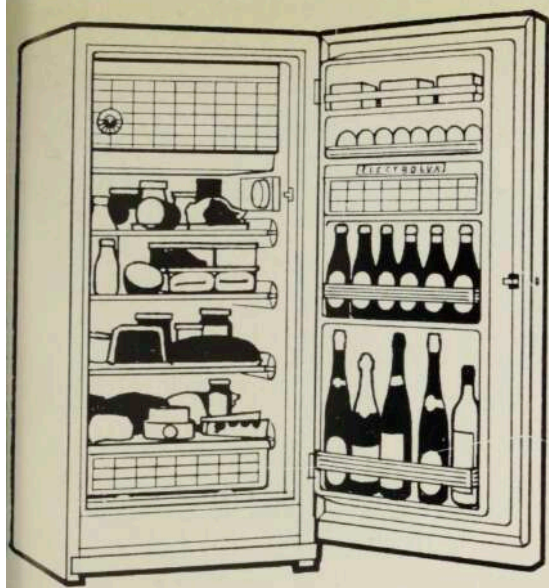


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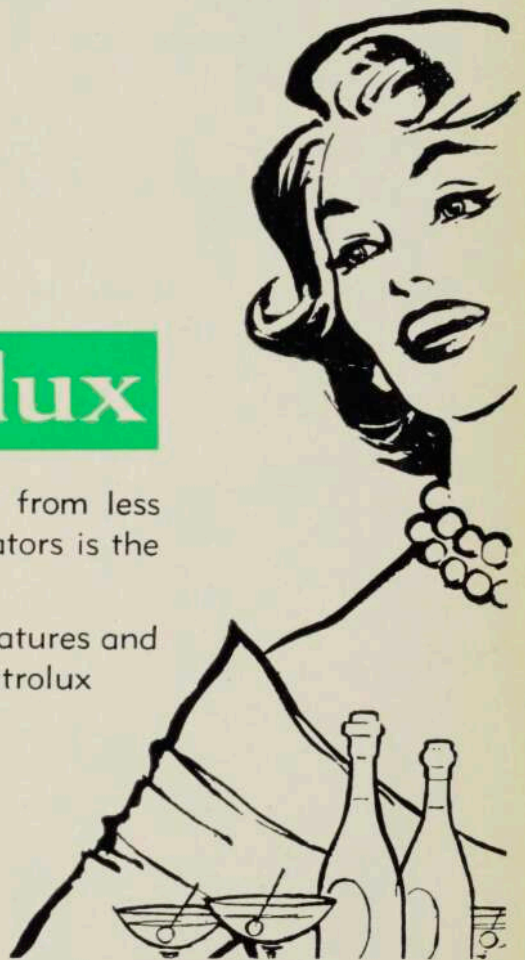
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Filling The Blanks On New Guinea Maps

It might be some consolation to the Dutch when they finally quit New Guinea that they were responsible for filling in the last large white patch still remaining on the map of the big island.

THE task of evaluating the data collected by the Dutch scientific expedition to the Star Mountains in 1959 will likely outlast the Dutch stay in this part of the world but in the meantime the gap will be bridged by the publication of a "popular" book by the leaders of the expedition, L. D. Brongersma and G. F. Venema.

In this—*To the Mountains of the Stars*—the authors give an over-all account of the expedition and its achievements, leaving the more learned treatises to follow in due course.

The book is probably one of the most magnificently illustrated that has been produced on any New Guinea subject, which compensates to a degree for the fact that the narrative itself is at times confusing and always a bit heavy-in-hand.

The heaviness may be due to its translation from the Dutch; or simply because it was written by scientists who were interested primarily in facts and not in their presentation. It could have been a more exciting and a more human document with a little different approach.

The Star Mountains and the area surrounding them, which provided the last big blank on the map of the New Guinea mainland, are as near as possible to the centre of the island, just east of the border with Australian New Guinea.

Mt. Juliana, which forms the summit of the Star Mountains, is one of the four permanently snow-capped mountains of West New Guinea (the others being Carstensz, Wilhelmina and Idenburg), and was first sighted in 1909 by the Military Exploration Team from a point near the confluence of the East and West Digul Rivers. It was named after the Dutch Princess (now Queen) who had been born earlier in 1909.

But nonetheless, although Mt. Juliana was known to be there, no white man had ever penetrated the wild country that surrounded it, or reached its summit.

The idea of a Dutch expedition to fill in the blank map began in 1953 when the Netherlands Association for Research in the Natural Sciences in the East and West Indies and the Royal Netherlands Geographical Society decided to pool resources for a joint expedition to explore the central mountains region.

Almost six years went into the preparations and in these they had the full co-operation of the New Guinea administration. Because it was planned from the outset that the expedition should have full air support, the first task was to choose an airstrip as close to the unknown country as possible.

SIMPSON IN ASIA

Received during the month, but too late for review, is Australian writer Colin Simpson's "Asia's Bright Balconies". (It will get full treatment in September).

As bright and glossy in appearance as its name suggests, it deals with Hongkong, Macao and the Philippines and is a companion volume to the same writer's "The Country Upstairs", which covered Japan.

Both books can be used either as travel guides by the many Australians who now travel to the Far East; or simply for fire-side reading.

(Published by Angus and Robertson Ltd., at 37/6.)

The Sibil Valley, from aerial surveys, seemed the obvious choice and the airstrip was completed there as early as 1957. When the members of the expedition finally reached it in 1959 they made their base camp on a hill nearby called Mabilabol, with support camps stretching away south along the route of the Digul River to Tanah Merah from which the whole party had proceeded on the expedition.

Throughout, the expedition was supplied by aircraft, backed up by helicopters—probably the first time the latter had been used in an expedition of this sort—and was protected by a small detachment of



Mt. Juliana, 15,200 ft West New Guinea peak which was climbed by five members of the expedition in September, 1959.

In-Flight Literature

Along with the post-war development of air transportation has arrived a new kind of "trade magazine". Directed right at the customer as part-gimmick, part-souvenir, part-entertainment and part-instruction, each airline has developed its magazine along its own lines.

One of the youngest and one of the best is TEAL's flight-companion, "South Pacific". It specialises in bold, bright coloured covers and factual articles and fiction angled to the countries that the airline serves—New Zealand, Australia, Fiji and Tahiti.

On the side of instruction, the airline pays its customers the compliment of believing that they are interested in where they are going, and how they are setting about it.

Some people may go into a trance between take-off and landing, but the majority will appreciate the clear approach maps of all the airports TEAL uses, which are a regular feature of the magazine.

Dutch marines and another of native police. Local administration officers and medical officers also gave support, and of native carriers there were large numbers.

No aspect of this region—flora, fauna, natives, geology or geography—escaped the attention of the score of scientists, but perhaps the most spectacular achievements of the expedition as a whole were the scaling of Mt. Juliana; and the completion of the crossing of the Dutch territory from south to north for the first time in history. Both came towards the end of the expedition, and neither project had been definitely on the agenda when the expedition started.

Mt. Juliana was conquered by a team of five climbers on September 9, 1959, and found to be 15,220 ft in height—about 200 feet lower than had been calculated. The breakthrough, as they called it, from the camp in the Sibil Valley to the north coast was undertaken by the geologist of the party, Dr. C. B. Bar, between early August and late September. This was the first time that the Dutch territory has been crossed at its broadest part, although there have been several crossings of Australian New Guinea from the mouth of the Fly River on the south coast of Papua, to the mouth of the Sepik, on the north coast of New Guinea.

The crossing of Dutch territory was not in one complete operation; six months before the start of the second phase of the crossing, Bar had made the overland expedition from Tanah Merah, making geological observations as he went. He was anxious to complete the crossing and after many discussions as to whether it should or should not be attempted, he left Mabilabol on August 8, and a week later caught up with an Administration officer, G. H. Dasselaar.

They reached Waris, due south of Hollandia, on September 23 and from here Bar was flown to the capital; Dasselaar walked it, taking another five days. The whole journey from the Sibil Valley camp to the coast at Hollandia was thus accomplished in 53½ days.

The expedition experienced all the minor and major trials and tribulations inescapable to any expedition in New Guinea—rain, mud, sickness, trouble with carriers and the aircraft

—but all these things were impediments rather than disasters. It was, undoubtedly the best-equipped expedition that has ever tackled New Guinea, Dutch or Australian, and in a way this probably accounts for the lack of drama in the narrative.

For arm-chair adventure it scarcely compares, in this department, with the accounts of early Papuan patrols by the late Jack Hides in his several books published in the 1930's; or by Ivan Champion's *Across New Guinea from the Fly to the Sepik*, that pre-dated Hides' books by a few years. All expeditions in P-NG up to and including that of Taylor and Black in 1939 were financed on a shoe-string, simply as part of patrolling the country.

Nonetheless this is an important book, and a considerable contribution to our knowledge of New Guinea.

(TO THE MOUNTAINS OF THE STARS. Published by Hodder and Stoughton. Price, 57/9.)

WOMEN — READ ALL ABOUT THEM

The everlastingly fascinating subject of woman (as opposed to man), inspires more experts to resort to pen and paper than any other subject in the universe. On the other hand, few people ever bother to write books explaining men to men, which adds up to the fact that while man might be *homo sapiens*, woman has somehow managed to be different.

THE three woman books this month are Catherine Marshall's *Beyond Our Selves* (a woman's pilgrimage in faith); Benjamin Spock's *Dr. Spock Talks With Mothers* (growth and guidance); and Dr. Joyce Brothers' *Woman* (a woman psychologist looks at women, love and life). In total, there is sufficient advice in the three of them to see the average woman successfully over the years between cradle and grave.

There is probably some significance in the fact that all three were written by Americans—which naturally makes one wonder what the Soviet Union is doing in the matter of woman culture.

Catherine Marshall has, single-handed, with her writing, created the American cult of Peter Marshall who, until his death in 1948, was her husband and a clergyman. She is now married to Leonard Earl LeSourd, and will visit Australia in August.

Her new book is a sort of do-it-yourself guide on how to get into a more direct relationship with God.

And so to Dr. Spock. If mothers have any problems at all with their child—from diaper days to adolescent

delinquency—or even if they just have trouble with the child's father—this is for them. It explains in great detail the most terrifying thing that can ever happen to anyone — the bringing up of a child—and for this reason should be read only by those women who already have them. Those who are doing a little research merely in anticipation, would certainly be put off by what is obviously involved.

Finally, Dr. Joyce Brothers. In *Woman* she discourses about such fascinating subjects as What Is Love? and How Do I Attract a Man? Marriage and sex are gone over with a fine-tooth comb and the vexed question of whether romance goes out the window when the stork comes; down the chimney is kicked around with total satisfaction to everyone's Women who entertain any kind of doubts should never be without this book, which is guaranteed to show you how to get the most benefit out of being female.

(BEYOND OUR SELVES, published by Peter Davies, at 22/6; DR. SPOCK TALKS WITH MOTHERS, published by Bodley Head, at 22/6; WOMAN published by The World's Work, at 26/-.)

OFFERINGS IN THE CULTURE DEPARTMENT

If anyone tries to tell you that Australians are uncultured, don't believe it. Culture is the big thing in Australia today—a flourishing plant, diligently tended by the devotees of many arts.

TO give the contention point, two cultural magazines have come to our notice this month—and we say *come to our notice* advisedly, because neither of them is new. It only emphasises our own deficiencies in this department to find that one of them, in fact, has been a going concern for 15 years.

First, *Canon*—*The Australian Music Journal*, a neat little magazine of attractive make-up and articles of interest not only to the appreciative music-lover but to the non-addict who merely likes to be *au fait* in matters of general knowledge.

The magazine came into being in 1947 at a time when Australian interest in music was beginning to take definite form and shape after the war. Although there had always been some serious interest in music here, the decade of the 1930's that saw the rise to power of Hitler's Germany and sent political refugees to the ends of the earth, gave it its first real fillip. This new interest was then augmented by post-war migrants who have brought a European's love of music to Australia with them.

Appreciation of music is now snowballing. Old Australians, especially the younger generation, have taken an increased interest and together with New Australians have provided sufficiently large audiences to attract world-class performers.

Canon is concerned with world music, and not merely Australian. A recent issue includes articles on Sir Malcolm Sargent; the late Fritz Kreisler; Bayreuth, the Bavarian centre of Wagnerian opera; notes on the recent tour of the London Philharmonic Orchestra to Australia as well as other notes on concerts, records, music, etc.

The magazine is a monthly, subscription is 40/- a year posted within the British Commonwealth; 45/- outside the Commonwealth. Subscriptions to the Secretary, 27 Woolwich Rd., Hunter's Hill, NSW.

The *Poetry Magazine* has also been in existence for some time as the outlet for the Poetry Society of Australia but it is now appearing in

more ambitious form and outsiders are invited to contribute and to subscribe to the magazine.

Poetry differs from *Canon* in that it is a sort of do-it-yourself venture and publishes the works of aspiring poets—who can also get comments on their efforts from the editorial board.

One of the most enthusiastic members of the Poetry Society, one of the most prodigious writers of verse (who is also a member of the editorial board of the magazine) is Grace Perry. In her spare time from a medical practice in a Sydney industrial suburb and a domestic set-



Teaching Islanders

The Department of Education in New Zealand, which works in conjunction with the Department of Island Territories, has had long experience with the particular problems associated with Pacific Islands education. A number of books produced by the Department are of interest not only in Polynesia, of course, but in other parts of the developing Pacific.

A book called "Teaching Methods", by R. L. Middleweek, MA, Dip.Ed., just published in New Zealand, is a case in point. Mr. Middleweek, for some years, was Inspector of Islands schools for the Department and all of his experience, and, as well, that of the Department, have gone into the book.

The book is expressly for Islands teachers and takes them through the entire curriculum from Infants to Forms 1 and 2. It has hundreds of illustrations and diagrams, of which the one above is not particularly significant, or typical, except in that it illustrates that the Islands child's education should be against the familiar background of village and home.

(Published by Whitcombe & Tombs Ltd., in association with the NZ Departments of Islands Territories and Education. Price, 35/- NZ.)

up that includes several children, she writes verse about almost anything under the sun. *Red Scarf*, which appears in May issue of the *Mazagine*, is typical of her style:

Next, please.

Will you come in?

Cracked shoes squeak across the vinyl floor,

and shining blue-grey squares reflect the dust,

loose hanging trousers and the long-tongued belt,

limp shirt, and wild flamboyant scarf.

What shall I say?

You do not feel so well today?

You will be better soon. Sometime, but not now.

Remove your shirt, and let me see. Open your mouth and breathe for me.

Your scarf, discarded on my chair. laughs in the antiseptic air.

This represents about a quarter of this diagnostic piece (what did the fellow really have anyhow—TB, lung-cancer, or just a cold?) but it reflects the bustling, energetic approach Grace Perry seems to have to life.

If you would like to subscribe to the magazine—£1 per annum, posted to Australia or New Zealand, £1/5/- elsewhere; or join the Society—£1 joining fee, £1/5/- annual subscription (which includes all issues of the *Magazine*); or write verse; or meet people who do, the address for correspondence is: Box 20, The Royal Exchange, Sydney, NSW.

One for Younger Readers

A GOOD adventure story for older children is Joan Phipson's *The Boundary Riders*. Set in outback Australia, it is the story of three children, Bobby, Jane and their cousin Vincent, who set out on horseback into rough country to inspect the boundary fence posts surrounding the family property.

All goes well until they become lost, lose their horses and run into bad weather. Vincent as eldest, takes over leadership of the party but it is Bobby's courage and commonsense that saves the party when they become trapped by floodwaters in an isolated farm house.

Author Joan Phipson lives on a sheep station in New South Wales with her husband and two children. Although her life is a busy one, she still finds time to write children's books and in 1953 she was awarded the Australian "Children's Book of the Year" prize for *Good Luck to the Rider*.—BG.

(THE BOUNDARY RIDERS. Published by Constable/Angus and Robertson; 16/-.)

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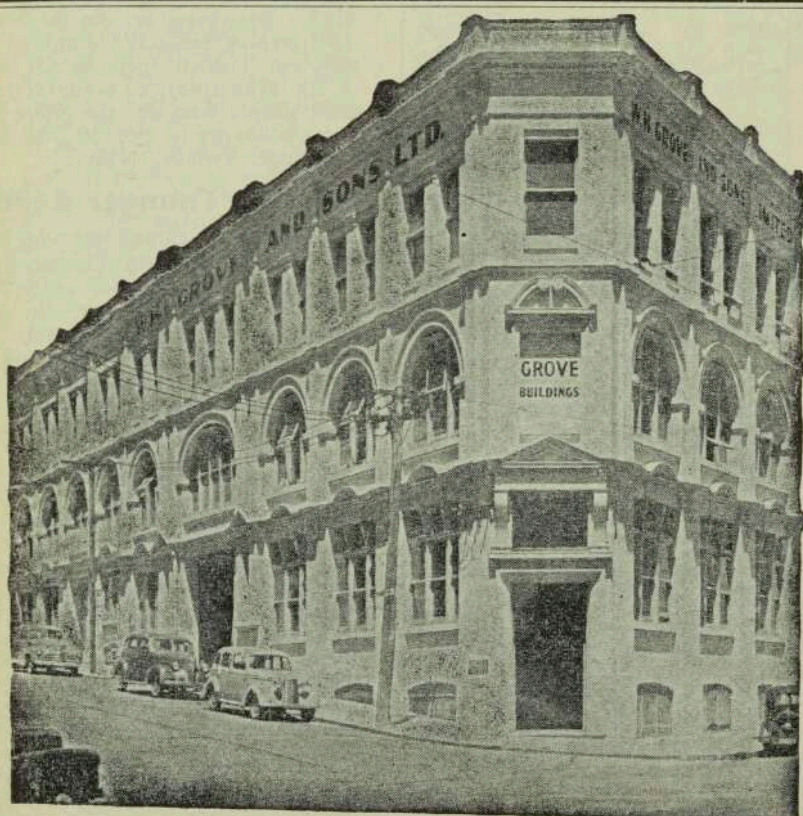
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THIS AUSTRALIA

Odd, Odder, Oddest

As is well known by foreigners abroad, Australians are odd, but their country is odder. Just how delightfully this is so, is proved by Bill Beatty in his new book *Unique to Australia*.

BEATTY has made a career of queer Australiana and written at length about it, but the new book is, as it were, a collected work, and as such should be in the baggage of every tourist and on the bookshelves of every Australian.

Australia is an old, old land, separated by distance and time from the rest of the world, sparsely populated when European man discovered it and thus one of the few places on earth where unique and primitive animals could have survived.

Australia has 150 types of marsupials—animals who bear their young soon after mating, in immature state, and rear them in a pouch. A kangaroo baby is about an inch long at birth, and only instinct drives it to find its way from its mother's tail to her pouch, during which time, observers have noted, the mother takes no notice of it at all nor helps it in any way.

Once in the pouch it fastens on to her nipple with its mouth. The nipple swells and for some time the immature baby is joined to its mother—at first when it is too small to suck, the milk being automatically squirted into its mouth.

The kangaroos are the largest of the marsupials; pouched mice, found in various types in most Australian States, no more than 3½ inches high, are the smallest. In between are dozens of others which have little in common. Some are carnivorous; some insect-eaters; some are grazing animals; yet others live in trees and eat only leaves.

Apart from the true marsupials, Australia has other freak animals—like the platypus and the echidna, or spiny ant-eater. The platypus is well-known, and has a "good press" at home and abroad. Less is known about the echidna which, says Beatty, has never captured the interest of the Australian public.

"Yet it is one of the real wonders of the animal world. It lays eggs, yet suckles its young; it has no teats like other mammals, but exudes milk through its pores. Another strange characteristic is that it grows a pouch only when required for carrying its young. After this function the pouch closes up. . . . It is about 18 inches long and is covered with short, sharp

quills which form a protection against its enemies. . . . The curious creature has a long tongue coated with a sticky fluid. The tongue is inserted into ant holes and is withdrawn covered with hundreds of ants, large and small."

But apart from its strange flora

and fauna, Australian institutions, too, can be different. The purely Australian habit of farewelling ships' travellers with a barrage of paper streamers was invented by a boy named Arthur Thomas whose mother owned a newsagency in Miller's Point, Sydney. (The year was 1909, according to Beatty; and the ship the *S.S. Commonwealth*. Arthur lived on to become king of the paper-streamer industry).

The world's first surf-lifesaving association was founded at Manly, Sydney, in 1907, but a lifesaving club had been formed at Bondi the year previously. Its first customer was a schoolboy who had been carried out beyond the breakers in an

Occasion Of Mystical Significance

Because it has been regarded by many critics as the best Australian play since the *Summer of the Seventeenth Doll*, Alan Seymour's *The One Day of the Year* has come in for a lot of controversial comment in the last few years.

IT has been produced by the Elizabethan Theatre Trust in Sydney and Melbourne and has also had a short run in London, but now those who have not been able to see it in the flesh can read it. It has been published by Angus and Robertson Ltd. with the assistance of the Commonwealth Literary Fund.

Apart from its basic theme of father-son conflict, some of the controversy it has stirred up is that the "one day" is Anzac Day, the holiday on which Australian men mourn their war dead in their own peculiar way.

Alf, the father, who has never become more than a lift-driver, sees it

as an occasion of mystical significance; Hughie his son, as an occasion when his father and all his no-hoper intimates feel they have a licence to drink themselves unconscious.

Like the *Doll*, the action takes place entirely within an old terrace house and the language is what is called typical Australian. None of the characters are "nice" people, with the exception of Hughie's literary girl-friend, but this is neither expected nor required of a naturalistic drama, which seems to be the forte of most up-and-coming Australian playwrights. (Price, 15/-.)

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- 16-oz. Apricots.
- 16-oz. Grapes.
- 16-oz. Two Fruits.
- 16-oz. Cherries.
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- 29-oz. Apricots.
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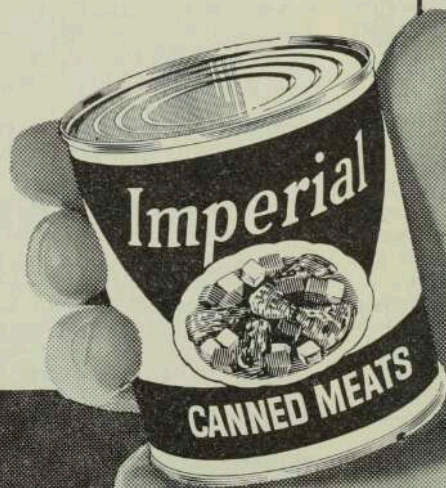
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undertow. He said his name was Charlie Smith, and he grew up to become the pioneer trans-Pacific aviator, Sir Charles Kingsford Smith.

Then there was Granny, of the same ilk. Granny was Maria Ann Smith, whose remains have lain in St. Anne's churchyard, Ryde, overlooking the Parramatta River, since 1870. The green apples that bear her name are known all the way from there to London as the best combination of eating, cooking and best storing apples in the world.

Granny and her family worked a small farm in what is now the suburb of Eastwood. The apples are believed to have come from a "sport"—from a branch or a seedling different from the seeds that were planted. All her apples were sent to Sydney markets labelled "From Granny Smith's Farm," but the green apples brought the highest prices, and soon Granny was adding to her income the revenue from the sale of young trees to other orchardists.

With the growth of Eastwood as a residential area, says Beatty, the famous parent-tree which would have been of such interest to horticulturalists, was chopped down, its roots rubbed out and burnt, while the orchard itself was submerged beneath the tiled roofs of suburbia.

No one could cover all of Australia's oddities in one book of 220 pages. But Bill Beatty, travelling all the way from Ayers Rock to the Melbourne Cup, and from Rum Jungle to the opal fields of Coorberedy, goes a long way towards it, and every word of it is fascinating—for old Australian, new Australian or visitor.

(UNIQUE TO AUSTRALIA. Published by Ure Smith Pty. Ltd. 35/-.)

England, Home and Beauty

RECENTLY on a television interview, Australian author Jon Cleary said that to interest an international audience you had to write against the international scene (he had just returned from Burma). His latest novel, *The Country of Marriage*, is one for the international market.

Whether it does more to win him friends and influence more people abroad than some of his best Australian stories—such as *The Sun-owners*—is something that only his publishers can decide.

In his new novel, he attempts to have the best of two worlds by taking an Englishman, public school type, a junior executive in the Bank of England, and marrying him to an Australian with parents who have

done nicely for themselves in the post-war boom.

It is the parents who provide the fulcrum for the story. Adam Nash and Belle are living a reasonably satisfactory, if restricted, English life with their three children when Belle's parents arrive in London and upset the status quo by offering Adam a lucrative position back in Australia.

The see-saw commences, with Adam and his daughter clinging to all that England means and Belle and their two sons bearing down on the other end of the metaphorical plank with a yearning for Australia.

Although Cleary may have been writing for international appeal, his story is nonetheless much more in the Australian context; and although almost all of the action takes place in England, the situation somehow still manages to remain antipodean.

The characterisation is good and feasible and although by no stretch of the imagination is it a great novel—or even Cleary's best—it is of average adequacy.

The "country of marriage" is, according to the two main characters, a double-bed, in which they manage to straighten out their consciences and their problems.

(THE COUNTRY OF MARRIAGE. Published by Collins. 20/-.)

Nevil Shute In Threes

AN omnibus volume of three of the late Nevil Shute's novels should please fans who have missed this writer from the accustomed scene.

The three are *Pastoral* (first published in 1944); *An Old Captivity* (first published in 1940); and



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Requiem for a Wren (published 1955).

They show Shute in his various moods. *Pastoral* is a simple war-time love story of a bomber pilot and a young WAAF signals officer who kept radio tabs on him and his squadron while they were on missions.

The other two novels are Shute in his metaphysical mood. *Old Capitivity* is a mixture of reincarnation, Norse legends of the discovery of the New World and modern aviation. Mr. Shute was a great believer in there being more things between heaven and earth than dreamed of in any of our philosophies and this and numerous of his other novels, indulged in what, in other writers, might have been written off as fantasy. It was probably this range out-of-this-earth quality combined with authentic technical and scientific detail that got him readers from so many strata of society.

Requiem for a Wren was also in Shute's other-dimensional mood. Written during his Australian period, it is the story of two brothers and their wartime exploits in England, and one girl. The threads of the story come together only back in Australia but by that time the novel is already had an unhappy ending almost before it had a beginning.

(THREE OF A KIND. Published by Heinemann. 22/6.)

For Youngsters Who Want to Know

ADS and some Mums will find the latest additions to the Study Book series of as much interest as their small sons and daughters will. Four smart numbers, with plenty of coloured illustrations, the subjects covered are *Weather*; *Radio*; *Telegraphs*; and *Roads*.

The books trace the history of all these subjects from ancient times right up to the perfected present. For example, the Chinese tried to forecast weather over 3,000 years ago using the stars instead of the scientific instruments of today; while the first roads in Europe were just tracks made by Old Stone Age man at a time when Europe was still the grip of the waning Ice Age.

The books about Radio and Telegraphs are equally interesting for youngsters with inquiring minds. All the books are suitable for home or school libraries.

THE STUDY BOOK OF RADIO; THE STUDY BOOK OF TELEGRAPHS; THE STUDY BOOK OF ROADS; and THE STUDY BOOK OF WEATHER. Published by The Bodley Head Ltd. 12/- ea.)

The Perry Mason Of Rome

A WORKING knowledge of Roman history is a help if you are to tackle John and Esther Wagner's *The Gift of Rome*, and the fact that the authors have thought it necessary to give a foreword of explanation emphasises this.

The story covers the background and events that lead up to the trial of Cluentius, a rich business man, on charges of poisoning brought by his step-brother.

Cluentius is defended by Cicero, an attorney and a man of high rank, and the latter stages of the story cover the trial itself.

The novel abounds in the family mayhem that seemed to be part of Roman life in 55 BC or thereabouts, with mothers knifing their sons in the back metaphorically and otherwise; and brother feuding with brother.

(THE GIFT OF ROME. Published by Heinemann. 20/-.)

The Gubbys Outlast Author Timms

WHEN one of Australia's most prolific writers, E. V. Timms, died in 1960 with his last and 11th novel of his Australian saga unfinished, his widow stepped in and completed the job for him. It appears now as *The Big Country*.

The 10 other Timms' Australian novels—he had written 14 other books with different settings—have taken in pretty nearly every State in the Commonwealth at some time or another. Each had a pioneering or historical background, and all had related characters, although the two who get the prize for staying the whole distance are Martha and Henry Gubby, who have turned up in all of them with the unexpectedness of a recurring decimal.

In *The Big Country*, Martha and Henry, now in their eighties, decide to take up station owning in the Far West of NSW.

Here, Mr. and Mrs. Timms take on the half-caste problem through Jenny, whose aboriginal mother had been abandoned by her run-away sailor father before she was born.

The father meantime had struck it rich, married again and had set himself up in respectable state not too far from the Gubbys. When the latter engaged Jenny as housekeeper, the stage was set for the denouement of the Timms' drama.

(THE BIG COUNTRY. Published by Angus and Robertson Ltd. 22/6.)

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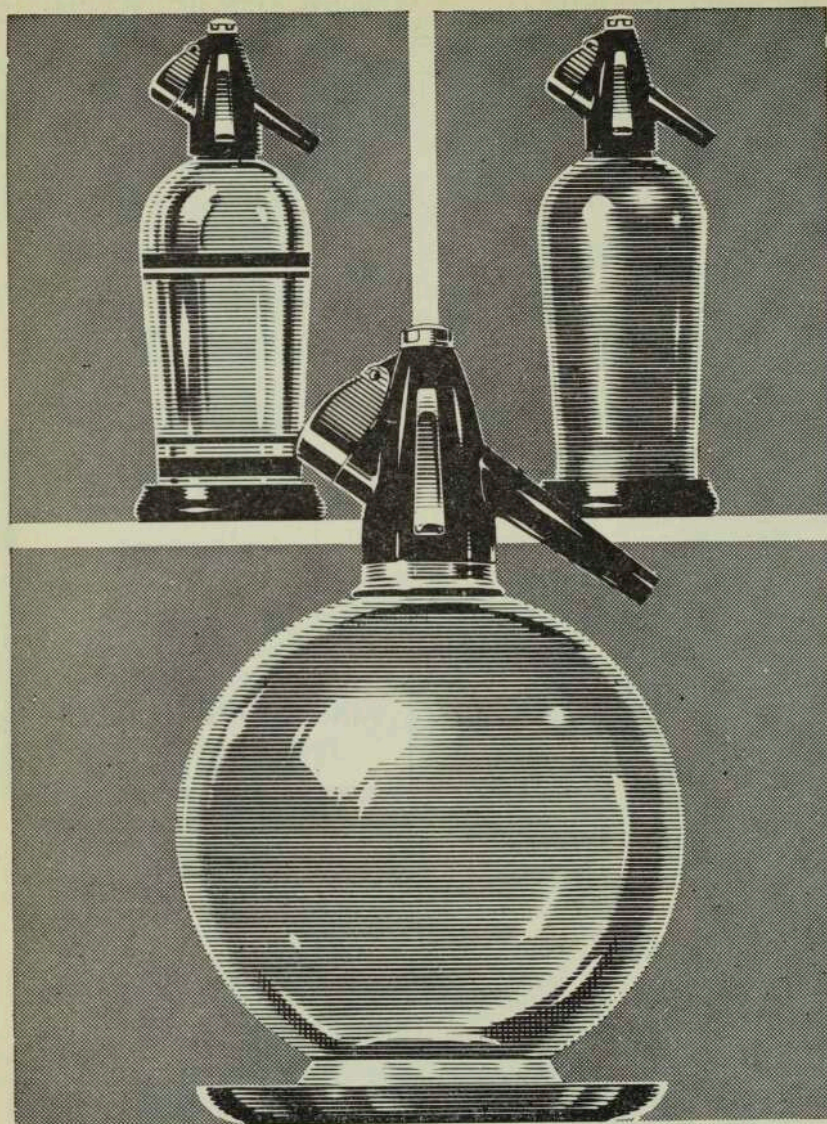
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OTHER BOOKS REVIEWED THIS MONTH

AN OCEAN TO OURSELVES
A first-hand account of ocean yachting by Harold La Borde, part-French, part-Spanish, part-Negro and part-Carib citizen of Trinidad. Most cruising-yacht stories are told by Europeans sailing to tropical parts; this one's different. Harold tells how he built the 26-ft ketch *Hummingbird* at home in Port of Spain and with his part-Chinese wife, Kwaila, and friend Buck Wong Chong, sailed her across the Atlantic to Falmouth, UK. A bright and refreshing book for all those interested in smallish voyages—or even just interested in human achievement.

(Published by Peter Davies. 31/-.)

MR. NEWBORN GOES TO FRANCE, by Arthur Conte. Is a new slant on French life and French men (and women) seen through the eyes of the naive son of a Texan millionaire. What goes on is very educational for Mr. Newborn as well as for the French.

(Published by Angus and Robertson Ltd. Price, 21/-.)

ALL THE SUMMER DAYS, by Ned Calmer. Is also about France—or Paris, which may not be quite the same thing. The characters are male Americans (and their French girls) who made Paris their spiritual home in the 1920's when this offered them a freedom they found lacking in their own country. They are all concerned with running a newspaper, the *Paris American*, which gives them scope for being even more eccentric than those times permitted.

(Published by Hodder and Stoughton Ltd. Price, 22/6.)

EGYPTIAN EARTH, by A. Sharkawi. Practically everyone writes novels these days and there is no particular reason why Egyptians should not. Nonetheless, an Egyptian novel, even in translation, is not common an event. The story is told through a 12 year old boy against a background of village life and politics and his own awakened interest in the opposite sex. The writing has good style and description of Egyptian life is interesting.

(Published by Heinemann. Price, 23/-)

What's New In Paper Backs

COME HITHER, NURSE and COME AGAIN, NURSE, both by Jane Grant, a nurse who tells. In the first, Jane is a trainee nurse; in the second, she is a theatre Sister, but the recipe is the same: A story of hospital life told with Upper Fourth Form wit, plus a bit of gore, a few technical passages and some sterilized sex. (Great Pan.)

ADULTERY UNDER ARMS and WHEN THE KISSING HAD TO STOP, another pair by Constantine Fitz Gibbon, issued together evidently with the idea of emphasising the versatility of the writer. The first novel, which was published originally as "In Love and War", is a comic item on the bedroom side of war. The latter is designed to make Orwell's "1984" and Huxley's "Brave New World" look like kindergarten stuff.

The author takes the United Kingdom's an-the-bomb set as a starting point and conceives of a situation where a socialist megalomaniac is swept into power on the strength of their parrot cries. Race riots, moral degeneration, battles between police and mobs result, and the Russians are permitted to come in to "straighten things out". On the face of it, far-fetched; but many people who have seen Lord Bertrand Russell and high dignitaries of the Established Church sitting down with the beatniks in the puddles of Trafalgar Square, during one of their multitudinous protests about something or other, might agree that something very like it could happen there. (Great Pan.)

NARVIK by Captain Donald Macintyre, SO and two bars, DSC. The story of the naval battle inside Narvik harbour in April, 1940, that earned three VC's for the Royal Navy. Hitler's Norwegian invasion was only a curtain raiser to his forays in France and the Low Countries and therefore often forgotten. The campaign in Norway, for the British, was a Royal Navy show and although it led only to evacuation of land-based troops, some of the most stirring RN history was made there in the few weeks of the late spring of 1940. (Pan Giant.)

THE LAST DAYS OF HITLER, by H. R. Trevor-Roper. The now famous book on the subject, first published in 1947 but now brought up to date (in the light of new documentary evidence), in a long preface by the author. Trevor-Roper was serving in Military Intelligence at the end of the war and he was given the task of investigating the events that led to the fall of Berlin and Hitler's death. (Pan Giant.)

JALNA, by Mazo de la Roche. This is the first of the Whiteoak series that,

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when first published in 1927, won fame for the author. After the first novel, Miss de la Roche added other stories about the Whiteoak family both fore and aft of the original. She died in 1961, at which time 12 million copies of her novels had been sold all over the world. Also THE MASTER OF JALNA, and MARY WAKEFIELD. (All Pan Giants.)

DANGEROUS ENCOUNTER, by Elliot West. A thriller that includes Spain and France in the background scenery; about a newspaper reporter who finds life suddenly complicated by the fact that he had been in Spain during the Civil War. (Great Pan.)

THE CASE OF THE FUGITIVE NURSE, by Erle Stanley Gardner. Typical Perry Mason fare—about an attractive young widow who dripped diamonds and mink and a nurse whom she said was the nigger in the woodpile. (Great Pan.)

POWDER AND PATCH and THE CORINTHIAN, by Georgette Heyer, are two of her well-known Regency romances that have been printed and reprinted many times since they first saw the light (1923 and 1940 respectively). They seem always to find fresh fans. (Great Pan.)

LONELY ROAD, by Nevil Shute. This writer's novels rarely appear in paperbacks (this is only the third in Pan series), and this one is from his very early period. It was the third of his books to be published, back in 1932, when the author (now, unhappily, dead), was in his early thirties. It is something of a thriller and its hero is an ex-Navy officer and the heroine a dance hall hostess. The story was made into a film in the mid-1930's—probably the first of many of this author's books to get this treatment. (Great Pan.)

SEEK THE FAIR LAND, by Walter Macken. A novel that sets out to show why Ireland is Ireland—or at any rate, why Irishmen have such long and bitter memories, and still say, "Bad cess to the English".

When Cromwell's soldiers ravaged Ireland trying to subdue the Irish spirit many left their destroyed homes and set out to seek a fair land—not overseas, but elsewhere in Ireland. Among them was a MacMahon, through whom the story is told. (Pan Giant.)

THE SPANISH PIMPERNEL, by C. E. Lucas Phillips. The factual account of how Christopher Lance, a British representative of an engineering firm in Madrid in 1936, was caught by the Civil War and spent it helping victims to escape. It was reviewed in "PIM" when first published in 1960. (Great Pan.)

(Our copies from Wm. Collins (Overseas), Ltd. Great Pans, 4/-; Pan Giants, 5/6; Pan Major, 7/6.)

Vatu Vara Treasure

(Continued from page 79)

Captain Austin, Captain Wilson and I then went ashore and walked up to the *bure* which was situated in heavy forest at the base of the mountain. As we approached the house, we heard mournful wailing, and inside we discovered Mrs. Thompson. She looked to be around 80, and no more than five stone in weight. She was alone, and in a very poor state of health.

She told us that her husband, Joe Thompson, had died three weeks earlier. She had scooped a shallow grave in the sand with her hands and had dragged his body out and buried him a week after he had died.

There was, in fact, very little sand over the body. Our crew collected a large number of stones and a cairn was built over the spot where he was buried, about eight feet from the *bure* entrance.

We decided that Mrs. Thompson should be taken to Suva for medical attention and the crew was ordered to pack her household goods. These with Mrs. Thompson were picked up bodily and carried to the boat landing although she objected and fought against leaving the island.

In Suva Mrs. Thompson was placed in the hospital where she died about four weeks later. This was somewhere late in 1909. (Thompson had married twice—first a Fijian woman, and then this Tokelau woman who survived him).

The island was then purchased by Captain Wilson, who placed a Fijian manager there to collect the crop of approximately 30 tons of copra per annum.

Thompson's Story

Captain Wilson had been Harbour-Master at Levuka and had a great store of early Fiji history. He had first met Thompson when he, Wilson, was master of King Cakobau's yacht, in the early 1870's.

According to Wilson's story, Thompson and two companions were on a journey from the coast of South America to Australia, in a small fore-and-aft schooner, when this was wrecked at night on the shore reef at Vatu Vara.

Not knowing whether the island was populated, and having coin and bullion aboard, the three seamen decided to divide the treasure into three equal portions. Each took his portion ashore, over the dry reef, to different parts of the island and buried it. The three returned to the stranded vessel before daylight where they were discovered by

Fijian fishermen, who agreed to transport them to Levuka.

At Levuka, Thompson joined a vessel loaded with sandalwood, bound for Canton, and the other two signed up on a whaling ship. Before parting, they agreed to meet at a place and date in Port Jackson, Sydney. There they planned to get another vessel, return to Vatu Vara and collect their buried treasure. Thompson kept the appointment at the Sydney meeting-place, but the other two were missing. Thompson got aboard on a vessel going to Fiji for a load of sandalwood, deserted Levuka and returned to Vatu Vara after purchasing the island from a native chief.

He found on arrival at the island no indication that his two mates had arrived before him, and these mates were never heard of again. Probably they were lost at sea.

Thompson spent the whole of his remaining life searching for the three sections of the buried treasure. This gradually affected his mind and, just before his death he was parading the beach with a stick over his shoulder. Natives on passing vessels took this to be a gun and kept clear.

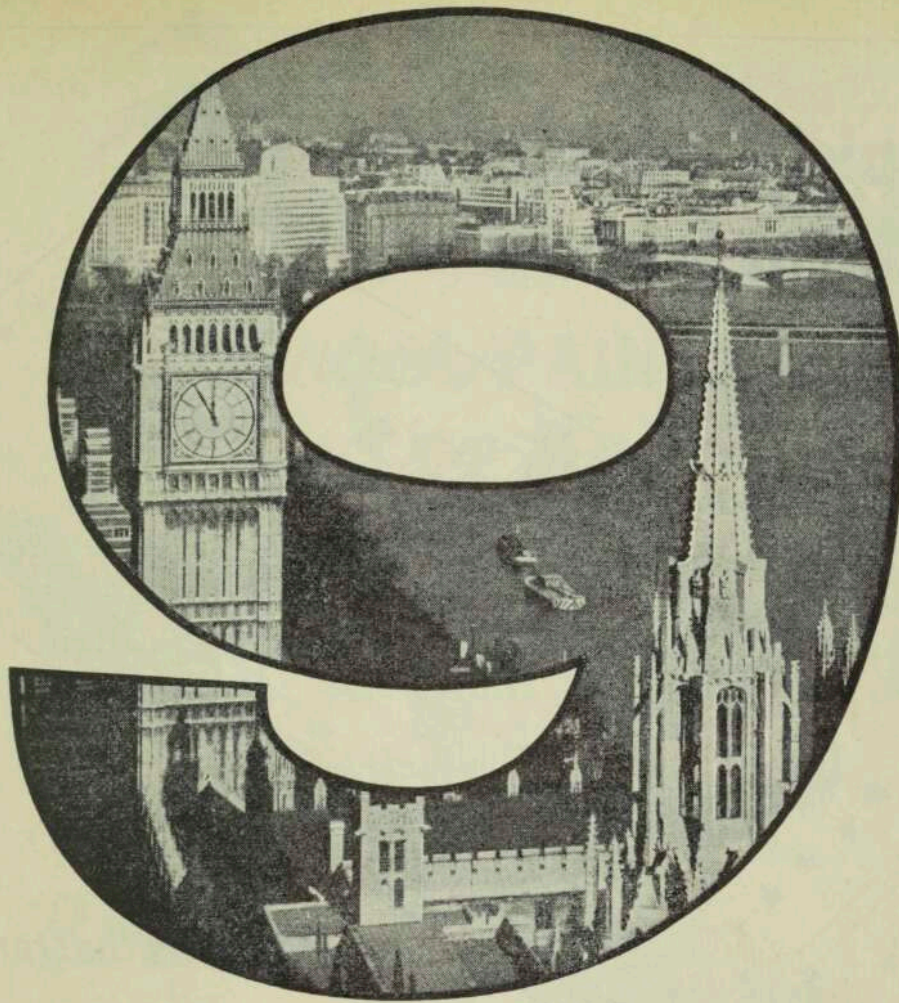
Thompson was virtually insane when he died—or this was the conclusion I came to when I carried a conversation with him during delivery of the rations.

It was not known whether he ever discovered any of the buried treasure. According to Captain Wilson, Thompson was unable to locate a spot where he had buried his portion. The burial had been carried out at night and in his three years' absence from the island there had been a severe hurricane in that area of the island and numerous slides of rock off the mountains had taken place. Probably the treasure, if any, is still under one of these rock slides.

My personal experience of treasure hunting on Vatu Vara took place during the three hours in which the crew were building the stone cairn over the grave of Joe Thompson.

I left the *bure* and traversed through the heavy timber around the base of the mountain. After about an hour, forcing my way through tangled creepers, I discovered a small hole about four feet in diameter in the cliff-face. I really thought that here was the long-lost treasure.

I discovered it was a fair-sized cave so I made a torch out of fronds of coconut leaves, and went in to discover the treasure. But I received a shock—it was an ancient native burial-cave, with about 25 or 30 human skeletons in it. Needless to say, I did not remain in there very long.



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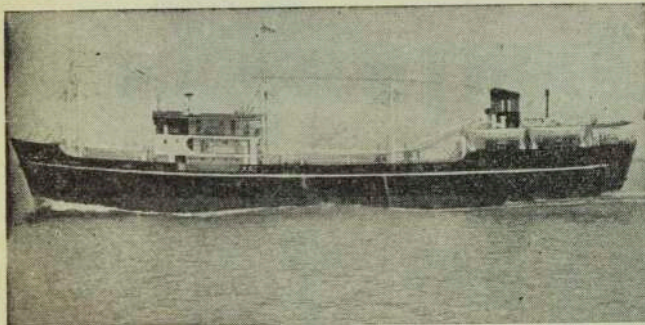


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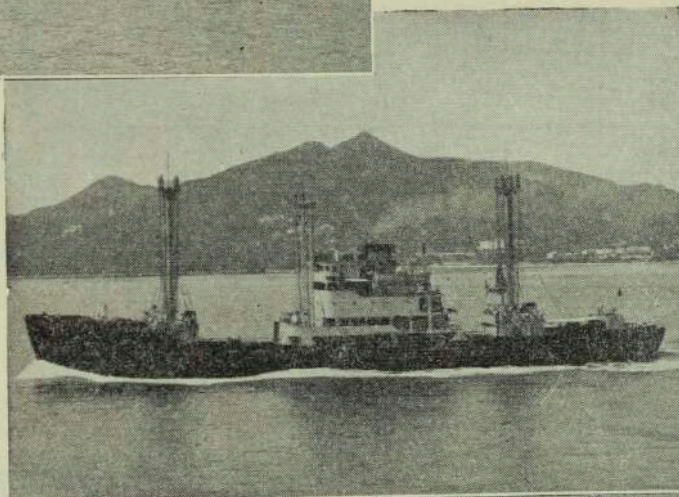
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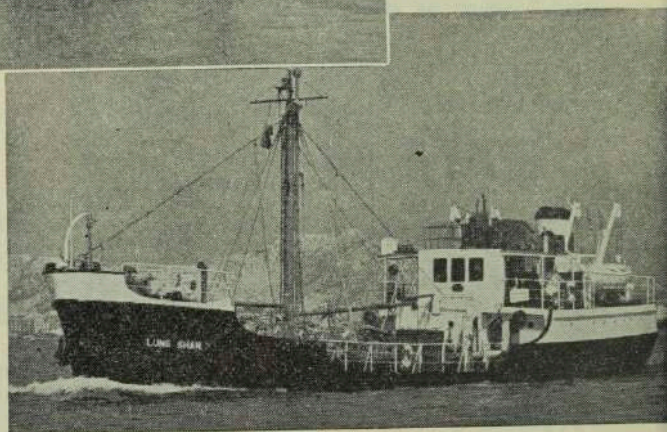


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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Pacific Shipping And Cruising Yachts

A shipping international incident of goodwill got under way in early July when a US Navy ship, *USS Greenlet*, did a rescue job on a Dutch vessel, *Pelikaan*, in Suva, Fiji.

THE Pearl Harbour-based submarine rescue ship *USS Greenlet*, was 2,900 miles from home, in the course of a goodwill visit in the South Pacific when she did her good deed.

When the *Greenlet* arrived in Suva she was asked to free a three inch mooring line entangled in the Dutch supply ship's port propeller shaft. Failure by the *Pelikaan* to clear the shaft made her stay at Suva look definite.

Greenlet divers, who inspected the mass of snarled line, said later it was "the worst" they had ever seen. Ten *Greenlet* divers began work on *Pelikaan* on July 4. They probed and snipped with portable cutting equipment for seven hours from a barge and *Pelikaan* boat. They failed to free the tangled line. Next day *Greenlet* then came alongside the supply ship and eight hours later divers rid the shaft of the line.

Greenlet left Suva on July 8, bound for Guam and duty with the

US Seventh Fleet. Before visiting Suva, she had called at Pago Pago and Apia.

With the Dutch *Pelikaan* was a submarine, *Walrus*, both on their way to West New Guinea. In view of Indonesia's undeclared war with the Dutch it is a wonder there wasn't a big scream from Djakarta and a flock of diplomatic notes passing to Washington protesting against this American aid to the Dutch.

● **HOST TO NAVIES OF THE WORLD:** Suva was to be the host to 11 naval ships from five countries between July 1 and August 2. In addition to the Americans and Dutch, visitors included a Japanese flotilla of four destroyers which was on a goodwill and training cruise in the South Pacific.

HMNZS *Rotoiti* was also there, arriving on a training cruise, the day the *Greenlet* left. Two weeks later two RN submarines, HMS *Tabard* and HMS *Tapir* arrived.

Just before the Japanese flotilla sailed into Suva, HMNZS *Lachlan*, the survey ship, which has visited Suva many times on operations, appeared. Recently she has been employed continually on a major survey of the New Zealand coast, with winter assignments in the Pacific, including Western Samoa and Tonga.

The French Navy ship "De Grasse" at Noumea wharf with the Japanese vessels behind. (See page 111). The Japanese squadron later went on to show the flag in Australia, New Zealand and Fiji.

● **FIJIANS REPLACE SPANIARDS:** The Chief officer of the cable ship, *Retriever* (Mr. J. R. Mackay) arrived at Suva from Auckland in late June to engage 55 local men to join the crew of the ship. The men left for Auckland on July 6 to relieve a Spanish crew, who were to sail home in the *Southern Cross* on July 11.

Required from Fiji for the *Retriever* were six quartermasters, 10 able seamen, four ordinary seamen, two deck boys, one leading engine-room hand, five greasers, seven cleaners, one cook for officers' galley, one second cook and baker, one crew's cook, 16 catering crew and an electrical workshop assistant.

● **REFLOATING A FORTUNE:** Former Fiji hotel owner, Mr. Barry Philp, in June bought the 100-ton Japanese fishing ship, *Asahi Maru* No. 8, which ran aground on a reef off Sigatoka on February 11. The purchase price is believed to be about £1,600.

Mr. Philp plans to attempt to refloat the ship, which would then be worth many times what he paid for

In The News This Month

Asahi Maru
Nemom
Diako
Alolo
Oru
De Grasse
Greyman II
Officer
Fortune
Greenlet
Golden Rule
Racias
Golden Lotus
Arusame
Is
John Williams
Sta
Uena
Portoro
Alakula
Alaita
Becco Queen
orning Star
Alabar
onterey
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uma Numa
ordlys
keanos

Pelikaan
Patsy Jean
Phoenix
Pipi Gari
Rotoiti
Retriever
Royalist
Restless
Raskai
Ramona
Roblyn
Southern Cross
Stardust
Sea Chanty
Tabard
Tanir
Triellis
Tematapula
Teruski
Te Rapunga
Tane
Tatoosh
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Voyager
Walrus
Wewak
White Lady
Yatu Lau



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Associated with Mr. Philp in venture is Mr. Harry Oakes, who was electrical engineer for the Mocambo Hotel, constructed by Philp near Nadi Airport last year and subsequently sold.

Asahi Maru No. 8 is believed to be in fairly good condition, and not sold. When new she was worth about £70,000. She was a year old when she went on the reef.

● **LAST OF THE MIENA:** Captain J. W. Richmond's famous schooner, *Miena*, which has seen historic service in the South-West Pacific in peace and in war, is to be the way of most old ships these days. She sank at her moorings at Tulagi, BSIP, in May (June, *PIM*, 140), but has now been raised and beached at Tulagi where she has been bought by Chinese interests. They began to break her up for scrap in June.



Local youths of Japanese descent talking to new members of the visiting Japanese navy vessels in Noumea. (See p. 111).

● **NORTH QUEENSLAND PORTS OUT:** The Burns Philp Line, which began to route its ships on the Australia-New Guinea service through Cairns and Townsville, Qld., last year will now withdraw some of them.

The freighters, *Mortoro* and *Alekula*, will continue to call there at cargo-passenger vessels *Bulolo* and *Malaita* will not. High costs and lack of freight are the reasons.

● **ANTI-FALLOUT:** It took a Melbourne University Professor of physics to convince the crew of the phosphate Commission's *Triellis* that they weren't in much danger from fallout from the current American nuclear tests over Johnston Island.

The *Triellis* finally got away from Melbourne for the phosphate island of Nauru in mid-June carrying geiger-counters, protective clothing for the crew, and reassured by the Professor.

In the event, they were probably well away from Nauru before the many times delayed upper-atmosphere nuclear test was finally made by the Americans on July 9.

Nauru is about 1,000 miles from Johnston Island and probably had a good view of the auroral display that followed the 200-300 miles high blast. The pyrotechnics were very

clear in Hawaii, 750 miles away from Johnston; and Fiji and New Zealand much more than twice that distance away, also had good views.

Also having fallout jitters in June were the crew of the ex-New Zealand ketch *Patsy Jean*, now in American ownership and registry as *Everyman II*. According to our Honolulu correspondent, they were, at end of June, "gagging around the Pacific just outside the Johnston Island test area and giving the Atomic Energy Commission fits".

After their recent appeal to the US Circuit Court in Honolulu to

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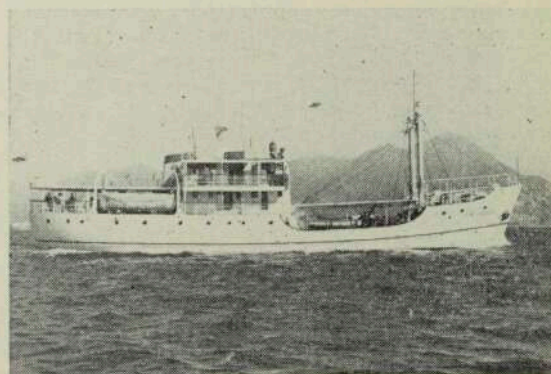
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prohibit further atomic testing and permit them to sail into the test area was refused, the three pacifists, Monte Steadman, Frank Zahn and George Bennello, got permission to sail anywhere outside of the 470 mile radius test zone.

The AEC then increased the zone radius to 530 miles, and a US Coast Guard cutter on June 28 was en route to the ketch carrying a US marshal who would deliver a court order to them to back off the additional 60 miles.

Everyman II had, at that time, spent several days drifting just outside the old limit. Dr. Steadman had not been maintaining a radio schedule, but another Coast Guard cutter had been riding herd on the boat, which must make it the last escorted sailing ship in recent Pacific history.

In general, Honolulu public opinion seems a little less sympathetic towards *Everyman II* than to the previous protests put up by *Golden Rule* and Earle Reynold's *Phoenix*. Most Americans are becoming resigned to further testing just as a part of life.

● **REEF CHANNEL FOR NAURU:** Work commenced in June on the excavation of a channel through the reef at Nauru, at a point near the western end of the strip. The project is being financed by the Local Government Council and carried out by the British Phosphate Commission, and could already be complete as the work was estimated to take a month. The channel is of interest to



These Nauruans will have an easier task now that a canoe and boat passage has been blasted through fringing coral. (See this page). These boats fitted with outboard motors are typical of those now in use on Nauru.

Nauruans only and will be able to accommodate no *Queen-sized* ships. Canoes and fishing punts will be the limit as it will have only two feet of water in it at low tide.

● **UNDER THE STARS AND STRIPES:** The ex-Gilbert and Ellice Islands Colony vessel, *MV Nareau*, is reported to be doing a useful job for her new owner, Mr. Robert Reimers, of Majuro, Marshall Islands. The vessel was delivered to him at end of last year and has since gone into service carrying trade goods and passengers around the Marshalls and hauling copra and scrap metal to Majuro, the district centre.

The wooden vessel was built by the Ballina Slipway and Engineering Co., of NSW in 1950 and is of just under 80-tons gross and carries 25 deck passengers and six in cabins.

Captain Rudy Muller, who is well known in the Marshalls and the Gilberts, is her new master.

Nareau is a welcome addition to the fleet of privately owned small-ships in the Marshalls—the most important of which you can count on one hand: *Mieco Queen*, *Tematapula*, *Morning Star* and *Ainemon*.

● **LADY SKIPPER IN RETIREMENT:** Eleanor Wilson, who now at 70 is serving her church in the civilisation of Hawaii, has taken a few pages out of the sacred book of the male in her time by becoming an ordained minister of the Congregational Church and the skipper of an Islands schooner.

They are still talking about her exploits in what is now the US Trust Territory of Micronesia where she was a missionary from 1936 until late 1961. Says the *Micronesian*



Highlight of the visit of HMNZS "Royalist" to Apia, W. Samoa, in June, was the ceremonial handing over to the Samoan Government of a gift of a saluting battery of four 2-pounder guns from the New Zealand Government. The ceremony took place at Mulinu'u before a large crowd on June 20. Picture shows the NZ navy guard of honour in position behind the guns before the start of the ceremony.—Samoana.



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border of her in a recent issue.
"Miss Wilson is known from one
of Micronesia to the other, since
not only taught many of today's
leading Micronesian leaders during
eight years of teaching at the
Mission School in Kusaie, but also
because in 1950 she took command
of the Mission sailing schooner,
Morning Star VI.

"Starting with a book called *A
Mariner of Navigation*, and with the
help of a Navy pilot stationed at
Wajalein, she learned to plot a
course and to use a sextant with the
aid of a Captain Cook. The
first time she took a reading with her
assistant and had made all the (as
she thought) necessary calculations,
she was shocked to discover that
the location was apparently just off
the southern coast of France.

"Miss Wilson's adventures and ex-
periences as skipper, first of the
Morning Star VI, and later of the
Morning Star VII, have been told in
different articles and particularly in
the book, *The Skipper Was a Lady*,
Maribelle Cormack.

"The Missionary pilot, who was
many years of age when she took
command of the sailing schooner,
visited the islands of Micronesia in
—chiefly the Carolines and
Marshalls—and ministered to the
needs of her widely scattered flock
until the vessel was lost in a typhoon
in 1954.

"She received a new *Morning Star*,
VII in 1956; after it, too,
suffered damage, from a typhoon in
1958, it was sold to a copra trader
and is currently operating out of
Ajuro in the Marshalls."

● FROM CATTLE TO HOTELS:
Mr. Rex Johnston, who was part-
ner and manager of the *Wewak*
transport enterprise until the *Wewak*
was wrecked a couple of years ago,
is now trying his hand in a new
industry—he is manager of the Hotel
Regal, at Lae.

While he ran the *Wewak*, Mr.
Johnston shifted no less than 40,000
head of cattle over the waters around
Cape York Peninsula, and 2,000 of
them were brought into Papua and
New Guinea, for the herds of the
Mahy Brothers, the Atkinsons, and
others.

This system of transportation now
being carried on by the Clausen
shipping interests, of Denmark. At
present, they are using the *Cora*;
but they are building a 14-knot
vessel, at a cost of £750,000, which
will carry 800 head of cattle, and
service cattle-farms on the coasts of
Cape York Peninsula, the Gulf of
Tasmania, and Papua and New



This very useful little ship has been introduced recently to the Papua and New Guinea coastal transport fleet, by Steamships Trading Co. Ltd. It is the motor vessel "Pipi Gari", of 135 tons gross, or 47 tons net.

The "Pipi Gari" is 83 feet long, has a beam of 21 feet, and her two 513 Gardner engines give her an average speed of 8 knots. She is designed to carry 150 tons of general cargo, or 1,200 bags of copra.

Guinea. Mr. Johnston says the stan-
dard of cattle in P-NG now is far
higher than in Cape York
Peninsula.

● THE \$64 DOLLAR
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instead of conventional life boats
have frequently been urged for
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they are folded away in a container
or capsule and are self-inflating when
tossed into the sea.

A company which manufactures

these rafts has sent some of its
experts into the South Pacific to
demonstrate these rafts—one of them
being Mr. Keith Glover who recently
visited the Solomons.

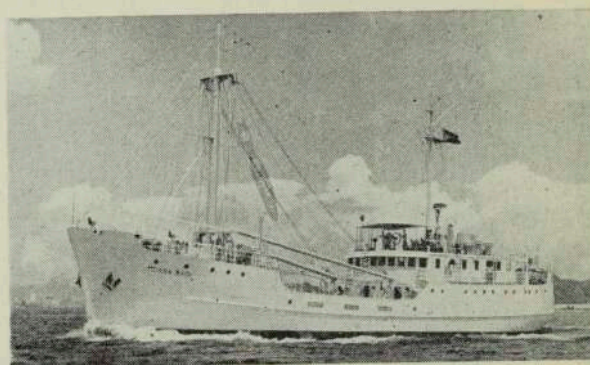
The raft is not new in the
Solomons—in fact enough is known
about it to know that the difficulty
comes only when you have reached
the stage of trying to get the inflated
raft back into its capsule. If you
don't get it back, it won't work
correctly the next time it is needed.

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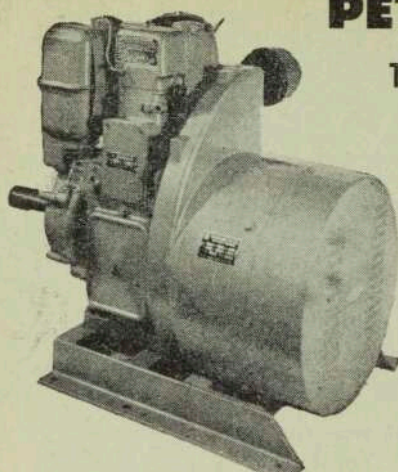
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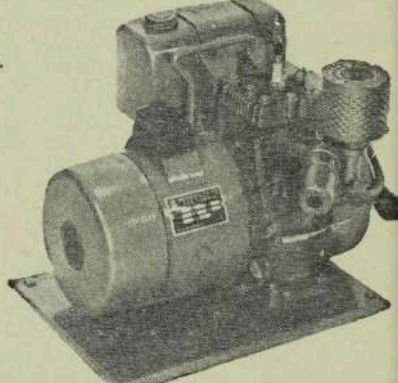
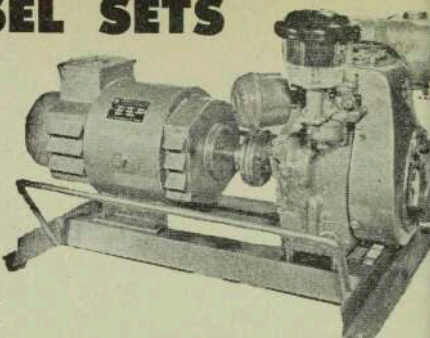
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When Starboard Was Port

A couple of years ago in "PIM", Captain Brett Hilder told how the Burns Philp ship "Malabar" was wrecked off Sydney in 1931, due to the go-to-then British marine habit of giving a course to the steersman opposite to where you wanted to go. (It was a hangover from the days when sailing ships were steered by a tiller which was pushed port if you wanted to go starboard). Mr. Harold Wickham, of Swansea, now adds another incident of the same sort that was told to him by another BP skipper, now dead. Says Mr. Wickham: "The skipper had just brought his ship out of Yule Island, set his course for Port Moresby and handed over to his Chief Officer, prior to going down to breakfast. As he was sitting at his meal, he happened to glance at one of the starboard portables, and was amazed to see the mainland of Papua where he had certainly no right to be. He galloped up to the bridge, and was just in time to swing the ship clear of the reef at the entrance of the harbour he had just left. Then he went bald-headed for the Chief.

"But the latter quoted the course he had been given, and the skipper was compelled to agree that the Chief had obeyed instructions. But, he said to me afterwards, 'You'd have thought the silly B—— would have queried them as soon as he saw that it meant completely reversing direction.'

(According to Mr. Wickham, when that Chief Officer got his first command, he piled it on the reef.)

raft and this is where Mr. Glover came in. He gave his display at Cruz, Honiara, and everything like clock-work. On hitting the capsule split in half and popped the contents in bubbles which grew until the raft was completely covered, even to a rubber awning. Mr. Glover said the secret of getting everything back into the capsule was to get every possible bit of air out of the raft, even to use a vacuum-cleaner to suck it out. Needless to say there aren't many vacuum-cleaners in BSIP (no carpets) but he found one eventually, a couple

of days later, and has been able to instruct his agent on the finer points of the life raft.

● THE JAPANESE SHOW THEIR FLAG: On June 25 the Japanese Navy finally achieved what it unsuccessfully set out to do 20 years ago—four of its ships anchored in Noumea Harbour, New Caledonia.

The squadron of four ships was in command of Admiral Noboru Nagai on the destroyer *Terusuki*, which was escorted by *Harusame*, *Ugure* and *Ariake*.

On the evening previous to their arrival, the French anti-aircraft

cruiser *De Grasse* had arrived in the course of a world prestige cruise.

The hand-picked Japanese crews are reported to have made a good impression in Noumea, because of their excellent behaviour and cheeriness and because they were good spenders—in dollars.

A major effort was made to entertain officers and men and excursions around Noumea and into the country were many. Various sporting fixtures were arranged between the crews of the ships culminating in a Judo contest held in one of the local theatres. This attracted a huge crowd.

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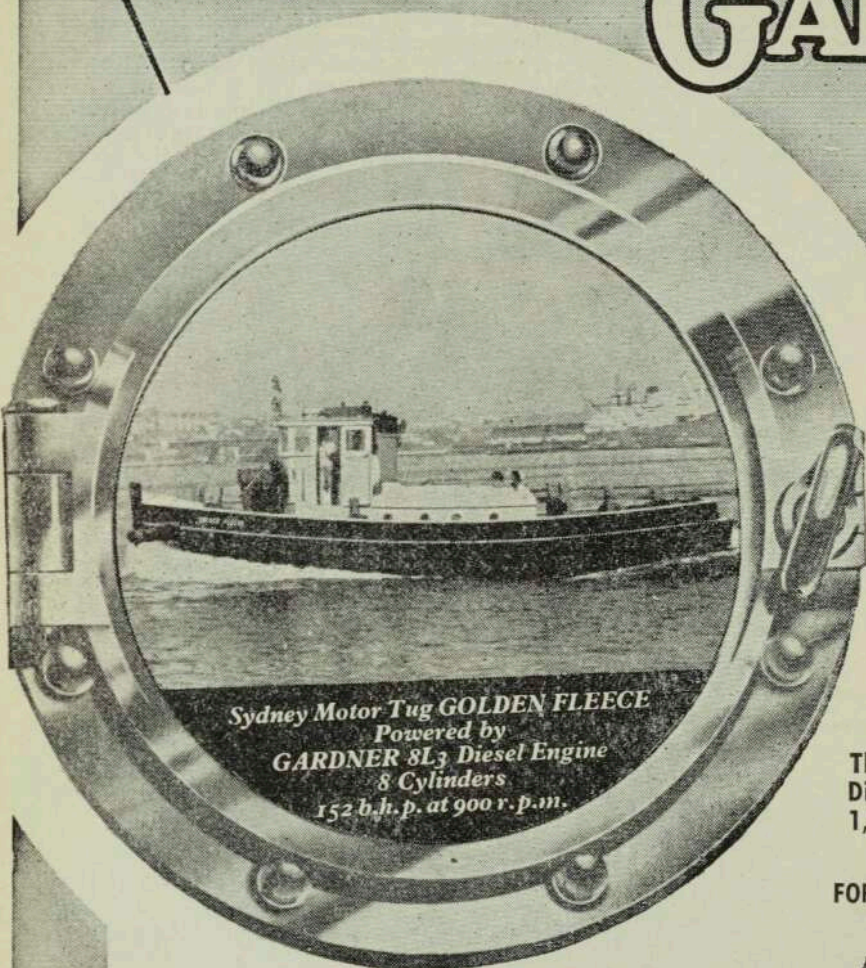
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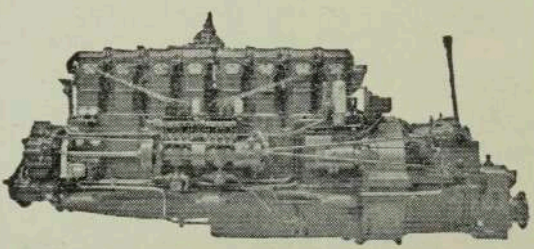
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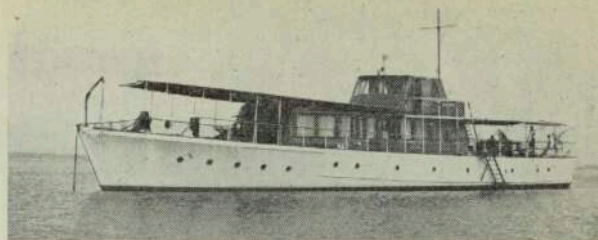
112 AUGUST, 1962 — PACIFIC ISLANDS MONTHLY

sai, thousands of Noumea residents visited the ships. The squadron for Australia on June 28 and visited Suva, Fiji.

BULK-FUEL BARGE FOR BRIDES: Messrs. D. J. Gubbay Company of Santo have laid the keel of a landing barge, which is being constructed in Santo. The barge will be about 65-ft long, and fitted out for the carriage of bulk fuel. Alternatively, a pile-driving unit may be carried in her. The barge will be powered by two engines of 225 horse-power, and she will be launched sideways into the water on completion in about four months time.

ALL THIS AND EDUCATION, TOO: Ten thousand roses decorated the Matson Liner *Intervenor* when she left San Francisco June 20 for the South Pacific return. This was the Flower Luggage Cruise, the first in the company's "special interest" voyages since 1962. (The others are photography, golf, art and navigation). Two arrangers from one of San Francisco's most exclusive florists joined on the voyage and during its

The converted Fairmile "Stardust", now on tourist duty — see below.



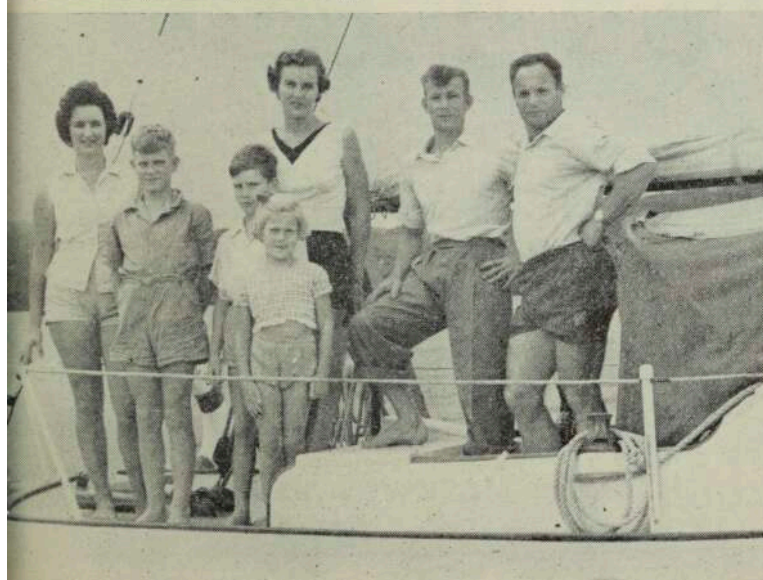
six weeks duration will instruct passengers on all types of flower arrangement.

● **STARDUST AGAIN:** The converted Sydney Fairmile which made the headlines frequently when cruising the Pacific in 1959, 1960 and 1961 has settled down to a regular life of tourist cruising in Fiji waters.

"Stardust Cruises" are being run twice weekly out of Nadi to the nearby Mamanuca Islands. Each cruise is of three days which gives passengers plenty of opportunity to potter around the small islands of the group. Accommodation is in two berth cabins and the vessel has a dining room, two lounges and a bar. Cost per person is £F30.



Left: The 40-ft sloop "Restless" of Whangarei, NZ, in Suva, Fiji, in July. Below: Those who sailed in her (left to right), were: Mrs. Christine Capon, Mrs. Hansen, Mr. H. Hansen (owner), Mr. Charles Capon; and, in front, Stuart, Grant and Carleen Hansen. The party will probably spend three months in the Fiji Group. (See page 116).



● **SAMARAI GETS RAN VISIT:** Navy visitors usually head for Port Moresby, but Samarai, Papua, had its day in June when the Australian Navy destroyer *Voyager* spent 20 hours there on the way home from Far Eastern service.

During the action-packed visit the Royal Australian Navy taught residents "The Twist", held a cocktail party, took European and native men, women and children on a cruise to Milne Bay and back and beat locals in a football match.

Hundreds of natives had lined the shores as the sleek "Daring" class destroyer, in command of Captain D. C. Wells, swept up the China Strait and came smartly to her anchorage about half a mile off shore opposite the Samarai wharves.

It was a great day for Samarai and particularly for Department of Native Affairs Cadet Patrol Officer Daras Wells, son of the Captain, who is stationed at Esa'ala and came into headquarters to meet his father.

● **JOHN WILLIAMS VI SAYS FAREWELL:** The London Missionary Society vessel, *John Williams VI*, left Tarawa, Gilbert and Ellice Is. Colony, in June for Suva, at the end of a farewell journey round the Gilbert Islands, which began in April.

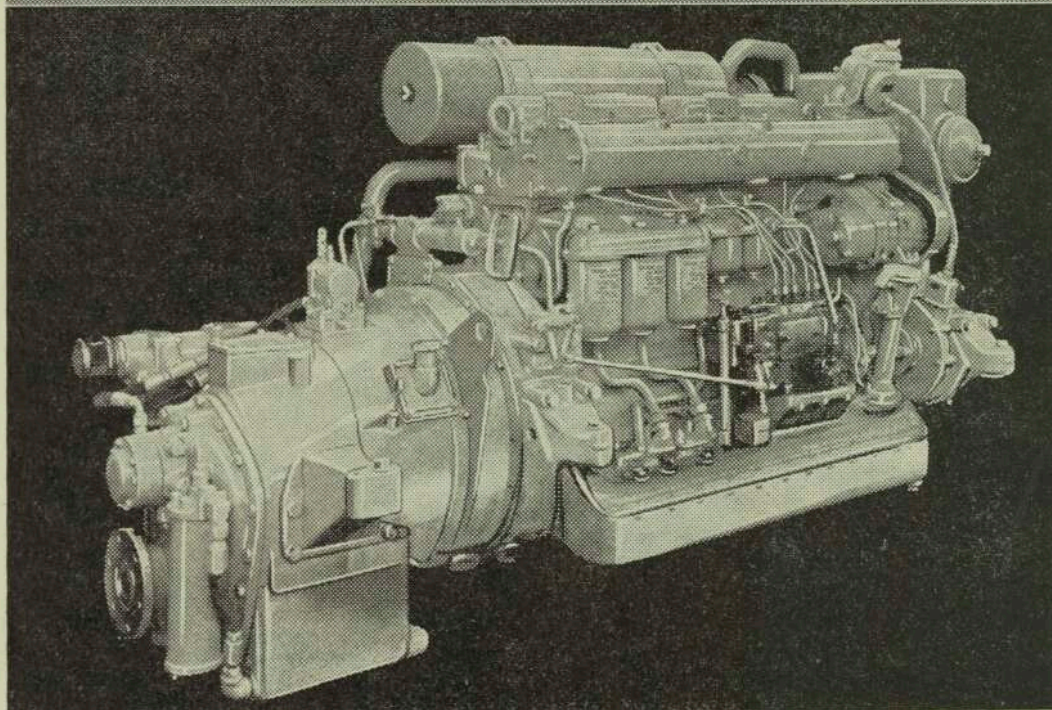
The Mission plans to sell her in August, and replace her by a smaller ship, the *John Williams VII*, now being built in the United Kingdom. The new ship will be named by Princess Margaret in a ceremony at the Pool of London in October.

● **NEW ONE FOR GONA:** Newest member of the Rabaul-based Gona shipping fleet is the 60 ft trawler *Raskai*.

Raskai previously plied New Ireland coasts for the Kavieng Catholic Mission; now having no further use for her they have handed her over to Gona who will set up regular schedules to Talasea, Manus, Kavieng and Buka Passage.

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DELAYED VERDICTS: A fine court in Fiji in July decided the Masters of two local ships, *Yatu Lau* (Anare Vula) and the *Roblyn* (Pita) should be severely reprimanded for stranding their ships. Strandings had taken place six months previously in the case of *Yatu Lau*, and 12 months previously in the case of *Roblyn*.

The *Yatu Lau* grounded on a coral patch in a Vanua Balavu lagoon after daybreak on January 4, 1961. She had entered the passage in bad weather in darkness, guided by one of the ship's boats. Damage in the region of £2,350. The court considered that the ship was due to an error by the crew in navigation, and that Anare had been careless.

The *Roblyn* was stranded on a coral patch at Cagilai, Lomaiviti, on January 25, 1961, in darkness. The court said that Pita had been negligent, and had taken an unnecessary risk in entering waters known to be dangerous at night, particularly after he had been warned against this by the ship's owner.

News Of Cruising Yachts

VETERAN YACHTSMAN DIES: Probably the best known of all South Pacific cruising yachtsmen in the last 30 years, George Dibbern died in an Auckland street, June 12. His equally famous ketch *Te Rapunga*, sprang a leak and sank in Auckland waters a few weeks previously.

Dibbern was born in Germany in later years claimed international status. He bought *Te*

Rapunga from a relative in Germany in the early 1930's and sailed her across the Atlantic, through the Canal and to California and then to New Zealand. With NZ as a base he cruised to the Pacific Islands and was well known there, particularly in the Cooks, as a pre-war and post-war visiting yachtsman.

He was a veteran trans-Tasman yachtsman also and was as well known in Tasmania as in NZ. About 1951 he shared a £10,000 lottery prize with a friend and bought an island off Tasmania where he lived for seven years.

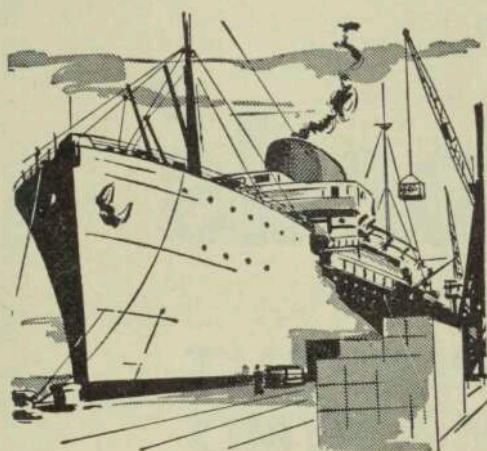
In 1958 he sailed *Te Rapunga* back to Auckland from Hobart but seven days out the ketch was dismantled near Greymouth. *Te Rapunga* was repaired but a year later she was dismantled again when crossing

the Tasman and towed into Auckland by a Japanese freighter. Dibbern did not sail her again until six weeks ago when she grounded, sprang a leak and sank.

Dibbern was about 72 and probably one of the few men of this century to have lived life as he wanted it. He is understood to have had a wife and family in Germany.

● *RAMONA*, of England, recently in the South Seas with Vard Wallace, has been sold to Californian Bill Long, and end of June was en route to the Coronado Yacht Club in California.

● *ENTICER*, 46 ft ketch, of Honolulu, skippered by Carl Gillette and crewed with a crowd from the Hawaii Yacht Club, was outward bound for Tahiti in June. (Over)



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Chanty, of Vancouver—see next page.

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THE
FAMILY
REMEDY

● *NORDLYS*, arrived in Honolulu (minus her starboard main shrouds), in June and is for sale at an asking price of \$60. She will probably return to the mainland.

● *SEA CHANTY*, of Vancouver, arrived in Honolulu in June, 1962, out of Nukuhiva, with skipper Monk and crewman Jack Bauer, well and happy. They immediately slipped the boat, and will probably return to Canada this autumn, several years Down Under.

● *GRACIAS*, hailing from Boston, USA, made a slower Nukuhiva to Honolulu passage of 29 days with Ken Bohlin single handed, troubled with light air.

● *TANE*, 35 ft steel ketch, with Ralph Thorvaldsen single handed, has returned to Hawaii from the mainland.

● *TATOOSH* and owner-skipper Elmore E. Brown found the passage too rough and turned back 300 miles out on an attempted Tahiti call from Honolulu in June. Brown last reported heading back to the US, where the ocean is more calm.

● *FORTUNE*, owned and skippered by Dave and Nellie Goeffney, outfitted as a marconi cutter in place of her former gaff ketch rig, will leave Honolulu early in July to return to Tahiti.

● *RESTLESS*, 40 ft New Zealand sloop, arrived at Suva from Auckland on June 26. Her owner, Mr. Henry Hansen, his wife, three children, Miss Christine Ross and Mr. Charles Capon, all of Whangarei, were aboard. They spent 9½ days on the voyage.

They struck indifferent weather storms, after which they were calmed for 14 hours, and when they were 300 miles south of Fiji they hove to for 20 hours because of gale force winds up to about 20 knots.

The *Restless*, more than 30 years old, was built at Auckland by T. Brothers. Mr. Hansen, since he acquired her, has cruised on the New Zealand coast, and last year with his wife and family, made 12½ days crossing of the Tasman to Australia.

Tentative plans were to spend about three months cruising in the Fiji Group.

● *OKEANOS* and Joe Pacheco report from Yokohama at end of June.

just prior to setting off for a haul across the North Pacific Long Beach, California. Joe calculated that it would be a 50-60 passage but that the schooner in good shape and that he contemplated no difficulties. Says Joe: "My girl Benita just joined me three days ago from Wewak, New Guinea; and New Zealander Bill Brown, of Reuter's Press bureau, also wants to give the sea a try and will come with us as far as the States". The three of them did a 45 minutes TV interview on a radio station—proceeds of which, says, will help to keep the good ship *Okeanos* and her crew financially afloat for a month or so. Joe is high in his praise for the crew and the assistance they got in Japan.

LOTA, 30-ft Sydney yacht, went on cruising the easy way in June when she left Sydney as deck cargo of Messageries Maritimes vessel *Antien*. She is owned by Sydney company director, Mr. S. A. Brown, who is at present in Europe on business. The yacht will be unloaded in Papeete where he and Miss Ashford, of Sydney, will join her for a three months cruise of French Polynesia.

MANU MOANA, 50 ft New Zealand yacht, recently in New Hebrides waters was reported in New Hebrides, in June, and skippered by Dr. Richard Brown. She has a crew of four. After a cruise of the Solomon Islands the yacht is expected to head eventually for Hong Kong.

WHITE LADY, ketch of 30 tons, reported from Lord Howe Island in mid-June after completing the first leg of their planned Pacific cruise to the USA. She is owned by Joel and Ellen Hart, of Sydney. Their son Joey, aged seven, Dick, and Peter, from Lord Howe, will join them for the next section of the cruise—to Tonga. The Harts report magnificent fishing from Middleton Island where they say you can land 100 lbs of fish in a few hours.

ISIS, the 32 ft. Sydney cutter, which turned up at Norfolk Island after being the centre of one search party, became lost again when bad weather forced her to put out from Norfolk with two men aboard. (See July, p. 127). After being feared lost for some time *ISIS* returned to Cascade Bay. The two-man crew—George McCafferty and Derek Brewin—were

tired and suffering from the effects of a week-long struggle against wind and weather. McCafferty said that the *ISIS* had been blown about 200 miles north-west of the island following the gale force winds which struck the island on June 17.

They had found it impossible to lift the dinghy inboard so they had cut it adrift. (This had led to speculation that the *ISIS* had foundered when the wrecked dinghy was washed ashore).

"Ricky had trouble with his back. He had an operation for a slipped disk some time ago and pulling and

stretching in that weather didn't do it any good," McCafferty said.

They had found the ship's chronometer four minutes out and only got back to Norfolk by homing on the island's airport direction-finding signals. On their arrival, they advised the owner, Walter Martindale, who had returned to Sydney only 12 hours before—and suggested he send a substitute crew. They obviously had had enough of the *ISIS*.

In an effort to prevent a recurrence of the events of the previous week and have to take to the sea again, it was decided to take *ISIS*

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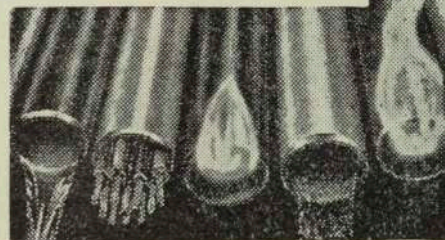
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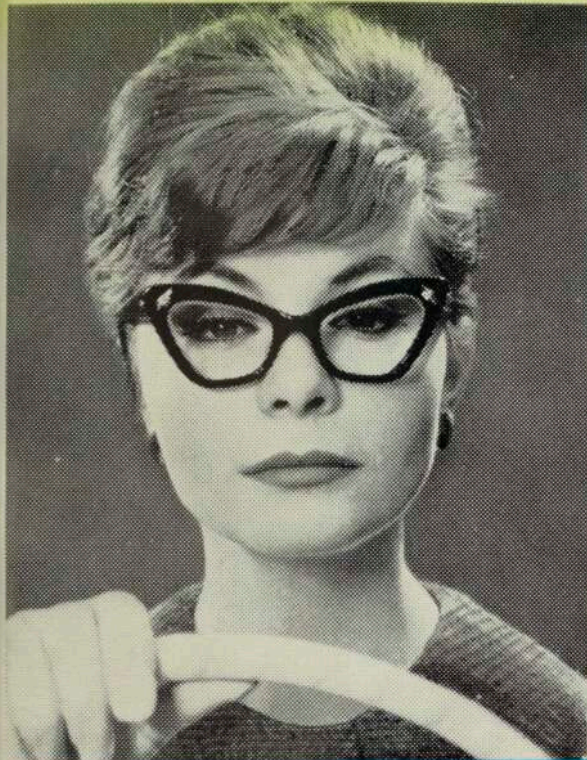
After a week of being blown to sea, "Isis" finds a peaceful mooring in Emily Bay, Norfolk Is. (top picture). The centre photograph, taken at low tide, shows the narrow dog-leg passage through which Frank Christian guided "Isis" into Emily Bay. It is 10 years since this was last attempted. Bottom picture shows the two crew members, George McCafferty, on left, and Derek Brewin, who brought the "Isis" safely back to Norfolk.



through the reefs at Cascade Bay and anchor her in the small lagoon at Emily Bay. This is a tricky operation since the passage is a dog-leg between coral niggerheads and leaves little margin for error. It is ten years since an attempt was made to bring a vessel to this safe anchorage. At high water on the following day, on June 19, a direct descendant of Fletcher Christian, Mr. Frank Christian, successfully navigated *Isis* into Emily Bay. Christian displayed the customary Norfolk Islander's skill in the operation.

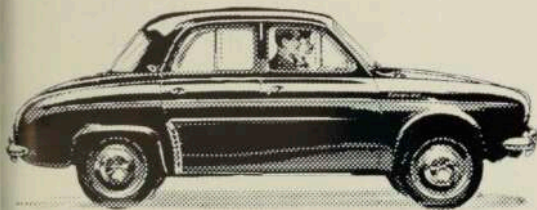
● **GOLDEN LOTUS** — Chinese junk manned by three New Zealanders, Brian Clifford, Graham

Clifford and Max Matthews (July, p. 9), caused something of a sensation around Auckland when they completed the last leg of their 7,500 mile journey from Hong Kong (they were in Sydney in June). They gave them a heroes' welcome and the leading Auckland newspaper devoted the best part of a page to their exploit. Junks are rare in Maori country it seems.

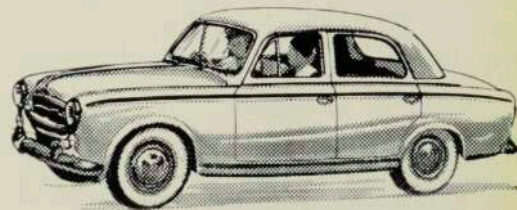


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Pacific Report

The month's round-up of news and pictures of people and events, from PIM correspondents in the South Pacific.

Customs Officer Accused for Smuggling

The black market value of opium found in the possession of a Suva Customs Collector was between £100 and £10,000, although its street value was less than £100. Superintendent J. Colclough said this at the Magistrate's Court at Suva in July when Norman Frederick Lester Bricknell, 44, pleaded guilty to three charges involving the possession of opium and opium smoking equipment.

Bricknell, who was born at Grandera, NSW, 44 years ago, joined the Fiji Customs Department in 1951.

Superintendent Colclough told the court how Bricknell approached another Customs officer, the Suva Harfinger (Mr. B. Thomas), with an offer of £5 to be taken out during one evening, and how they were subsequently shadowed by Suva Harbour Master (Captain L. James).

The charges against Bricknell were that he had in his possession on June 23, 359 tins containing pressed opium, two opium bowls; and that he was knowingly concerned in an attempt at the fraudulent evasion of the prohibition of the exportation of 481.06 oz of pressed opium valued at £96/4/-.

Superintendent Colclough said that at the time of the offences Bricknell was secretary of the Fiji Marine Board, which is under the control of the Customs Department.

He had approached Thomas and offered him £5 to take him out during the evening. Thomas had been instructed previously by the Comptroller of

Customs (Mr. D. W. Logan) to report any suspicious approach for the hire of the launch, and he had therefore reported the matter to his superior officer.

Arrangements were made to shadow Bricknell and his companion. Bricknell and Thomas went fishing near the entrance to the main Suva Passage and while there Thomas asked Bricknell the purpose of the trip.

Bricknell replied that it was to pick up some Chinese medicine for a friend at Lautoka. Normally the medicine would not be allowed to enter the country. Thomas later put it to Bricknell that it was actually opium they were going to pick up and Bricknell agreed that was the case.

About 5.45 p.m., just on dusk, the Dutch ship, *Van Noort*, with a Chinese crew, which had previously arrived from Hongkong and Singapore left Suva wharf to sail to Auckland. When the ship was nearly abreast of where Bricknell was fishing, Bricknell rose to his feet and waved a green shirt at the ship. There was an answering flash, at

The Cotton-Picking Nauruans

One thing the Nauruans can rest assured about is that all sorts of Australians, of high and low degree, have interested themselves in seeing them comfortably resettled when their phosphate runs out.

People write letters to the newspapers about it and one—in "The Sydney Morning Herald"—advocated that they should "share in the newly established cotton-growing industry in the Narrabri-Wee Waa district of NSW" where a new irrigation scheme is helping closer settlement.

Most Australians—simple souls—honestly believe that they would be doing something by moving over to make room for the Nauruans on a venture like this, not realising that the Nauruans are not pioneering types but have been educated to become white-collar workers, leaving the hard yakka of digging phosphate to someone else.

Anything less likely to appeal to the Nauruans than being pitchforked into cotton-growing in NSW's wild west, would be hard to imagine.

which Bricknell ordered Thomas to pull up the anchor.

Their launch followed the *Van Noort*, and suddenly there was a splash over the side. Bricknell then recovered from the sea a parcel



first of its kind in the Gilbert & Ellice Colony—the public bar at Betio, run by the Wholesale Society. (See page 133, July 1961). Only beer is sold in the bar, by the glass and in restricted hours but it is an improvement on the old state of affairs when there was no way to buy a glass of beer at all. The bar is named after a mythical man to whom it is customary to offer the first glass of coconut-toddy.

Photo: Martin Wilder

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wrapped in sacking. This was later
discovered to contain 359 tins of pre-
pared opium, two opium smoking
pipe bowls and a quantity of Chinese
herbal goods. Bricknell ordered
Thomas to take the launch to the
Bay of Islands. And this time
Captain James was following in a
private launch.

As the boats were approaching the
jetty near the Naval Barracks a car
signalled by flashing its headlights
twice. Bricknell's launch turned
towards the flashes, and soon after
Captain James flashed on a small
searchlight. Bricknell was then seen
to put overboard the parcel he had
picked up from the *Van Noort*.

Captain James recovered the
parcel and ordered Thomas and
Bricknell to return to Prince's Land-
ing.

The police later discovered that
the flashing light on the shore was
given by a local Chinese.

When Bricknell and Thomas re-
turned to Prince's Landing Mr.
Logan told Captain James to repeat
in front of Bricknell what he had
seen. The tins were opened at that
stage. Bricknell then said the whole
thing was a fabrication.

Mr. Noel McFarlane, who
appeared for Bricknell said his client
had served with the RAAF in Britain
during the Second World War as a
rear gunner. He had two daughters,
one aged 15 at school in Sydney,
and the other 9, at school in Suva.

It was a sad and tragic ending to
Bricknell's career. The person be-
hind it was a Chinese trader whose
name was known to the police.
Bricknell, in 1961, had borrowed
some money from a Chinese trader
and had repaid it, but had again
borrowed this year because he was
in difficulty over school fees.

"On that fatal Saturday the
Chinese trader asked Bricknell to
oblige him by picking up a parcel

Ralum Club Has Queen Emma Links

A Club for mixed races,
very considerable social va-
has been established at Koko
New Guinea, by Mr. J.
Aquiningo. It has 65 me-
bers, including part-Eu-
peans, Chinese, Europeans
natives, and it functions activ-
as a social centre for the peo-
there.

It is called the Ralum C
because it is established wit
a few yards of the foundati
of "Queen Emma's" old r
dence, "Gunantambu", fr
which she ruled the em
which she established at Ra
between 1880 and 1910.
old plantation house, occup
for a long time by Mr. Ro
has been taken over by the C
and remodelled as a mod-
club-house. Mr. Rowe has n
returned to Australia and
Don Preston is now the mana
of the plantation upon wh
"Gunantambu" was forme
established.

All that now remains
"Gunantambu" are the cem-
blocks upon which the ho-
was built—it was destroyed
the Japanese during the wa-
and the famous, wide, conc-
stairway which led from
terrace down to the sea-sh-
The road from the foot of
steps to the Ralum wharf, o-
traversed daily by "Qu-
Emma", (Mrs. Paul Kolbe)
gone back to the jungle.

from the ship, but Bricknell refu-
Mr. McFarlane said. "How-
when the Chinese trader saw
later he agreed. The Chinese
it was Chinese herbs to be p-
up.

"He knew that he was
wrong, but had no money
foolishly, stupidly and unaccount-
did this completely crazy act."

The Magistrate (Mr. R. H.
Mawer) sentenced Bricknell to
of nine months, three months
12 months respectively on the
charges, and ordered the term
be served concurrently, which m-
that Bricknell will serve 12 mo-
less remission for good conduc-

He said that sending Brickne-
prison was the only course he
adopt.

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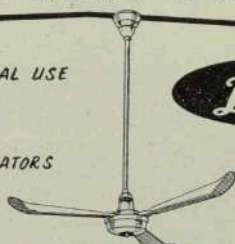
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Lautoka's £10,000 Fire £5,000 Fire-Engine

The new £5,000 Lautoka fire engine has had its teething troubles. Of all it was too big to fit into the fire station. Then, at its first fire, the succession of events had have been comical, but for the seriousness of the situation.

Called to the administrative block of the South Pacific Sugar Mills late one it was discovered that the engine would not be of much use. The compound in which the building stood was not piped to fire hydrants, and no water was available for the 250 gallons the engine carried.

While this meagre supply lasted the brigade managed to get some control over the blaze, but the engine was short-lived. When the engine ran dry the engine had to go for another supply, and while it was away the fire quickly flared again, and the entire office block burnt to the ground. The company's official estimate of loss was £10,000.

Samarai's White Hopes in the Games

Seven sportsmen of the Australian schooner *Voyager* spent most of their recent stay in Samarai helping the local athletes in training for selection for the Territory's first Commonwealth Games Team which will go to Perth, WA, at the end of the year.

Voyager is one of the warships assigned to go to Perth for the games and she visited Samarai on her way home from a tour of Far Eastern duty, in June.

The athletes helped are a Papuan from Warrington, 19, a Samarai boy, who is Milne Bay District's best hope for the 100 yards sprint; Moses, 20, an Administration Schoolteacher, who has an excellent chance of selection for the 440 and 880 yards.

New Hebrides Talks New York

In June New Hebrides took a big step forward in its radio telephone when the Condominium Radio Engineer made the first test telephone call to New York, via Sydney and Oakland in California.

This radio telephone link has been requested by the Australian American Radio Communication authorities, and if favourable circuits can be maintained simultaneously on

all arms of the relay, it will be soon possible to make telephone calls from the New Hebrides to America.

The cost will be £6/15/- Australian for a three-minute call, and the time of calls will be the same as for the Sydney circuit, from 3.45 p.m. to 4.45 p.m. local time. It may also be possible to extend the Sydney circuit to Europe. The cost for a three minute call to Europe would be £5/8/- Australian.

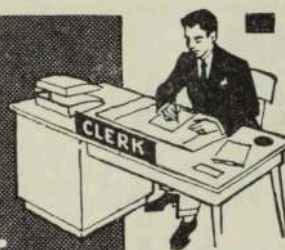
These radio telephone circuits to the United States and Europe are only temporary, and will be replaced by the facilities offered by the Commonwealth Cable, which is due for completion late next year.

Yellow Yolks Are 9/- Extra

Constant rain and lack of sun has greatly reduced New Caledonia's seasonal vegetable crop. Tomato plants and many other vegetables which should now be reaching the local market have been destroyed and where normally most vegetable imports have ceased at this time of the year, this year New Caledonia has been importing carrots, lettuce, cauliflowers and tomatoes from Australia and New Zealand.

In July, importation of carrots and cabbages was stopped which

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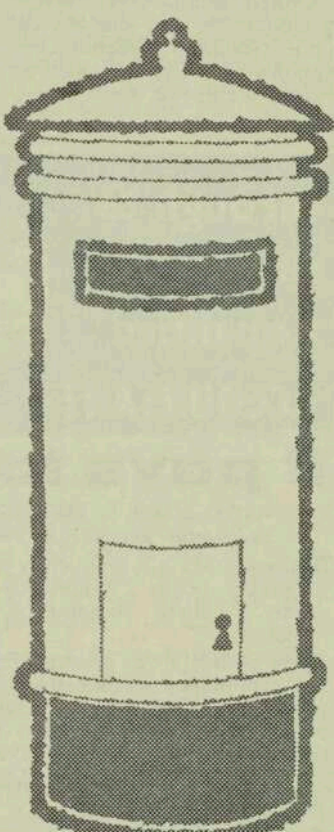
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makes the position worse for housewives as they now have to pay more than twice as much for locally grown than they previously did for imported vegetables.

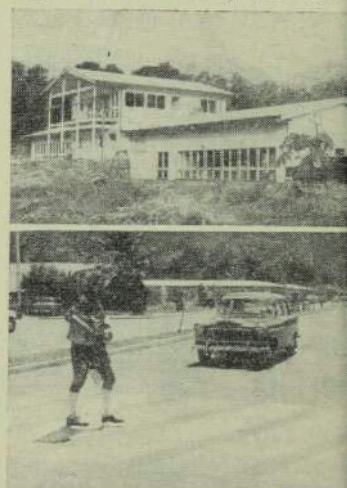
Importation of foreign eggs, particularly Australian, has now been forbidden because there are now enough eggs coming from local sources. Housewives who have been paying about 6/- per dozen for Australian eggs now have to pay 15/- per dozen for the variety but this does not cause much bother because the New Caledonian housewife would rather pay extra because of a dislike for the pale yellow of the Australian egg.

No "Cracker Nights" For New Caledonia

A move has been made in Noumea by the Chamber of Commerce to stop the importation and sale of fireworks in New Caledonia and it is expected that the High Commissioner's Department will soon bring down the necessary legislation.

The law will not apply to fireworks intended for special displays but to the fireworks which fall into the hands of local larrikins who have a practice of throwing lighted fireworks into crowds.

Local newspapers have been campaigning for years in this direction and although there is already a law forbidding the letting off of fireworks in public streets, it is obvious that the local police are not capable of enforcing this law.



New to Rabaul are (top) The Mission Hostel, which was opened recently by the former chairman of the Melanesian Overseas Mission in Rabaul, the Rev. Lutton. It will be multi-racial and is built at a cost of £20,000 on financial Administration at a low rate of interest.

Lower: Zebra crossing with a difference. They are not the conventional parallel lines but are diagonal. Three have been placed in busy Rabaul Mango Avenue to slow down traffic and give pedestrians right of way.

New Caledonia is not alone with the problem as was clearly seen in the last Commonwealth Day's "Baker night" when two people were killed by fireworks and several buildings burnt down, but as yet the South Wales authorities have not taken any steps to make sure this will not happen again next

Sugar for USA Next 2½ Years

appeared for a few days, at the end of June, as if Fiji would miss out on the special American sugar

quota. It had hoped to get this order from United States, as its share of the vast order for sugar, taken from Communist, Yank-hating Cuba by Washington, and distributed among the world's better-behaved sugar-growers.

US House of Representatives allocated the quotas in June, including 50,000 tons for Australia, and 10,000 tons for Fiji, and sent the Bill to the Senate.

But the Senate revolted against an army of lobbyists from the world's sugar producers—of whom the most provoking were from India—and "wiped" the whole Bill. The Senate pointed out that USA consumes 9,700,000 tons of sugar annually,

and it demanded that USA domestic producers should supply 5,800,000 tons.

The old law was expiring on June 30, and the two Houses went into hurried conference, and achieved compromise. Many of the quotas remained "out"; but Australia finally got 40,000 tons per annum, and Fiji the full 10,000 tons, until December 31, 1964. But the premium of 150 million dollars which the House had planned to pay as premium of foreign suppliers has been cut by 30 per cent., over the next 2½ years.

The quota allotted Fiji will earn that country £1,500,000 before the end of 1964. There is no indication of what happens after that. Power-

Three Broken Limbs, And Two Muu-muus

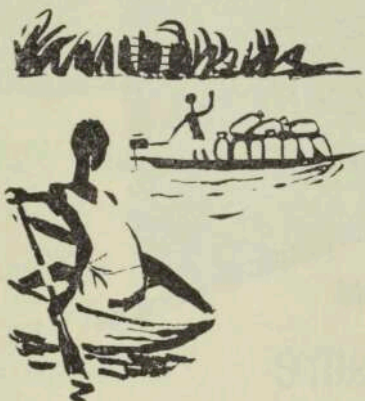
In Fiji, last month, there seemed to be an open season for wives. When I called on the James Borrons, at Tamavua, Nava, all was well, except Mrs. Borron. "Zena has a broken wrist—not serious, but painful, and frustrating, when she tries to dress," explained Jim.

My next call was to the Ken Witheringtons, out beyond the Bay of Islands—that lovely bit of coast now under the menace of the cement-works. Ken also reported an accident in the home—wife Laurel had a fractured shoulder-blade. Not serious, but very annoying for a lady who is not patient and dislikes being strapped up.

Each husband had the same complaint. Each had been sent to purchase, for his stricken lady, a Muu-muu—a Mother-Hubbard that originated in Hawaii and was wished on unsuspecting island natives by early missionaries. It is still worn by them and by European wives who are preparing for an addition to the family.

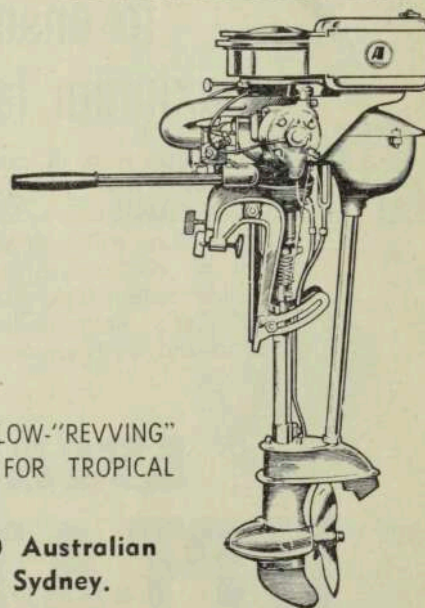
The sales-ladies could not be expected to know that the Muu-muus were being bought to simplify the dressing problems of two incapacitated women. The men swear that they were winked at.

Next morning, when I called upon the Barry Philps, Korotoga, I found Mrs. Heather Philp immobilised on a long chair with a broken ankle. She faced a fortnight's "complete rest" cheerfully enough; but she was not amused when we suggested that a Muu-muu might be helpful during convalescence.—R.W.R.



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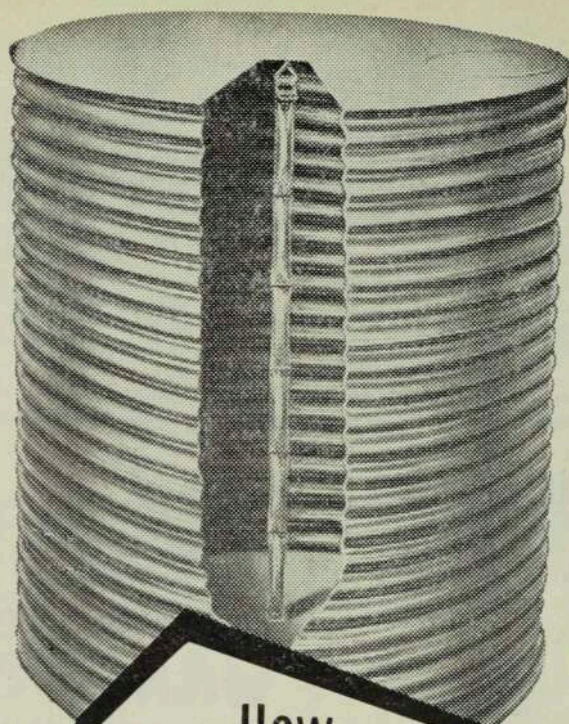
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ful interests in USA would like to restore the sugar trade with Communist or no Communist

Manus Goes For Carved Puk-Puks and Dollars

A Rabaul-based Agricultural officer recently paid a visit to a native-owned plantation in the Admiralty Islands.

He found coconuts lying on the ground beneath the trees and copra dryers had not been working in weeks. In the village he asked the reason for the sudden strike.

The luluai took him inside the village and showed him a heap ("there were scores of them!") of hideously wrought wooden crocodiles.

Every able man in the village apparently turned from primary to secondary industry and was busy whittling at wooden puk-puks.

"I soon learned that the Americans at Manus were the cause of the strike," the agricultural officer said. "They were paying such high prices for native carvings that this village and I have no doubt there are others, decided to give copra a rest."

Tracking-base Americans at Manus, Buka and other islands probably have no idea their lack of interest is disturbing the native economy but it's high time someone told them.

Rarotonga Goes For Road-Safety

During the last decade Rarotonga motor traffic has trebled—from 1,000 licensed motor vehicles in 1950 to 464 in 1962. The population has increased to such an extent that there was talk of a "population explosion". These two factors represented increasing hazards for all road users.

In 1955 motor traffic was increasing and there were many new drivers who knew little, and cared less, about elementary road rules. Truck drivers, motorists, motor cyclists, cyclists, pedestrians consistently broke every rule in the book, often with original twists. Powerful new trucks were along at 40 mph on the wrong side of the road—the speed limit was still 30 mph on the open road and 20 mph through villages.

Vehicles shot out from side roads on to the main highway, their drivers neither reducing speed nor bothering to check if other traffic was approaching. Signals were rarely given.

Cyclists used both sides of the road with serene impartiality—sometimes they carried passengers on their handlebars. These passengers flung



Progress In Society Islands

Etablissements Donald Tahiti plans to return to Raiatea, Society Islands, after a trading absence of 20 years. Their new building, above, is nearing completion, and will be opened early in September. The Banque de l'Indo Chine has opened its office in Raiatea in this building.

The new wharf, to left of the Donald building, was completed three years ago, and is able to berth Islands vessels. Adequate wharf sheds and copra stores have been erected and the inner harbour is now a haven for the fishing vessels.

The new airstrip on Raiatea was completed and opened on June 14, with the inauguration of the RAI services by DC4.

cyclist and successfully blocked or her view.

stray horses cantered along the d, large pigs suddenly shot from roadside scrub right into the h of an oncoming vehicle.

At night few motorists bothered dip their headlights when other tic appeared, cyclists sometimes ried hand torches, or more often, lights at all. Pedestrians straggled over the road and stubbornly used to get out of the way at the roach of a mere motor cyclist, ecting the rider to swerve around m and on the wrong side of the d. The dirt roads were narrow l badly pot-holed after heavy rain. ey had many blind corners and row bridges.

Now, although the coastal road is l too narrow for the volume of tic carried in the busiest sections, at strides forward in achieving d safety have been made.

n August, 1955, two Maori ice officers began to instruct vers and cyclists in the rudiments the Highway Code. Later, drivers o still abused the rules were

prosecuted. In June, 1958, the Cook Islands' first speed cop appeared in Rarotonga and soon made his presence felt. The schools instructed their pupils in road safety and the public was likewise informed through the mediums of radio and news-sheet.

Gradually, road manners improved. Today some of the old hazards still persist, such as wandering livestock and overloaded trucks, but most Cook Islanders have become road conscious.

Within the last two years some of the worst bends and corners of the road have been straightened out. Some new bridges were built and the coastal road widened at various places. Finally came the tar-sealing of the Island's busiest two miles, the coastal road through Avarua, extending from Avatiu Harbour to the hospital.

One mile has been completed and work on the remainder is progressing. The road was widened considerably and the tar-sealing will eliminate the dust menace in Rarotonga's most heavily populated area. (Over)

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One of the largest lakes in West New Guinea is Lake Sentani (above), near the capital, Hollandia. It is about 20 miles long. One of the odd things about this fresh-water lake is that sawfish, which normally live only in salt water, are found in it.

Scientists think that they entered it at a time long past when the lake was a long bay, open to the sea, and that they somehow adapted themselves and lived on when the land rose and the lake was cut off from the ocean.

These sawfish have a long flat "saw" with a row of sharp teeth on either side of it. They can be anything up to 12 feet long, from tail to end of the saw.

The one shown (left), is slightly less than that and was caught in a fishing net and towed to the shore behind a canoe. The Lake natives do not eat the fish as they believe their ancestors' spirits have entered them but that does not prevent them selling the fish to town natives in Hollandia.

Further concern for road safety was shown during a meeting of Tonga's Island Council in mid-June when it was decided to cut down coconut trees overhanging the road without compensation paid to the landowners.

This measure was felt necessary in view of the constant danger of falling from overhanging trees injuring people passing on the roads.

There seems no doubt about it—Tonga's roads are getting safer.

Arms Amnesty Well Patronised

Fiji's arms amnesty in June—when persons in illegal possession of arms and ammunition could hand them to the police without fear of prosecution, had some surprises.

The amnesty was to bring in the hidden arsenals of small arms, many of them of American origin,

acquired during the war, known to exist in North-Western Viti Levu.

Probably the police expected pistols, rifles up to .303 gauge and perhaps a shotgun or two. They were taken aback, however, at three of the pieces handed in—one .4 anti-tank rifle, and two machine-guns.

The anti-tank gun, which bore Japanese markings, was complete with flame eliminator, and had been kept in grease. It was something similar to the .5 Boyes anti-tank rifle used by the British armed forces.

One of the machine-guns was Japanese and the other was German, and both were handed in at Levuka. The Jap job was in fairly good working order, and was complete with mounting. It was a .28 to .3 calibre. The German gun, also in fairly good order, was brought from Levuka to Suva under a police escort.

The police did not inquire too deeply into the circumstances of possession—after all it was an amnesty—but theorised that they had been souvenired somehow or other and brought back to Fiji by the Armed Forces, or in consignments of captured arms.

Their appearance during the amnesty prompted the Deputy Commissioner of Police (Mr. T. A. Handford), to remark that they would also accept field pieces. The natural inference from this is that if ever there is another arms amnesty those who have a few 25 pounders, or German 88's tucked away in some odd corner, should hand them in then.

£29,000 to be Spent on BSIP Airfields

A Colonial Development and Welfare Scheme for a grant of £29,000 has been approved to build airfields at Auki on Malaita and Kira Kira on San Cristoval, and to improve ground facilities at Henderson airfield near Honiara, BSIP.

The Auki field, which will be built first, will be between Gwaunaru village and the sea. The villagers have agreed to give the Government a lease of the land and to accept compensation for the trees which will have to be cut.

The field is expected to be ready in about March next year. Work on a road to the site began on June 25.

The improvement of ground facilities at Henderson airfield will include a hangar and workshop.

All this is in addition to plans to build airfields at Ocean Island and above Graciosa Bay at Santa Cruz, and to improve the Bonriki aerodrome at Tarawa in the Gilbert Islands (July *PIM*, p. 163).

Henderson field is used by the overseas airlines, TAA and Fiji Airways Ltd., but the outport airstrips are in anticipation of a BSIP internal air service getting going.

A private New Guinea air company has applied for a licence to carry on an internal air service in the Solomons, using a twin-engine, five-seater passenger aircraft; and there has been some interest from a New Hebrides company, also.

FVB Will Have Sydney Telephone Number

The *Fiji Times* is the only Fiji listing in the Sydney telephone directory, and Pacific Publications Pty. Ltd., the Sydney agents for the newspapers, were required to answer

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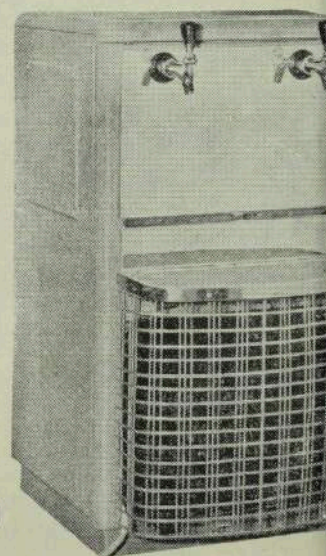
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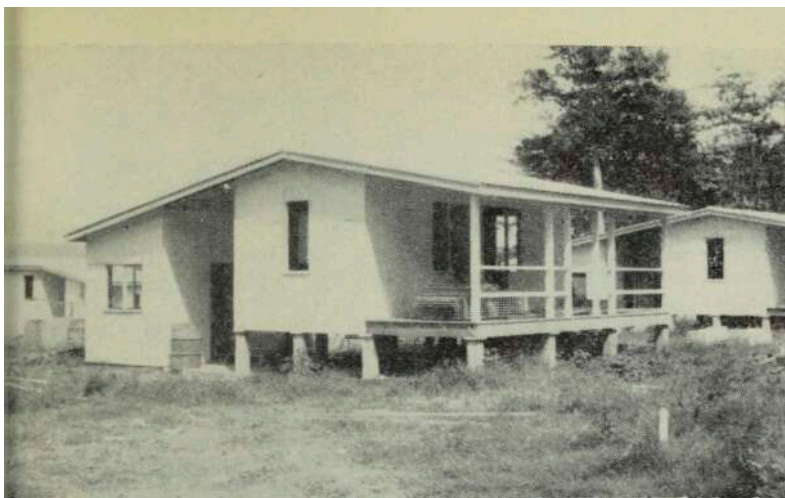
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One of the 17 homes for "advanced native" workers now near completion at Rabaul on the site of the old German Botanical Gardens. The houses will be available to Administration or privately employed natives who desire to improve their standard of living. Tenants will be able to purchase them on easy payments over a long period.

of calls for information about the chairman of the Fiji Tourists' Bureau (Mr. C. A. Robson) said that the publisher of the Sydney directory, Mr. R. W. Robson, had told him this during a recent visit to

under a proposal from Mr. R. A. Howlett, former FVB secretary, the house would soon be the second Fiji house in the Sydney directory. Mr. Howlett, now one of the principals of Howlett and Keeling and Associates, will disseminate tourist information about Fiji, and answer enquiries about the Fiji tourist inquiry for a fee of £A400 a year. The fee will include a listing for the bureau in the directory.

The FVB at its June meeting decided to accept the offer of Howlett and Keeling to act as their Australian and New Zealand representatives for the suggested fee. They considered the money would be well spent, as Mr. Howlett knew Fiji so well, and because he had a "spot" for the Colony. Howlett and Keeling offered many other services, but as the total cost was likely to be in the region of £A2,000, the FVB board decided that in the meantime its budget could not stand up to the additional expenditure.

Radio Station Under Fire

The Norfolk Island Administration announced recently that it had decided to extend its broadcasting service and to increase the variety of programmes broadcast.

It is thinking of buying better equipment and hopes to arrange with

the Australian Broadcasting Commission to supply recorded music, plays and other items.

The service now goes on the air at 10 a.m. Mondays to Fridays. It begins with an announcer reading news bulletins taken down verbatim from ABC broadcasts the previous evening. This is followed by local news, including arrival times of ships and aircraft, and a weather forecast.

The Administrator speaks when he has anything of interest to say, but he does not speak very often.

The Norfolk Island Council, which is usually "ag'in" anything the Administration does, has long cherished plans to operate its own local radio transmitter, discussed the Administration's latest plans at a recent meeting.

One councillor said the people's wishes were being ignored as a fifth of the electorate had petitioned the Administration to run its own broadcasting station, which would give residents a better service with, so the miracle-working councillor alleges, no cost to taxpayers.

He added that, eventually, the Administration would inevitably introduce licences—presumably for radio receivers—whereas successful enterprise need not cost taxpayers anything.

The Administration broadcasting service also has its troubles. Last Christmas, a local resident objected to the playing of "Advance Australia Fair" over the network, declaring that the Administrator was infringing copy-right in the broadcasting of records, including that of Australia's National Anthem.

This threw local authorities into a quandary and the playing of

records was suspended. It was also the practice of the Department of Civil Aviation to play recorded music before giving arrival and departure times of the weekly Sky-master service. This was also stopped.

However, following correspondence with the Territories Department the Administration negotiated an agreement with the Australian Performing Right Association and now apparently records can be played without payment of royalties.

Hams Please Honiara

The Honiara Dramatic Society, known locally as the Honiara Hams, had a two-nights season of Oscar Wilde's "The Importance of Being Earnest" in June. It was their best effort so far.

Unfortunately, this type of entertainment is always left to a few enthusiasts and although monthly play-readings are held in Honiara

BSIP, 62 Years Ago

Mrs. Henry Hill, of Tenamba plantation, on Guadalcanal, has a newspaper clipping from a Sydney paper printed in 1900, describing the annexation of some of the Solomon Islands by Great Britain in that year.

HMS "Torch" visited the Group for about three months in 1900, and the Union Jack was hoisted on Ysabel, Gower, Lord Howe, Fawo, the Shortlands and Choiseul, all of which (the "Northern Solomons"), had been acquired by Great Britain under the terms of the Samoan agreement.

The clipping says—"A party landed to erect a flagstaff, then a Guard of Honour landed to receive the Commissioner of the Solomons, Mr. Woodford, and the Captain of the 'Torch', who followed shortly afterwards. The natives of the islands assembled round the flagstaff, and Mr. Woodford read a proclamation annexing the islands to the British Crown. A copy of this was handed to the native chief, and the flag was hoisted, the ship simultaneously firing a royal salute of 21 guns. Then three cheers were given for the Queen".

[What were called the "South Solomon Islands" became a Protectorate in 1893; the Santa Cruz Group, Sikaiana and Rennell were added in 1898-99].

in the hope of bringing forth hidden talent, most people want to be in the audience and not behind the footlights. Audience reaction in Honiara is always favourable; shows are looked forward to with enthusiasm; and no latecomers (wearing clogs), ever mar the effect of the opening of a play.

"The Importance of Being Earnest" was produced by Jean Cox who usually gives an outstanding performance herself on stage. The part of Lady Bracknell was played by June Glover with polish; Michael Birt, as John Worthing, JP, was a pillar of strength to the players; and Sylvia Widdas, making her first appearance on the Honiara stage, and although a mother of four daughters herself, played the part of John Worthing's 18-year-old-ward convincingly.

The bit-players excelled themselves and set a high standard for future performances of the Honiara Hams.

A Little Bit of Fijian History

Buried on Korowaqa Hill, Raki Raki, Fiji, are the bodies of at least half a dozen European pioneers, most of them forgotten long ago.

Their graves had been lost sight of, and most of them were overgrown—until recently, when Mr. Theo D. Riaz, a surviving pioneer of that area, and an indefatigable historian, appealed for help to the Governor's wife and to the officials of the Colonial Sugar Company. Lady Maddocks showed an immediate, active interest; and the graves have been adequately marked, and will get attention in the future. The people buried there, half a century ago, include:

Mr. Butschow, chief engineer at the sugar mill at Penang.

Mrs. Thomas Coster, wife of the mill manager, and her sister, Miss

Seagar.

Mr. Leask, who was secretary to the CSR Co.'s general manager in Fiji (Mr. John C. Potts).

Rev. C. F. Andrew, a well known missionary.

Mr. Sanderson, who was a railway lawyer.

Mr. James Munday, a police officer.

Mr. James Acklery, a storekeeper.

In a long historical note submitted to the CSR Co.'s general manager in Fiji (Mr. John C. Potts), Riaz says that the Rev. C. F. Andrew was an early tutor of late Sir Lala Sukuna, and of other notable Fijians, and that Ratu Madraiwiwi, the first Roko Tuvaqa, presented Mr. Andrew with a letter to mark his appreciation of the training given his son.

Mr. Riaz adds that Charles E. became chief engineer at the mill in 1908, and that he was a nephew on his mother's side, of that famous Commodore Goodenough, who took a part in the signing of the Deed of Cession in 1874; and Mrs. B. was a niece of the Rev. Mr. Andrew.

James Munday was born in Guernsey, served in World War I, and became police officer at Raki Raki. His lady was to come out from Guernsey to marry him; but she refused to do so when she learned that Munday had had a Fijian mistress. Munday thereupon committed suicide. Mr. Riaz says that Victor Hugo was exiled from France; he was the guest of Munday's family, on Guernsey.

Mr. Riaz, a well-known figure in Suva, has lost his sight, but retained a remarkable memory for facts out of line—Historian then camps implacably on his facts until the public record is set. It is a pity that there is not an Historical Society in Fiji: interesting history is being lost to the generations change.

To Make Best Use Of Fijians' Lands

Fijian land is safe for the future, the Governor (Sir Kenneth Maddocks) told the Council of Chiefs when they assembled at Suva for their biennial conference.

Although a Land Development Authority had been created, this did not mean that the responsibilities of the Native Land Trust Board would be altered. The duty of the board to administer Fijian land in the best interest of the Fijian owners.

The Governor, at the same time, told the chiefs that land-owning

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a particularly important task to perform in the drive for development.

They had to see that, wherever possible, their reserve lands were so apportioned that as many persons as possible who wished to use the land secured an economic return with an assured security of tenure. Where the units could not make use of their reserve lands they had to make the unused portions available to Fijians, less fortunate than themselves, who were willing to accept leases.

Company Operating in New Caledonia

Transfer of the old BSIP Trading Corporation to its new owners was completed by end of June and the newly registered British Solomons Trading Co. was opened for business on July 2.

The four directors of the new company are Messrs. J. Close, J. D. J. Gubbay and Katoh. The company's new name avoids suggestion that Japanese interests are involved, and in course of time no doubt most local residents will forget that they are. Meantime, because of the fact that most people in the S-W Pacific have realised that we must live and trade with the Japanese, there cannot help be tender feelings in these islands which suffered so much at Japanese hands 20 years ago.

The Chinese business community, viewing the new firm with apprehension. But it is generally realised that most of these people are a jolt, anyway. Their stocks of originality and variety and one thing is much like all the

Oil and Chrome in N. Caledonia

The subject of oil search in New Caledonia was recently discussed in the Territorial Assembly. It was noted that an American engineer, Joseph Hargoue, representing the Ventures Group, had made an application to carry out oil search operations in New Caledonia.

He has asked that the dossiers on oil, negative, searches in 1953 and 1958 be made available to his group for study. The Group would be interested in a straight-out grant of oil search rights or would prefer to enter into an association with the government.

Following the discussion it was stated that the latter would be in the best interests of the country.

The former oil searches carried out cost some fifty million francs—a good deal of it subscribed locally by private investors and government. This figure of £350,000 brought negative results "but interesting archives".

Also discussed by the Assembly was New Caledonia's one remaining chrome mine. The Minister of Mines pointed out that the exports of this mine had fallen from 60,000 tons in 1957 to 22,000 in 1961.

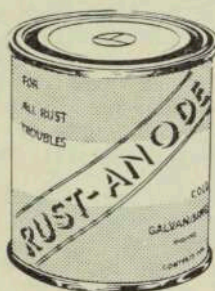
This resulted in about one-third of the working force of 240 losing their jobs.

The mine "La Tiebaghi" is one of the richest chrome mines in the world. It was formerly owned by British interests but as a result of the last war passed into American control.

It was pointed out by the Minister of Mines that New Caledonia-produced chrome ore was competitive but lost out on the world market because of the high freight. Efforts are being made to place chrome in France but with no success as yet. France has its own arrangements over chrome, buying Russian metal in exchange for Russian

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acquisition of nickel. As the New Caledonian mine is an American affair, France is not likely to sacrifice anything for New Caledonian chrome production from the "Tiebaghi".

The Minister underlined the importance of the Tiebaghi mine to New Caledonia's economic set-up. He stated that whereas in former years the ton of chrome brought in £15 in export duty, nowadays it brought in only one-half that sum.

NG Chinese and The P-NGVR

Are there two grades of Australians—First Class and Second Class? This is the question being asked by several New Guinea born Chinese who, as naturalised Australians, have tried in vain to join the Papuan and New Guinea Volunteer Rifles.

The Territorial-type PNGVR, successor to the pre-war NGVR which covered itself in glory during the fighting against the Japanese, is currently advertising on NG picture screens for recruits—hence the Chinese applications.

But several young naturalised Chinese who have gone along to join the Volunteers have been politely told "nothing doing".

This has occurred in both Lae and Rabaul. Many Chinese elders are becoming increasingly upset. They are probably over-sensitive in view of their own experiences with the pre-war NGVR. As one of them put it: "We tried several times at



The Tongan community living at Suva celebrated Emancipation on June 4 with a church service at the Holy Trinity Cathedral followed by a large feast at the Flying Angel Club. Three-year-old Gabriel B cut this 100-candle cake to mark the occasion, after Mrs. K. R. B blew out the candles. Mrs. Baine's mother, Mr. Felix Emberson, is extreme right.

the beginning of the last war to join the NGVR but were rejected because we were not naturalised Australians.

"We then joined together and formed an ambulance detachment which took the field alongside the 2/22nd Battalion during the battle for Rabaul."

What he omitted to say, but which is known to be true, is that the Chinese Ambulance detachment members bought and provided their own uniforms and equipment; nor

did he mention that at least one member, Mr. Chin Hoi Meer, was decorated—with the King's Medal—for his loyal and selfless service to the Allies.

But he did mention that the Ambulance members could not join the RSS & AILA.

Since 1957 Australian nationality has been offered to eligible Chinese residents of NG, and the percentage of New Guinea's Chinese are now naturalised. Others continue to become naturalised at the rate of about 100 per year.

In spite of all the hoops international citizens are put through, naturalisation, are they still regarded as security risks? Officialdom has said but the Chinese can't be for feeling slighted, especially the PNGVR "help-wanted" are being screened in Chinese theatres.

Fijians in Their First General Election

There is increasing interest in the first all-races (including white) general election in Fiji. The candidates, who have already selected two nominated members. The two cousins, Ratu Edwar Ratu George Cakobau, members of the Council of Chiefs, nominated by the Council of Chiefs in July.

At the same meeting, the Council tacitly agreed on four other

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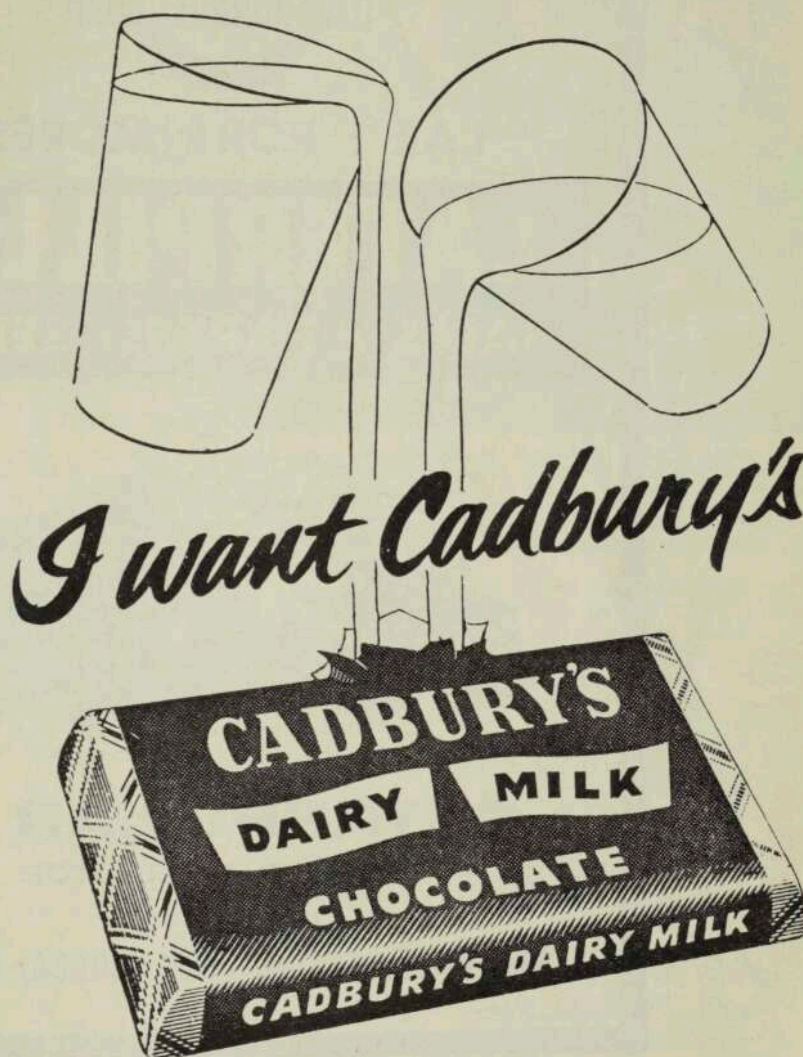
British Solomon Islands Trading Corp. Honiara, Solomon Islands.
Burns Philp (New Guinea) Ltd., Samarai.
Burns Philp (New Hebrides) Ltd., Vila and Luganville.
Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Vavau and Haapai, Tonga Islands.
Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorong, Manokwari, Elak, Seroei.

See Advertisement on page 8.

contest the seats for which dates must be elected. These are all retiring members—though one, Ratu K. K. T. Mara, is present studying at the London School of Economics. Ratu George Bau has been filling in for him, keeping the Fijian quota of Legco members at five. Ratu Penaia Ganilau, at present Secretary for Fijian Affairs, is a candidate in the Western constituency (the western area of Levu, and the Yasawas). He is in of a big following, because of his reputation as a soldier and administrator, although he is well liked in his natural area, which includes Taveuni and the lower part of Vanua Levu. It had been thought that Ratu Mara would stand in the Northern constituency, among his own people. However, he has agreed instead to fight for that seat Ravuama, well known as an outstanding Fijian. Ravuama, a Bauan, has no natural following in the Northern constituency but his high reputation as a forceful debater, who carefully represents the interests of the Fijians, has won him a wide support. The other two, Ratu Mara and Ratu Sikivou, will contest Eastern and Central respectively. Ratu Mara's electorate takes in the Lau Islands; and, as he is a Lauan, he should not expect much opposition. Similarly, Ratu Sikivou, will be offering himself to represent Rewas, plus the Fijians of the Lau Islands and Suva, and can be expected as already "past and post".

Ready For Christmas

Author - artist - master mariner Captain Hilder is now entering the commercial art field. A number of his watercolours and oil paintings have been reproduced as Christmas cards. All but one are drawn from his experiences in the course of Captain Hilder's voyages and depict (in order) the exodus of the Sydney Sailing Ship (Phoenix Group), to the Island in the Solomons; a beach near Honiara, P; and a reconstruction of the landing of the first Resident Commissioner, Charles Morris, at Gavutu, BSIP, in 1777. The cards in monotone prints show a Central Highlands bowman, a Bougainville native, a Fijian girl, a nativity scene and an early morning view of Rabaul Harbour.



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of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate

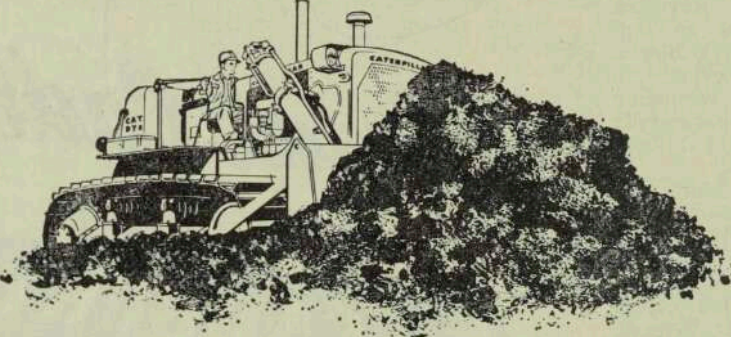
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Do Paratroops Could Australia's Business

A Dutch Navy spokesman in West New Guinea said early in July that Indonesian paratroops did not stop withdrawing in an easterly direction from Merauke they will cross the border into Australian Papua—in which event it will be up to the Australians to do something about it. Dutch troops would not follow them into Australian Territory. Since there are no frontier marks it would be impossible for the paratroops to know whether they had crossed the line or not.

It was the Australians' affair to stop the Indonesians from entering Australian territory if the Dutch, who are taking no special measures, would not stop them leaving Dutch territory.

Two weeks previously, in Port Moresby, the Administrator of P-NG,

Donald Cleland, urged Papua-New Guinea's natives and Europeans to panic over what was happening in Dutch New Guinea.

"There is absolutely no cause for feeling of insecurity by the people of this Territory," he said in a press statement.

The statement was prepared in reply to the Port Moresby Town Advisory Council, which at its monthly meeting had carried a resolution urging the Administration to strengthen Port Moresby's defences.

Sir Donald said in his statement that "it is outside the province of the Town Advisory Council to advise me on this matter."

The Council's discussion on the West New Guinea situation lasted one time, during which some speakers suggested that the Indonesian paratroop landings near Merauke were having an effect on share market movements of guinea plantation stocks.

Sir Donald said in his statement that it was "completely unrealistic and silly" to relate the Merauke incident with share movements.

Apart from the Port Moresby Council's efforts, the Returned Servicemen's League in Papua-New Guinea has been campaigning to allow Papuans and New Guineans to enter European CMF units in the Territory, and for an increase in strength of the one-battalion, 900-man Pacific Islands Regiment. The troops are natives, trained by Australians.

Sepik Natives "Not Threatened by Indonesians"

The situation in Netherlands New Guinea was not worrying New Guinea Trust Territory natives, the



This is the class of 1962, School of Practical Nursing Hospital of American Samoa. Members graduated April 6, 1962. They are not only graduates of the School of Practical Nursing but they are also graduates of the High School of American Samoa. Currently, they are employed at the Hospital of American Samoa and proudly wear the white uniform. From left to right—Standing: Fiaigoa Misipeka, Tauvaga Gago, Elesiva Misa'alefua, Antoinette Shimasaki, Tinousi Sema, Siniva Tiapula. Sitting: Tu'i'olo Lemau, Fa'ava Fonati, Fa'au'uga Su'esu'e, Sarona Aotofa.

P-NG Administrator (Sir Donald Cleland) said at a Port Moresby Press Conference in July after returning from a 10-day tour of the Sepik District with Lady Cleland.

"It seems to me that the further you get from the border (the Sepik District is next to NNG), the more you hear about the Indonesians," he said.

On his tour, the Administrator visited Vanimo, Aitape, Lumi, Anguganak, Nuku, Maprik, Telefomin, Ambunti, Wewak, Angoram and Yangoru.

At Vanimo, he inspected the new DC-3 airstrip being built by Army engineers. At Aitape, he told a meeting of New Guineans that the Administration would consider making money available to build a bridge over the Raihu River to open up potential copra and coffee land.

Sir Donald told Lumi people that an agricultural officer would be posted to the district soon; and in Anguganak he officially opened a new hospital built by the Christian Mission in Many Lands.

Sir Donald also opened the Hainan River Bridge which provides the final link in the Wewak-Dagua road.

Extra Gusto at Noumea's "Glorious 14th"

The "glorious 14th" (Bastille Day) was celebrated with extra gusto in Noumea this year because of the

presence in port of the French anti-aircraft carrier *De Grasse*, which is on a world prestige cruise.

A spectacular torchlight procession of soldiers, sailors, natives and children opened the festivities on the night of the 13th. A public ball—with a few subsequent car accidents—followed the procession.

Next day, sailors from the *De Grasse* paraded (showing how well drilled they are), sports meetings were held, and there was a "monster" parachuting display at Magenta aerodrome. The *De Grasse* left for Darwin on July 17.

UN Plan for P-NG Called "Impossible", "Childish"

"Impossible", "ridiculously childish" and "jet-age haste" were some of the expressions used by prominent Papua-New Guinea residents last month to describe the United Nations mission's proposal that Australia should establish a 100-member Parliament in the territory by 1964.

Mr. Craig Kirke, Port Moresby solicitor, a resident for 10 years and a former member of the P-NG Legislative Council, said he did not think a Parliament was possible by 1964. It was also unnecessary.

"I think the local gentlemen (natives) would agree with me that they are much better off under a benign Federal Government," he said. "Australia should thumb her nose to the rest of the world and carry on with her good job. Australia is pay-

ing the piper and should be allowed to call the tune."

A senior administration official, who wished to remain anonymous, said the idea for a 1964 Parliament was "ridiculously childish." Australia should put her foot down and tell the mission she knows what she is doing and can do it without rushing things the way the Mission wants it. The idea is highly dangerous and impracticable.

Mr. B. E. Fairfax-Ross, a non-official member of the Legislative Council since its creation in 1954, said: "Apart from the difficult question of public funds, at this stage of the Territory's development, a legislature of 100 appears unnecessarily large.

"And until higher education is more widespread there would be obvious difficulties in obtaining so many members who could play a useful part in the legislature."

Summing up the UN proposals, he said: "It appears that the Mission suggests a jet-age haste be injected into the safer, and I believe the ultimately more beneficial, Australian plan for the Territory."

Mr. I. F. G. Downs said that unless Australia continued its "big brother" role, the Territory would face "internal anarchy and external aggression". Mr. Downs is a member of the Legislative Council and president of the P-NG Highland Farmers' and Settlers' Association.

"What confronts us now, under the pressure of the Afro-Asian club (and I mean club in both senses of the word) is naked aggression from Dutch New Guinea after Indonesia has gained control," he said.

War Against Malaria In S-W Pacific

Papua-New Guinea malariologist, Dr. Jan Saave, of Port Moresby, has a better chance than most to have his name entered in NG history books if a new eradication campaign by his department lives up to expectation.

Using the anti-malarial Camoprime, an all-out experimental attack is being made on the disease in Nissan Island where, by virtue of its isolation, an ideal opportunity exists to study malaria control under clinical conditions.

Camoprime has already been used with marked success in some parts of Africa; it is expected to yield equally good results in TPNG.

The Nissan campaign will take the form of Camoprime dosage in conjunction with intensive spraying of native houses over a period of about eight weeks.



Mr. P. Martin, French malariologist attached to WHO, has gone to Honiara where he will set up a Parasitology and Entomology Institute. (See this page).

The campaign will be under the direction of a young Continental malariologist, Dr. Carl Reichmann.

Last week in Rabaul Dr. Saave reported that following intensive anti-malarial operations on the East Coast of New Ireland the incidence of the disease had dropped to less than one infected person per 100 head of population.

Some time ago, Dr. Saave is reported to have said, "We don't expect ever to eliminate the anopheles mosquito.

"But we do hope to see the time when there'll be anopheles mosquitoes but no malaria."

Recent "crash" training of anti-malarial spraying squads support his contention, no less than 29 selected natives having graduated in Rabaul during July. These have now been sent out to various parts of the territory to undergo six months' solid field work after which they will take over squads of their own.

But for all its success, Dr. Saave's work is no bed of roses.

In some villages his spray squads have been faced with deserted houses, in others with locked doors.

In one area marks left by the sprayers on house walls have been carefully cut out and affixed to walls of other newly built houses by natives not wishing to "offend" the European medicine.

Yet the work still goes on and is producing exemplary results.

The new Nissan project will forge

another link in the fight to the death against malaria.

Meanwhile on July 7 a French malariologist, Monsieur P. Martin, passed through Rabaul en route for Manila where he is based with the World Health Organisation, Honiara, BSIP.

While in Rabaul M. Martin examined the Administration Malaria Institute there and pronounced himself greatly impressed.

M. Martin's assignment in the Solomons is to set up an Institute of Parasitology and Entomology, a job which he expects will take at least three months.

Gesture of Thanks Leads to Driver's Death

Edward Goisavost, an oil tanker driver, of Noumea, was killed in New Caledonia's winding, narrow Boghen Pass early last month as he turned to wave thanks to another truck driver who had pulled the mountainside to allow his tanker to pass.

As Goisavost turned to wave,

BSIP Disturbed at Airservice Rumours

It was rumoured in Honiara BSIP, in early July that there will soon be a change in TAA airservices to the Solomons. It has been suggested that instead of what amounts to a weekly service between Honiara and Lae, NG, the Fokker service will arrive on Tuesdays and depart on Wednesdays, as at present; but that the DC3 will arrive the following Friday and depart Saturday. This would mean that there would be two services one week and then a break of 10 days.

Local residents are annoyed at the very suggestion of it and hope that if this happens ANSEA will be given permission to come in and take up the slack.

What the BSIP really wants is a direct service to Australia even if it were just once a month. The introduction of the Fokker Friendship aircraft on this route has shortened the time between Honiara and Lae—but what is the use of getting to Lae in half the time if the traveller then has to sit there twice as long before he can get a connection to Australia?—BSIP CORRESPONDENT.

edge under the tanker's front
el gave way and the tanker
lled 300 feet down a ravine.
ravost was killed instantly.

ne Boghen Pass connects Noumea
the mid-island centre of Bourail.
as well known to servicemen in
last war when the military
priorities considered it so dangerous
much of it was made a manned,
table highway.

Destroyers Win Rabaul Case

Two top legal men, a chemist and
ace of top medicos from Mac-
ie St., Sydney, swelled Rabaul's
l guest list for two weeks in
for a court case (civil) which
ed more public interest than any
r case in recent years.

ne case continued for eight days
at its end in a 5,000 word judg-
t, Territory Supreme Court
ce R. Smithers found for the de-
ants.

ne case: New Britain Plantations
(a Burns Philp subsidiary) v. P.
ames and Co. of Rabaul, their
ator, D. Tudehope, and pest-
ing company W. A. Flick and Co.
ydney.

ne issue: Whether or not the de-
ants through negligent or ex-
ve spraying of a plantation
ling at Londip, NB, did render
house uninhabitable and so satu-
l with dieldrin insecticide that
pants, Mr. and Mrs. W. Briggs,
affected in health, or in other
ls, poisoned.

ne amount claimed by N.B. Plan-
ns was £6,500, being allegedly
amount paid by them for medical
other expenses in connection
the Briggs' illness. It was under-
d that further litigation might
e if a decision were to be handed
n in favour of the plaintiffs.

ne matter began in April, 1957,
operator Tudehope was called
o Londip to spray a termite in-
tion.

ne Briggs shortly afterward
ted the house on the recom-
dation of their doctor, Rabaul's
Sibthorpe, whom they had con-
d because of various symptoms.
r. Sibthorpe diagnosed their com-
t (her diagnosis was substantiated
Dr. Calov of Macquarie St.,
ey) as dieldrin poisoning.

me time later Mr. Briggs died
another complaint, quite uncon-
ed with the alleged poisoning, and
Briggs continued the case alone.

early July, 1962, the matter
e before Judge Smithers, with
aul solicitor, Mr. Dudley Jones,

representing the plaintiff and well-
known Sydney barrister, Mr. J.
Staunton, instructed by Messrs. N.
Brady of Sydney and F. N. W. Shand
of Rabaul, handling the defence.

It became a question of whether
Judge Smithers would accept the
plaintiff's contention that her illness
was, in fact, dieldrin poisoning, or
whether the defence could convince
him it was not.

In the event of the first contention
being upheld, the case would become
a clearcut instance of a house that
had been sprayed too well and be-
come dangerous to human life. A
large number of drums of the poison
had been used but it was an argu-
able point as to whether each drum
had been full, part-full on nearly
empty.

Defence doctor from Macquarie St.,
Dr. J. Anderson, had no hesitation in
pronouncing the other doctors diag-
nostically wrong.

The Briggs' illness, known as pur-
pura, manifested itself in bluish
coloured patches on the skin. How-

ever, Dr. Anderson had never known
a case of purpura which could be
associated with dieldrin poisoning.

In the outcome Mr. Justice
Smithers accepted the evidence of
Dr. Anderson, holding that poisoning
of the Briggs couple could not be
proved and therefore he could not
hold that the house had been ren-
dered uninhabitable through the Flick
spraying.

Territorian Victims of Alitalia Air Crash

Four New Guinea employees of
TAA were among the 95 persons
who perished in Alitalia's fatal jet
airliner crash in India early July.

They were:

James Mellowes, an Engineer
stationed at Rabaul;

Kerry Craig, a reservations
officer of Madang;

Peter John Thompson, a clerk
of Lae; and

Richard John O'Carroll, a pilot
of Lae. (Over)



The 10,000 ton Australian-owned liner "Wanganella" at Suva on July 9, in the course of her last Pacific cruise before going to her new owners. The tourists "spent up big". "Wanganella" was back in Sydney on July 25 on her last voyage on the Australia-New Zealand run. McIlwraith McEachern Ltd. sold the liner to the Hang Fung Shipping and Trading Company Ltd., Hongkong, in May for an undisclosed price. The vessel has traded across the Tasman since its maiden voyage in 1933, except for service as a hospital ship in the Pacific from 1941 to 1945. In future it will carry tourists between New Zealand and the Far East, calling at Australia and some Pacific Islands. There is now no passenger ship on the Australia-NZ service.

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- Blue Cheese Spread
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- Cheddar Cheese Spread
- Cream Cheese Spread

Mellowes, a former flight geant who had participated in Berlin airlift, went to Austral 1951, spending 12 months Qantas before being transferre Lae and Port Moresby. He s up with TAA when that airline over from Qantas, and befor death had been stationed in R for 20 months. He was going seas to visit his aged moth Birmingham, UK.

Kerry Craig, previously stat at Honiara, BSIP, also served TAA at Lae before being trans to Madang.

Peter Thompson, who joine airline about two years ago, w his way to visit members o family in England. On the w planned to take a trans-conti holiday and had booked on th fated plane only as far as Vienn

John O'Carroll, a mountaine enthusiast, planned to gather goe vice from fellow passenger He Harrer, the famous Austrian n taineer who had just spent six m in West New Guinea, during th as he hoped to spend part c forthcoming leave on the Au Alps. (Dr. Harrer left the pla Bangkok.)

Another identity familiar to territorians was Captain Do Dunn who with his wife and dau also lost his life in the crash. C Dunn had made many flights i out of the territory in DC6's.

Under an agreement with Italian airline, TAA staff me were able to travel Alitalia at re fares but on condition that should be off-loaded if full-p customers wanted their seats. of the victims had actually Sydney on the Alitalia jet the previously but were off-load Bangkok because of an unexp demand for seats in India—from sengers from India and Pakista ing to get into the United Kim before the new immigration came into effect at the beginni July.

Dutch, Indos Confer On Bunker Plan

Secret negotiations between land and Indonesia on the futu Netherlands New Guinea ente "promising new stage" late July, followed an agreement betwee two countries for a settlement o NNG dispute.

During the month, the nesian Foreign Minister (Dr bandrio) flew to Washington talks on the NNG situation. H

KR437B

THE EVILS OF DRINK

The British Solomon Islands Protectorate which took off restrictions on beer drinking for adult natives at the beginning of this year, is now going to have a little bit each way. But only a little bit.

The Secretary for Protectorate Affairs, Mr. M. A. Andrew, told church representatives in June that as the Government had recently permitted beer-drinking it could not take part in a campaign advocating abstinence. But it felt it could provide adult education on the effects of alcohol, economic and otherwise.

In schools, instruction could be given to senior classes as part of their normal health education. It was also proposed that articles on the same subject should be published in District newsletters.

Mr. Andrew said that the Government could not form a temperance committee, but if the churches decided to form one, Government servants would be free to join it as citizens.

At a meeting with the US Secretary of State (Mr. Dean Rusk) that they discussed the problem and some aspects of the Bunker plan.

The Bunker plan, put forward by Ellsworth Bunker, a former US diplomat, provides for a phased transfer of administration from Holland to Indonesia under United Nations auspices, with guarantees for native self-determination.

Dr. Subandrio later met Mr. Bunker and the Dutch Ambassador to the United States (Dr. J. H. van Rijen), who heads the Dutch team in the secret negotiations.

According to the *New York Times*, negotiations were expected to centre on the specific details of how transfer of administration would be made and how and when a plebiscite would be conducted. If no new agreements cropped up, the negotiations are expected to become more formal and to move to UN headquarters in New York.

Meantime, another 800 Dutch troops have landed in W-NG and more Indonesian paratroops have landed in the South-East, around Erauke where a curfew was imposed in mid-July. It was stated by the Dutch that Indonesian infiltrators are entering the town after dark. In late July, the Dutch announced

that they would evacuate 7,000 women and children to Holland, on a voluntary basis.

CPAL Britannia Crash

A Canadian Pacific Airlines Britannia aircraft on its way from Vancouver to Sydney, crashed and burned at Honolulu on July 22, killing 27 people. There were 13 survivors.

The plane had left Honolulu for Nadi, Fiji, but turned back to Honolulu shortly after take-off when one engine failed. On landing, the plane appeared to swerve and the fuselage broke in half. The survivors were all in the tail section.

Nickel Recession Means Uncertainty in NC

Many people in New Caledonia are facing an uncertain future because of the world recession in the nickel trade. Japan is expected to require only 500,000 tons of nickel from New Caledonia this year—less than half of last year's supply.

The Assemblée Territoriale had counted on a maximum of 800,000 tons in this year's budget. This would have brought in 52 million francs (£260,000).

Of the 500,000 tons expected to be exported, 200,000 tons are included

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in the contract held by the Nickel Co., leaving only a possible 300,000 tons for the small miners.

Only three Japanese ships have been listed to lift this year's ore; and only one nickel carrier, *Caronte*, is now in service in New Caledonia. The *Quebec* was laid up several months ago and the *Tayo* was laid up in recent weeks.

The Nickel Co. recently laid off 250 more workers, making a total of 500 dismissals since the water-jacket furnaces were closed down a few months ago.

Most of the latest men to be laid off are labourers—mainly unmarried Tahitians and Wallis Islanders. They had been working on the construction of the new Bessemer furnace to replace the water-jacket furnaces, and on the new electric furnace. Both of these jobs are nearly finished.

The local papers have been demanding that the Government repatriate workers unable to find work, especially the Tahitians. But few of the Tahitians probably want to be repatriated.

Gold Development In Fiji and Papua

The announcement of President Kennedy, late in July, that the United States would not take steps to increase the world price of gold—in other words, to devalue the dollar—has not discouraged the Pacific's two main gold enterprises—Loloma and Misima.

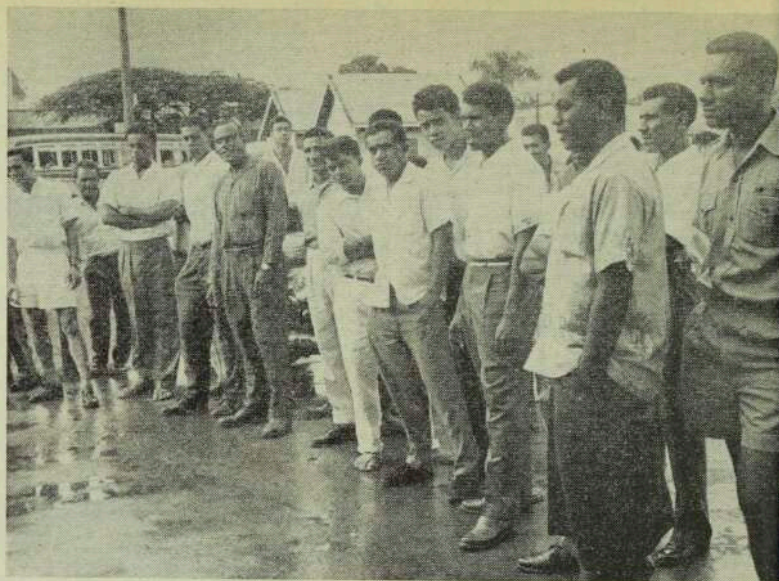
Applications for the new issues (400,000) of 2/6 shares in Pacific Islands Mines Ltd. (Misima Island, Papua) went to allotment late in July. The company apparently is still confident that it can develop a rich mine at Misima, at the prevailing price of gold.

There have been exciting rumours of the discovery of rich gold at depth at Vatakoula, in Fiji. Two directors of Emperor Mines and Loloma Mines, Messrs. Ring and Theodore, returned to Australia from Fiji late in July, expressing much pleasure with what they had seen. One is reported to have said, before leaving Fiji, that the new discoveries had greatly extended the profitable life of the mine.

Exchange quotations for Emperor shares did not move during the month, but Loloma quotations increased sharply.

P-NG Liquor Commission

Appointments to the Liquor Commissioner were announced in Port Moresby on July 23, the chief one being that of the Chairman, Judge Robert F. Nelson, of the County Court, Victoria.



Some of the 55 men who were recruited in Suva to replace the Spanish crew of the ship "Retriever", just before they left for Auckland, NZ, on July 6. (See page 103).

Territory members of the Commission are: Ralph Ormsby, Stipendiary Magistrate of Rabaul; Stanis Boramilat, a cocoa grower and vice-president of the Local Government Council, Vunadidir, New Britain; the Rev. Percy Chatterton, of the LMS, Port Moresby; Mase Rei, salesman employed by Burns Philp, Port Moresby, and a member of the Fairfax Local Govt. Council; the Rev. Fr. O'Hanlon, director of education for the Roman Catholic Mission, New Britain; Mrs. Thelma Price, welfare officer and member of Port Moresby Town Advisory Council. Secretary of the Commission will be R. J. Daugherty, a legal officer of the P-NG Crown Law Department.

The Commission's terms of reference are:

- (a) To enquire into means and methods by which the law of total prohibition on the consumption of intoxicating liquor by Papuans and New Guineans may be relaxed;
- (b) To examine the present liquor laws and recommend a comprehensive Licensing Ordinance to provide for: (1) The establishment of a single Licensing Commission; (2) Adequate machinery to carry out the means and methods of relaxation of total prohibition; (3) Adequate penalties for breaches of the law relating to liquor; and (4) Stricter control over the supply and sale of intoxicating liquor generally.

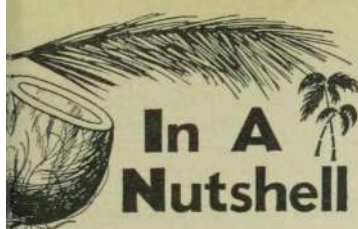
Suva—Little Aden Of the Pacific

Fiji may become a shopping mecca for tourists. The Legislative Council in July took the first step on the long road towards free importation of a number of luxury items from duty.

The Government has agreed to consider the proposals, and then on to the United Kingdom Government. Later, there will be some sort of an agreement with GATT if the measure is to become really effective. The next step will be to make appropriate amendments to the Customs Decree Ordinance.

The move, inspired by Mr. J. Falvey, seemed to be welcomed by the Government, and particularly by the Financial Secretary (Mr. H. Ritchie). But, as a good servant, Mr. Ritchie did not detach himself wholeheartedly behind the move. However he said he considered that the United Kingdom would not have any objection.

The goods which Mr. Falvey felt should be allowed in duty-free from all sources were cameras, other photographic goods, transistors and other portable radios, binoculars, watches, lighters, electric razors, genuine jewellery and "other goods having a special appeal to visitors to the Colony". He later added that television sets, which are only imported, anyway at present, to see tourists under drawback of duty.



In A Nutshell

THE story is that employees in the chief post office in Apia, Samoa, have been working night and day overtime to meet thousands of orders for first covers of the new stamp issues.

The issue, which was to be released in early July is of eight multi-coloured stamps of denominations from 1d to 5/-. It is a complete new set and all the old issues will be withdrawn and destroyed.

The outgoing orders for stamps will be the largest mail order ever handled by Western Samoa themselves as, in the years before Independence, special orders from overseas were directed through New Zealand.

Corporal Korua and Constable Koro, of the BSIP police force, began a training course last month with the Fiji police in riot drill and rioters' duties, including the maintenance and repair of firearms. At the end of that course, they will be transferred to a motor transport section training in the driving and maintenance of vehicles.

New Guinea drivers from Goroka, Lae, including two women, recently began using a wartime Allied bomber strip at Nadzab, in the Kham Valley, 10 miles west of Lae as a go-kart racetrack. In this, they have followed the example of Port Moresby drivers who have been using Ward's Strip, seven miles east of Port Moresby, for the last two years.

Village constables from Northern New Guinea and Southern New Guinea recently attended a school of elementary mathematics at Mendi, 300 miles north-west of Port Moresby.

of Port Moresby. Among the things they learned was how to carry the ancient shotguns that go with their office. The constables are appointed by the P-NG Administration to keep law and order in their areas.

The Commonwealth Gazette, in June, listed the names of about 300 Papuans whose bank balances have been transferred to the depositors' unclaimed fund because they have not claimed money in the Commonwealth Savings Bank. Many of the accounts are local village community accounts; the largest, for £265, is in the name of Mainaua village. Most of the accounts are in single names such as Manki, Nalep and Boiya; the biggest private account, in the name of Gailol, is for £132/16/3.

An abattoir to be built near Lae, New Guinea, early in 1963 will see the start of large-scale beef killing in New Guinea and, in particular, in the Morobe District where large cattle herds are being built up on several grazing properties and plantations. These cattle are said to rate favourably with North Queensland cattle where Australia's best are bred.

The Cook Islands Medical Department has now completed its programme of immunisation against poliomyelitis of the entire Cook Islands population between the ages of three months and 60 years. Sabin oral vaccine was made available by the New Zealand Department of Health and the Canadian Government. It is believed that the Cook Islands is the first territory in the Pacific to have undertaken a programme of immunising the whole population with Sabin vaccine.

Professor Bernard Geze, President of the French Committee on vulcanology and President of the Palaeo-vulcanological sub-committee of the International Association of Vulcanologists, arrived in Vila, New Hebrides, in June for a month's stay. During the visit he planned to visit a number of places in the Group by ship and plane.

It was announced in New Hebrides recently that for the time being no more green snail shell, which is used in the manufacture of high quality buttons, will be exported to France as the market there is saturated; small quantities will still be sent to Australia.

According to the 1961 Annual Report of Samoan Police and Prisons, prepared by the Superintendent of Police, Alphonse Philipp, there was an increase in the total number of offences in that year amounting to about 15 per cent. over the 1960 figures. Increases were noted in all categories of crime with the most notable rise being in disorderly behaviour (237 cases up on the previous year).

A Colonial Development and Welfare grant of £11,150 Sterling has been approved for the improvement of the coconut industry in the Gilbert and Ellice Islands Colony. The grant will pay for a new Agricultural Officer, three agricultural assistants, poison for killing non-bearing coconut palms and fertilisers for demonstration plots.

More teachers are needed for Papua-New Guinea schools, the Minister for Territories, Mr. Hasluck, said recently. Applications have been invited for at least 55 teachers with certificates to teach to intermediate and preferably to matriculation standard. Successful applicants for the positions will attend a four-week orientation course at the Australian School of Pacific Administration in Sydney before they leave for the Territory in early 1963.

Another plan—the umpteenth—to build a hotel with a casino is under way in Noumea. It is planned for a small bay on Noumea harbour just across from the Naval base, but it's unlikely that the Navy will allow such a project to be carried out there.

In the second inter-Territory Rugby League match of the season, played in July, New Guinea defeated Papua 50-13, creating a scoring record. The match was played at Goroka, 6,000 feet up in the Central Highlands of New Guinea. The teams were led by former Australian Rugby Union international Brian Johnson, New Guinea, and Kerry Larkin, Papua. Earlier in the season, at Port Moresby, New Guinea accounted for Papua 23-21.

In A Nutshell

(Continued
from p. 143)

Wallis and Futuna Islanders are to be called up for French military service, according to PIM's Noumea correspondent. He says the Commander of French Forces in the Pacific (Colonel Barboteu) recently went to the Wallis Islands to supervise the recruitment of 200 young men for service in New Caledonia.

* * *

A party of experts left Noumea recently for the Loyalty Islands to investigate the possibility of reducing the cost of copra produced there. The Loyalty Group is the main centre of copra production in New Caledonia, and copra is almost the only source of income for its islanders. PIM's Noumea correspondent says the present cost of shipping copra from the Group to Noumea is "enormous".

Pitcairn's Future

(Continued from page 18)

been settled satisfactorily, mostly through "going down the middle", according to John Christian. But in Sydney Mr. Christian said he felt the present system wasn't clear-cut enough. It wasn't always clear in everyone's mind that the Chief Magistrate was in top authority, and there had been one education officer who had believed his position as "adviser" meant he had supreme authority.

"It worries me," said Mr. Christian. "Why should this kind of thing be left to the good sense of the island people. We should have some kind of Government establishment that puts the whole situation beyond doubt." Mr. Christian said he discussed the matter with the Colonial Office when he was in London and they had assured him that he had authority enough. But he still wasn't sure if the present system was the best.

Mr. Christian said one change that should be made was to see that every Education Officer-Adviser be a Seventh-day Adventist. The entire island population is Seventh-day Adventist, although not all are practising. Mr. Christian said one of the same religion would be more likely to fit in with local opinions on various matters, including activity on the Sabbath (Saturday).

Despite local doubts thus cast on its efficiency, there is probably not much chance that the Colonial Office will alter the present arrangements for governing Pitcairn, or give a

guarantee that Education Officers will be Seventh-day Adventists.

Education Officers are sought by advertisement, and if a Seventh-day Adventist applies who has the best qualifications of all those who apply, he would certainly get the position, says the Government. But if none applies, or those who do apply do not meet the standard, then nothing can be done.

Some people have suggested that the Seventh-day Adventist Church, when the teacher's position is vacant, should itself find a suitable applicant of a high standard.

On the other matter of political changes, the authorities point out that Pitcairn virtually has self-government anyhow. The Council handles the revenue. Pitcairn's population pattern is not the kind that will create any pressures. It is more likely to simply fade away.

Pitcairn's population has been cut in half in the last 30 years. Present population is 115, with a male work force comprising only 22. The men are required for the manning of the boats which go out to meet the passing ships, hand over the mail (which is the main revenue producer) and sell curios; and for other hard work on the island.

Pitcairn's problem is that there is not enough activity on the island to keep the young people there. They go off to New Zealand to work and don't come back. NZ gives them right of entry without quibble.

The present Education Officer, Mr. S. A. Kinder (he was formerly on Niue) recently put out an appeal for Pitcairn islanders living abroad to come home and help the island out of its manpower shortage (PIM July, p. 39) but it's not thought likely that the appeal will have much success.

Mr. Kinder said there was "a good living" available for islanders who came home, and investigations were being undertaken to find an overseas market for the Pitcairn curios. But much more may well be needed to attract the Pitcairners away from the bright lights and higher pay of NZ and Australia, and in this case the future of the famous island of the *Bounty* mutineers might well be in doubt.

SP Conference

(Continued from page 16)

the airport opening; President Kennedy would send his own special representative to the Conference.

Well, the day the Conference opened the critics were given more

ammunition when a delegation Conference representatives were vited to go out to the airport meet Mr. Udall. They went, didn't meet Mr. Udall. They been placed on the tail-end of lengthy programme, after the M saga Band, but somehow been overlooked. Not even the Secre General of the SPC, Mr. T Smith, was introduced. Some of delegates were furious.

It was against this background the news was received later in morning that Mr. Udall would dress the Conference. More cr Mr. Udall was a politician, they and politicians had never in an the four previous conferences, dressed the delegates. The Confer were non-political affairs.

What would Mr. Udall say? S the stage was set for the big pol splash?

Mr. Udall had a number of t to say. One statement was inte ing, but he wasn't very specific details, so it went right over heads of most of the delegates, put it down as mere talk. Mr. U suggested it would be a good if the South Seas could arrange exchange of technicians, admini tors, etc., and said America wou everything to encourage suc scheme "if you decide to unde it".

At a Press conference called in diately after the official opening Secretary agreed that he hoped Conference would discuss his gestion and "kick the idea arou America wanted to help, he But he had nothing more specif the time he flew off to Guam next day, with most of the VIPs

The Conference got down t job, and those who had been on toe in the background slowly mered down. The crisis poini peared to have passed, although situation was left perhaps in a fused state. What *did* America in mind?

My own information is that have nothing specific in mind. want to help, as Mr. Udall said they have no plans because they not too sure what is most ne and what would be most accep to other Governments.

They do *not* want to make lateral arrangements with the va Governments and are quite pres to work through the SPC—if a tem can be worked out. They a review conference so the SPO be made to work better for the conditions (but they don't was yet, while one of the member ernments, the Netherlands, isi volved in international negotia

Indonesia over the NNG ques-
 America at the moment is not of-
 ing money to anybody (except to
 tern Samoa, which technically is
 an SPC member, and which
 tly looks like getting a grant
 AID—the US Agency for In-
 ternational Development). One way
 it thinks it can help is by offer-
 more scholarships to Hawaii's
 West Centre, and by some sort
 n exchange system no details of
 h have been worked out.
 is, I repeat, nonsense for there
 be any genuine suspicion of
 ican motives, although it might
 natural enough for there to be
 cion about the possible end re-
 of her plans. America some-
 s takes a flat-footed approach to
 gs which wins her no friends.
 e could certainly have saved
 e ruffled feathers at this Con-
 ce if she had used a little more
 hology. But the real moral is
 it is more than time for that
 review conference so that every-
 desires, anxieties, hopes and
 lems in the South Seas can get
 ank airing.

Common Market

(Continued from page 21)

TROLLED OR DIRECTLY IN-
 FLUENCED BY BRITAIN
 Crown Colony
 omons, Protectorate
 bert & Ellice Is. Colony
 ga, Independent Kingdom

TROLLED OR DIRECTLY IN-
 FLUENCED BY AUSTRALIA
 ua, Australian Territory
 e Guinea, UNO Trust Territory
 ru, Trust Territory

TROLLED OR INFLUENCED BY
 EW ZEALAND
 tern Samoa, independent nation
 k Islands, NZ Territory

TROLLED BY FRANCE
 e Caledonia, French Territory
 ch Polynesia, French Territory

TROLLED BY USA
 tern Samoa, USA Territory
 ronesia, UNO Trust Territory

EFINED
 e Hebrides, Anglo-French Con-
 ominium

tain, Australia and New Zealand
 y act in co-operation in the Islands
 ation to international affairs. This
 h group is by far the most impor-
 in the South Pacific.

t, but a long way back, is the
 h group.

e American group (which includes
 nesia, although those archipelagoes
 ctually north of Equator) is small
 unimportant.

itically, New Hebrides is a mess. It
 rned jointly by Britain and France.

Its commerce is shared by France and
 Australia. Its natural resources and land
 area are considerable. Australia owns
 lands there, but has no official or political
 voice.

Tropical Products and the Common Market

It was not until June-July that
 South Pacific countries awakened to
 the possibilities of far-reaching trade
 changes, if Britain entered EEC.

Australia and NZ, realising quickly
 that their temperate zone foodstuffs
 would meet Western European food-
 stuffs head-on in Britain's food mar-
 kets (now largely reserved to Com-
 monwealth countries) were in
 clamour months ago.

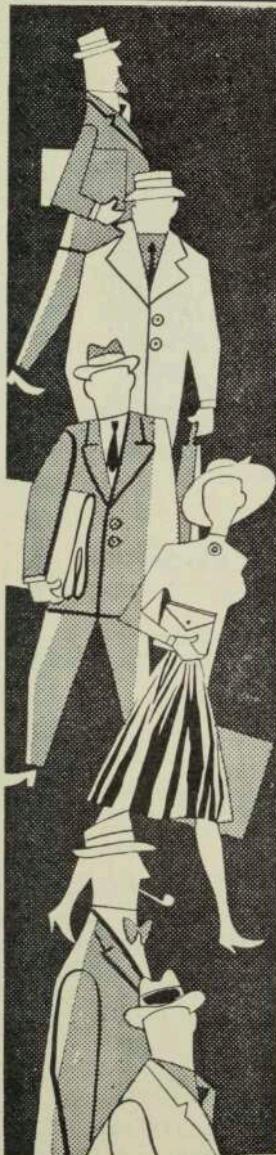
But some time elapsed before Is-
 lands exporters began to ask about
 the future of our tropical products,
 now sheltered also in some degree in
 Britain's markets. Those products
 include—

Sugar—From Fiji. Substantial
 quota guaranteed by Britain for
 some years.

Copra and Products—Exported by
 practically every Pacific Islands
 Territory, including French and
 American.

Coffee and/or Cocoa—Exported by
 Papua and New Guinea, New
 Hebrides, Western Samoa, and
 some French Islands.

Rubber—From Papua, mainly.
 (Over)



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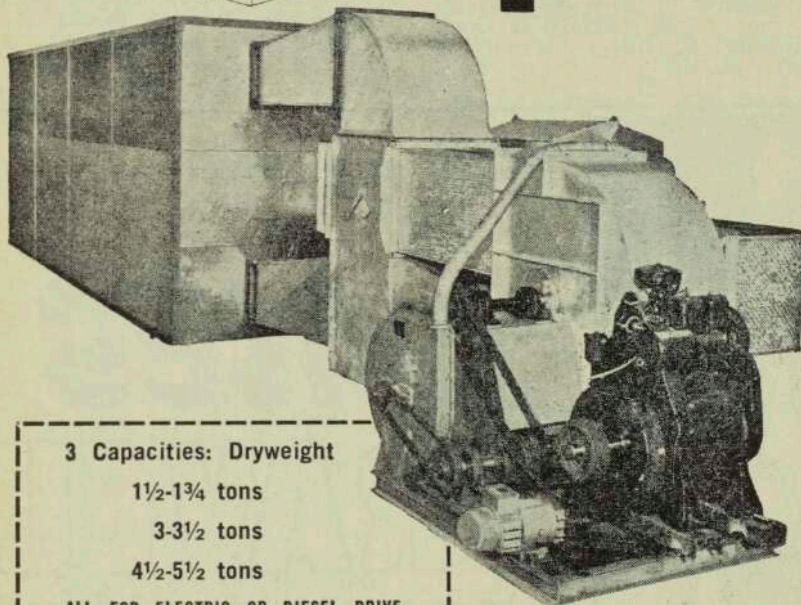
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	cwt.	cwt.		Gallons per hr.	Gallons per hr.	
1	30	35	8,000	1	4	Max. 18 hrs.
2	60	70	11,500	1½	5	Max. 18 hrs.
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the more that questions were asked about the possible fate of tropical products, in relation to the products now entering the Common Market from the French and former French tropical territories—especially in Africa—the uneasy the Pacific British be-

Fiji Wants to Know

Their anxiety is best outlined by the following set of questions, framed by leading merchants in Suva for inclusion in a formal inquiry which the Chamber of Commerce sent to London in June:

Is it reasonably certain that Fiji as a colonial territory will be accorded the status of an Associated Overseas Territory, if the United Kingdom enters the EEC?

Fiji's association as an AOT contingent to any extent on comparable status being granted to—

(a) The self-governing Dominions such as Australia, New Zealand, Canada, India and Pakistan, or

(b) The newly independent territories, notably the former African colonies such as Nigeria and Ghana?

What are the implications of Fiji's becoming an AOT both generally and with particular reference to:—

(a) the entry of Fiji products to the EEC,

(b) the entry of EEC products to Fiji,

(c) the right of access by Fiji to the Community's development fund?

In connection with paragraph (b) of question 3, will Fiji be at liberty to impose customs duties at a level which will approximately sustain current revenue from this source, subject only to the removal of discrimination as between products of the United Kingdom and the other members of the Community?

Is it possible that Fiji's sugar exports to the United Kingdom may be subsidised either quantitatively or as price notwithstanding the terms of the Commonwealth Sugar Agreement?

What is likely to be the position of coconut oil and the by-products of coconut-crushing, at present exported by Fiji principally to members of EEC, in a modest extent only, to the United Kingdom?

In the event that Fiji is invited to consider whether it will become an AOT, what are the advantages and disadvantages summarised, particularly in relation to Commonwealth countries which may be granted associated territory status?

J. N. Falvey carried the substance of these questions in July to the Fiji Legislative Council, in an attempt to get reassurance; and Colonial Secretary P. D. Macdonald did his utmost, although obviously he did not know very much.

Most people wanted to know what would be the status and privileges of

an "Associated Overseas Territory".

Mr. Macdonald said it was intended that "independent territories" should have the choice of becoming AOT if the latter status was available; but the geographical extent of the association, and its form and content, had not yet been defined.

Discussions were proceeding in London and Brussels, presumably.

"The effect on the trading relations of Fiji with New Zealand and Australia will not be clear until it is known on one hand what rights and obligations are involved in 'association', and on the other hand what the position of those countries in relation to the Community is to be," said Mr. Macdonald.

This left Fiji much in the dark.

There was equal uncertainty in Papua and New Guinea. Was an Australian Territory, marketing tropical products in Europe, likely to be allowed into the new marketing set-up as an "Associated Overseas Territory"?

Provision for Tropical Dependencies

No one seemed to know anything, until on July 15 Reuter distributed from Brussels an unofficial but apparently authoritative report which said that a new agreement between Britain and the Common Market countries is likely to lead to the creation of a vast free-trade area which will include some 30 dependent countries, including France's present and former African colonies.

It was proposed that the British dependencies, Fiji, Solomons, Gilbert and Ellice, New Hebrides, Mauritius, Zanzibar, Barbados, Windward and Leeward Islands, Bermuda, should get admission to the Common Market with Britain, as "AOT."

This appeared, late in July, to answer queries about the effect of EEC on the British Pacific Islands; but there was still no indication of the status of the Australian and New Zealand dependencies.

Startling Changes Around Whitehall

Meanwhile, the Pacific's political and economic uncertainties were rendered more uncertain by a sudden British political development, commencing in mid-July.

Prime Minister Macmillan dismissed a large proportion of his Ministers, including Mr. Selwyn Lloyd, and at this writing is trying to carry on with the Common Market plan, with all its complications, with a new team.

Parliament is looking on coldly, awaiting the outcome of it all—and the outcome is anybody's guess.

Another Colonial Minister

Of interest to the British Pacific is the appearance of Gerald Maudling, 45, as Chancellor of the Exchequer.

When Iain Macleod last September was kicked upstairs out of Colonial Office—and so ended his spectacular career as the champion wrecker of the British Colonial Empire—Maudling came from a minor post to the Colonial Office. By repute, he is a man of great ability, but he did not seem interested in the Colonies, and made no mark there.

The new Colonial Secretary is the Prime Minister's son-in-law, Duncan Sandys; and this means that this outstanding Minister will have both Commonwealth Relations and Colonies under his control—a very interesting change.

Iain Macleod escaped the blitz, and still is in high office. Most people blame Macleod, as party chairman, for all the by-election defeats which so worry Macmillan; but Macmillan sticks to Macleod.

The Territories of the South Pacific were never before more directly affected—in peacetime—by events and developments in international affairs, present and pending. What has been described on pages 20, 21 and above is part of the world pattern.

Fiji's New Drink Laws

(Continued from page 25)

were many more problems to be considered. Obviously they did not consider liquor much of a problem.

"The bill will remove racial discrimination," the Government and some unofficial members cried.

"Rot," retorted Mr. J. Madhavan, an Indian member, "there are many other forms of discrimination which should be removed first."

After much argument the Government agreed that present restrictions on drinking by Fijian and Indian females should remain, and amended the bill accordingly. But they sounded a warning that this would have to be considered again soon. Fijian and Indian opposition to allowing their womenfolk to drink was too strong for the Government, stubborn as it was, to go ahead at present.

Liquor Interests Wanted It

Government speakers frequently quoted the views of the United Licensed Victuallers' Association as their reason for going ahead with some of their plans.

This seemed an extraordinary ap-

proach. The outcry which would be heard in say, Australia, if any Government publicly admitted it was doing something because the hotel owners considered it was the best course, can best be left to the imagination.

The bill, however, does have some good clauses, notably heavier penalties for breaches of the law. One unofficial member, Mr. R. G. Kermode, described it as "tough, bordering on vicious" as far as the penalty clauses were concerned. The publicans will certainly have to be on their toes to avoid breaches.

The bill perpetuates a provision which prevents women entering public bars.

Another old feature that remains is the minimum age of 18 for drinking. Efforts were made to have this lifted to 21, but on a free vote of the House, the amendment was defeated by 19 votes to six.

The Government considered that as 18 was the present age it would be an unfair discrimination to take away that privilege from the present crop of 18-year-olds.

It ignored suggestions that these people could be given permits till they reached 21, and that anyone else, after the bill became law, would have to wait till he was 21 before he was allowed to drink in hotels.

An interesting sidelight to the debate was a confession by the Colonial Secretary (Mr. P. D. Macdonald), who was in charge of the bill, that he had made several personal inspections of hotels in Suva.

He said he did this so that he could test public opinion for himself and observe drinking conditions. He found that older and middle-aged Fijians were against derestriction of spirits, and that the younger men favoured it. He made his visits at varying times, including peak drinking hours, and—so he said—never once saw anyone the worse for liquor.

[It would be interesting to know how inebriated they have to be before Mr. Macdonald considers them "worse". Most people have no difficulty in finding drunk Fijians in Suva, even when they aren't looking for them.—Ed.]

He did admit, outside the council chamber, that he found the going rather heavy, and the hospitality almost overwhelming.

The 2 p.m.-4 p.m. break on Saturday afternoons is not likely to make much difference to the rowdiness which goes on in Suva round about that time. It is easy to imagine drinkers, when called on to leave at 2 p.m., buying a few bottles, and

settling down in some handy position to wait till 4 p.m., before continuing at the public bar.

Over-all, it could be conceded that the Government made an honest attempt to give Fiji modern liquor laws—but it was in spite of what the general public wanted. Most people believe that the Fijian should have first learned how to hold his beer before being allowed hard liquor.

McCarthy Replies

(Continued from page 13)

the Telefomins from the rest of New Guinea; until the last limestone mountains west of Mount Hagen have become highways. The Australian policy does not mean any of this.

"What it does mean, surely, is that a proper point of balance will have been reached when a significant section of each of the most significant groups in the Territory is able to express its aspirations, speak for the less advanced and voiceless sections of their tribes, and develop a framework within which they will work in friendship (and if not friendship, at least understanding) with the other major groups in the Territory who have been alien to them.

"It is towards such a goal that the Australian Government is working when it says that self-government should be as broadly based as possible. It is no service to the Territory to reverse my over-hasty action the great advances which have been made."

He then went on to answer the Indian representative in the Trusteeship Council who had criticised the method by which [electoral colleges] the New Guinea natives had elected their first members to the Legislative Council in 1960:

"Why should the Indian system of elections necessarily be more efficient than this? Or the Australian system more efficient? He has referred to the complications of this New Guinea system. Is it more complicated than the system by which the President of the United States is elected? What proof has he that it is less efficient than any other system?

"In an evolving period, why should the instrument to which the people themselves have evolved not be used? This is not to say that this system will continue. But it may well prove, with variations, a system which the people themselves will prefer to graft on to the basic stem of the common rolls which are to be prepared. If they wish to do this why should they not?

Mr. McCarthy finally spoke of Australian grants to the Territory.

"I have no wish constantly to mind this Council of the great increasing rate of the Australian grant to the Territory . . . let me quote another statement by the Minister for Territories, a promise made by personally to the people of the Territory: 'So long as you need our help you can depend on us to give it as long as you want us to stay you depend upon us not to desert. We believe that Australia and Guinea need each other and can each other. Our wish is to work in partnership with you, going hand in hand, doing things together for the benefit of this country and all its people'.

"In the face of such promise in the light of the simple fact of provision by Australia of the financial means which the Territory requires, what formulae have been suggested to guide the deliberations of the Territory legislature recognise the fact that the Australian Government has some duty to its taxpayers who provide the money which the development of the Territory depends; or that the Government has a duty to ensure that that money is spent wisely towards the discharge of its international obligations in the Territory?"

The Mission Report On New Guinea

(Continued from page 14)

planned that the five official members who were left would still frame and introduce legislation and that what would still be formed somewhere behind the scenes in Administration in Canberra.

On the face of what the report says, it might then be imagined that the legislation would thereafter be debated by the 100 members and that what the majority wanted would prevail. But would it?

At present the non-official members of the Legislative Council of P-NG have a technical majority in all ordinances made in the Chamber have to have the assent of the Administrator and, in some cases, the Governor-General of Australia. The ultimate test of any legislation is in the matter of giving or withholding assent.

If this right of veto is to be shared with Australia—which might be reasonable if Australia were expected to still go on paying the pipe-fee so-called Parliament simply because

aborate and expensive facade which the will of both the city and that of the policy-makers themselves could end in frustration.

Non-Natives Ignored

most disappointing part of the is in its total disregard for legitimate claims of the 25,000 indigenous residents of the Territory. Although the fruits of their over the last 50 years are by the Mission to be part of the Territory's assets, any idea the people who created those should have some voice in the management of the country has by-passed.

indigenous minorities are, of troublesome, even unfortunate, but so far as P-NG is concerned they are part of history and be ignored. If Europeans had come to New Guinea in the latter part of the 19th century, New Guinea and its archipelagoes would have been absorbed by Asia long ago. But Europeans did go; they defended it from Asia in war, even it the only peace, order and material progress that it knows. settlement of the future of New Guinea, the rights of this group should be taken into consideration, day or another.

way Australia chose, was a of gradualness, expecting that changes will be made over a fairly long period. The way of the Mission was to be swift, sudden and revolutionary. If they had pursued their method to its honest conclusion they would have then added the fourth proposition to the other

all non-indigenous individuals interests be paid off and compensated for the time, effort and they have invested in the Territory, and that they then return to the place from whence they came.

stage thus would have been for the United Nations, or other altruistic body, to assume the task of financing and the New Guinea natives to themselves.

report, however, wants something in both ways: It likes the material that has been erected and, in wants more of it as this is the way in which the standard of of the native people will be raised; at the same time, the Mission wants to put self-government in the hands of the natives although they not asked for it, don't want it, in fact, incapable of making more than a pretence of it.

Economic Survey

The report's two other propositions, concerning a World Bank survey and higher education, excited less public interest.

The survey by the World Bank was necessary, the Mission believed, as there should be much closer association, in the future, between the Administering Authority and the United Nations and its agencies. The survey should be directed to the preparation and execution of a full and concerted development plan for the Territory with the view of establishing new industries and interesting new investment so that the standard of living of the people might be raised.

This proposition concerning the World Bank survey produced little public reaction—and most of that favourable—although the Mission's elaboration of this part of their recommendations sits very oddly with their third proposition—a native elected Parliament by 1964.

It needs no UN Mission to show that what New Guinea wants before it becomes a viable State is more outside investment and more industry—European leaders have been saying so in Legislative Council and out for years. But what outside investor in his right senses would be likely to rush into a country that is to be governed by a Parliament of 100 natives, many of whom will be too illiterate to read a ballot paper, and five Government officials who will pull the strings and on which the chance of there being one representative of private enterprise is virtually nil?

Forced Tertiary Education

Of its proposition on education the report said that New Guinea needed to approach its programme of secondary and higher education with greater imagination and boldness. It suggested that immediate plans should be made for selecting 100 of the most promising students in the Territory each year and preparing them for University—in Australia initially, until the Territory gets a University of its own.

The report said that the need for qualified personnel in all fields is so great and so urgent that this new approach is essential.

Most people agree that almost anything that is done for education in New Guinea is good, although many have yet to be convinced that it will be of ultimate benefit to a democratic New Guinea to produce university graduates in an educational

hothouse while the vast majority of the people are still denied even a basic education.

Changes in SPC

(Continued from page 17)

The review conference proposals, as far as I can judge from many talks here, were well received by the member governments. (The proposal to form the Regional Council appears to have been put forward by the UK.) There have been some wheels within wheels, as usual—but the principles may well be accepted.

It looked earlier in the year that the review conference would be able to meet and come up with something specific that could have been discussed at the meeting of the Commission that will follow this Pago conference of islanders. But then there was a delay, at first inexplicable. It became obvious as time progressed that the date for the review conference was being held up by Australia and America, who felt that a conference at this time would be embarrassing to their relations with Indonesia over the Dutch New Guinea question.

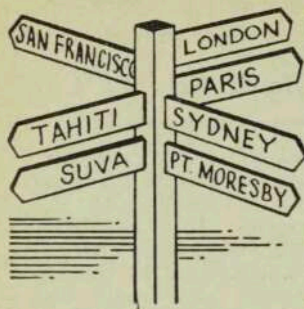
An added complexity is that American policy in the South Seas is obviously not supported unanimously by its own experts. Thus in his opening remarks at the Conference, the chairman, America's Dean Knowles A. Ryerson, always one of the SPC's staunchest supporters, made it clear that he for one did not agree that the review conference should have been delayed.

He hoped that the postponement was "but a short temporary one", and the SPC could soon turn in its old model, "useful as it has been", for a modern, new one, "using the high octane fuels of island enthusiasm, ideals and eagerness".

Dean Ryerson said quite clearly that the time had come for more participation of Islands people, and he hoped the SPC itself would give first consideration to qualified Islands applicants. Obviously referring to the review conference proposals, he said it was hoped the South Pacific Conference itself would more actively help in deciding Commission programmes, "with possibly more frequent meetings and more responsibility".

The real significance of his words went over the heads of most of the conference delegates, unaware yet of the important changes that are being planned for a new model SPC that might not be jet-propelled, but at least would have a modern-type motor in place of a horse and nosebag.

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

AFRICA IS STILL WORTHWHILE

This is the third (and concluding) part of a series on what the tourist can see and do in South and East Africa. As we said in Part I, the tourist view of Africa is much the same as it always was, signs of political upheaval are there only if you know where and wish to look for them.

FLYING time from Salisbury, Southern Rhodesia, to Nairobi, Kenya, is about 2½ hours by jet; or about twice that time from Livingstone (where we left you in July), by conventional aircraft.

In either event, you arrive at Nairobi's magnificent new jet airport that has replaced the barracks-like structure of a few years back where (so residents liked to tell visitors) Mau-Mau more or less roosted at the bottom of the garden.

The new airport is about seven miles out and matches the architecture of the modern city that has boomed into existence in the last half dozen years. Nairobi itself is built on the high plateau that forms part of the southern and more fertile part of the Colony. The city is virtually right on the equator but its elevation of over 5,000 feet tempers the climate which generally produces warm days and cool nights.

The tourist usually goes to Kenya for one thing—to see big game—and most Kenya tourism is organised for that purpose. The two main game reserves are Tsavo National Park, which can be reached from either Nairobi or Mombasa and which lies in the dry zone behind the coastal belt skirting Mt. Kilimanjaro (19,340 ft.); and the Amboseli Game Reserve which you attack from Nairobi across the Athi Plains. This reserve lies below Mt. Kilimanjaro but to the north-west of it.

[Mt. Kilimanjaro, the highest mountain in Africa, is in Tanganyika,

not in Kenya, but there is no formality about getting from one to the other. Visitors to Tsavo frequently make use of the excellent small hotel part way up the Mountain at Kibo during their stay in the Park. Roads go a fair way up the mountain and there are numerous interesting walks for people who like this form of exercise. The head of the mountain is more often than not hidden in cloud although both from the plains and from aircraft, spectacular glimpses of the rounded, snow-capped peak can sometimes be obtained.]

Apart from the two big game parks, there is the small Nairobi National Park, right at the city's door. The Nairobi Park, unlike the game reserves, is fenced, but otherwise the animals live in their own natural surroundings as in the bigger reserves and the same rules for visitors about staying in their cars apply.

Finally, there is the privately-owned "Tree-Tops", run as an ancillary to the Outspan Hotel, Nyeri, about 80 miles from Nairobi in the foothills of the Aberdare Mountains. "Tree-Tops" provides comfortable but somewhat primitive (and certainly novel) accommodation for about 20 people. You climb into it by a stairway in the early afternoon and remain there until the next morning, during which time (if you are lucky), elephant, rhino, many varieties of buck, monkeys, warthog and buffalo will come along and parade underneath for the benefit of guests, quite unconscious of the fact that they are

being watched from the balcony. A visit to "Tree-Tops" must be made through the Outspan Hotel, where transport and a guide are provided.

The cost is about £Stg.5 per person.

The drive itself, from Nairobi to Nyeri, is worthwhile for its sake as this particular road—although all the way as a welcome contrast to the 'almost constant state of dust and corrugated metal' passes through some of the most beautiful agricultural land in Kenya. The roads are lined with sisal and coffee stretch away on either side of the road and the traveller gets a glimpse of the White Highlands—discussed in Part I—however are no longer reserved for Europeans. This is Kikuyu country. The road passes several large new villages in which people were settled after the Mau Mau emergency.

Accommodation in Amboseli National Park is in safari lodges or in small hotels on the fringes of it. To go to Tsavo will find the hotels at convenient intervals for either on Mt. Kilimanjaro or routes between Mombasa and Nairobi. Accommodation in Nairobi, generally, is excellent, in city hotels. The New Stanley Hotel in Nairobi is very new in the traditional sense but there are



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perhaps not so much plate-and chrome, which are very portable.

Food is almost always very good—the Europeans who settled in Africa seem to have had more success in turning Africans into good than Europeans have had with Pacific Islanders.

For a tourist travel in Kenya is usually American sedans and station wagons, each carrying a party of four. Based on this number in you should calculate on game excursions costing about £8 to £10 per person per day, every-included.

With Nairobi as a base, probably you would give you adequate opportunity of exploring both Tsavo National Parks, with something in the Rift Valley and Mt. Kilimanjaro. An excursion from Nairobi to "Tree Tops" and back will take the best part of two days; somewhere in between, a spare day could be spent in the Nairobi National Park. With this arrangement there should be no difficulty in seeing lion, elephant, rhinoceros, giraffe, warthog, buck, wildebeest, zebra, hippopotamus and leopard.

For tours Ltd., African Road-tours, the United Touring Co. of Ltd., East African Airways and East African Railways (Mombasa or Nairobi), will all give you tourist information on request. You can hire cars in either Mombasa or Nairobi and make their arrangements, but if time is a factor the surest way to see big game quickly is to be guided by the professionals.

Noumea Twice By Matson

A new and interesting variation in Transpacific sea-travel is announced by the Matson Line, commencing with the sailing of the "Mariposa" on August 2, 1962. Matson liners, "Monterey" and "Mariposa", will provide a bi-weekly service across the Pacific, will make a regular call at Noumea, in New Caledonia. The liners now will run between Sydney and San Francisco, Noumea, Auckland, Suva, Pago, and Honolulu; and between San Francisco and New York via Los Angeles, Papeete, Tonga, Auckland, and Noumea. The only ports which round-tripper will see twice, of 10 visited, are Auckland and Noumea.



French Polynesia The Covit Way

Those people contemplating a holiday in Tahiti or French Polynesia couldn't do better than spend \$2 US or 200 Pacific francs on the *Official Directory and Guide Book for Tahiti*, recently published by Bernard Covit.

Covit is an American journalist living in Papeete and although his book seems, more than anything, directed at the Young American Male, it is good fun and informative even for middle-aged travellers. He tears away a lot of the ballyhoo about these enchanted islands but the Tahiti he leaves is still beautiful, crazy, off-beat enough to appeal to many tastes.

The book is bi-lingual, in both French and English, but the advice is the same in either language. As well as the usual information about currency, documentation, hotels, tours and so forth he has a lot of other advice that doesn't come in the regular run-of-the-mill travellers' guides. But this is Tahiti, of course. And different. Here are a few items as they appear in the book.

ON BOY MEETING GIRL: As a man, if you come to Tahiti solely to seek a sexual holiday, you will be missing a good part of the fun of a real Tahitian stay. It is true that there are numerous opportunities for meeting and going out with local girls, but it is so all over the world. Tahiti's girls are a little more approachable and easy to know than most. But you are "dead" unless you speak French, are fairly young and nice looking and have money. All the real beautiful or even pretty girls are already "taken". Experienced male visitors who have given the entire subject careful study state that only three or four out of 10 men who come here find what they are looking for.

The modus operandi of boy meeting girl in Tahiti is comparatively simple in Papeete. There are three or four places you can go to regularly where you can meet them, dance with them, buy them a drink, get to know them and the rest is up to you. There are no "houses of ill-fame" in Tahiti. There are many waterfront girls who will be very friendly to begin with but after a while tell you they are broke, need some money, etc., all non-commercially.

For the girl tourist, Tahiti is the greatest. There are always such a large number of

unattached males here who are more or less particular and finicky about their female companions . . . Tahiti is NOT a male paradise at all . . . Tahiti of course is wonderful for families . . .

ON COOKING AND FLOWERS: There has been more nonsense and misinformation about raw fish written than almost any other facet of Tahitian life with the possible exception of the silly old bromide about the "flower behind the right ear or the left ear". It doesn't make a darn bit of difference which ear the girl or fellow wears the flower . . . Tahitians can't be bothered remembering which ear, they love flowers and stick them in their hair, their hats and, if it weren't uncomfortable, probably up their noses. This flower business was started some 100 years ago by some near-sighted and passionate tourist who thought "wouldn't it be nice if I knew which girl was instantly AVAILABLE" . . .

You will find the local white bread delicious-tasting when fresh but refrain as much as possible from eating it. Nutritionally speaking it is a waste of time and is one of the causes of the rampant toothlessness and tooth-decay among the Tahitians. The bread tastes good but has no vitamins or anything else.

ON MORALS GENERALLY: Tahitian morals have been much written about . . . Many times it's been by fly-by-night writers who come here, stay a few days or a week and are thereby considered experts, by themselves mostly. Tahiti has always been cursed by these week-end journalists who usually meet only Quinn's girls on the water-front. That's like judging London and all of England by the street-walkers in Piccadilly. Morals are definitely no looser here than anywhere else, speaking sexually. Morality generally should be accounted higher for there are no Tahitians who go to bed hungry and there are no orphan asylums or old folks' homes. People are kinder here than most anywhere else. There are countless thousands of decent, hard-working moral men and women of Tahitian blood who would no more think of sleeping around than would your own father and mother (depending, of course, upon the actual morals of your own father and mother).

As we understand it, Mr. Covit's book is being distributed through travel agents, shipping and airline companies, etc. But if you want one of your own, you should write to him direct at PO Box 83, Papeete, Tahiti. Add postage to the \$2 or 200 Pacific francs cost of the book—the equivalent of 1/- to 1/6, or 10 to 15 cents, should cover it.

SHIPPING TIME-TABLES

Sydney-Papua-New Guinea

All sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for Brisbane, Nth. Qld. ports, Pt. Moresby, Samarai, Lae, Madang, Alexishafen, Rabaul, Pt. Moresby, Sydney. Next Sydney sailings: Sept. 4, Oct. 27 (approx.).

Malaita sails from Sydney for Brisbane, Pt. Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Aug. 12, Sept. 21 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul, Samarai, Pt. Moresby. Next Sydney sailings: Aug. 28, Oct. 9 (approx.).

Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Pt. Moresby, Rabaul, Wewak, Madang, Lae, Pt. Moresby. Next Sydney sailings: Aug. 4, Oct. 2 (approx.).

Details from Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney (B 0547).

Sinkiang: Leaves Melbourne monthly for Sydney, Brisbane, Rabaul, Kavieng, Madang, Lae, Port Moresby, Sydney. Next Sydney sailing: Aug. 17 (from Brisbane goes to Honiara, Rabaul, Kavieng, thence to Tarawa, Nauru and Ocean Is. this voyage).

Shansi: Leaves Sydney about every four weeks for Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Pt. Moresby, Sydney. Next Sydney sailings: Aug. 3, Sept. 11 (approx.).

Soochow: Leaves Sydney every four weeks for Brisbane, Rabaul, Kavieng, Madang, Lae, Pt. Moresby, Sydney. Next sailings from Sydney: Sept. 4, Oct. 5 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

China Navigation Co. Ltd. vessels Anking and Anshun call at Pt. Moresby, Papua on their way north from Sydney to Hongkong.

Anking: Dep. Sydney Aug. 25, Pt. Moresby Aug. 31-Sept. 1, thence Manila and Hongkong.

Anshun: Dep. Sydney Sept. 17, Pt. Moresby Sept. 24-25, thence Manila and Hongkong.

Details from Swire and Yuill Pty. Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Wewak, Madang, Lae. Next Sydney sailing: Aug. 27 (approx.).

Slagen: Leaves Melbourne about every five weeks for Sydney, Pt. Moresby, Rabaul, Wewak, Madang, Lae, Sydney. Next Sydney sailing: Sept. 7 (approx.).

Details from Karlander NG Line (F. H. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney (BU 8311).

Austasia Line vessels run between Australian ports (turn round at Adelaide) and Papua-New Guinea, with every third voyage extending to Borneo.

Malacca: Dep. Sydney Aug. 15 for Bris-

Australia-NZ-Fiji-Canada-USA

	ORSOVA	HIMALAYA	IBERIA	CANBE
SYDNEY	depart	From	Sept. 9	Oct. 17
AUCKLAND	arr/dep	UK, via	thence	Oct. 20
SUVA	arr/dep	Panama	Far East	—
HONOLULU	arr/dep	Canal	Oct. 2	Oct. 26
VANCOUVER	arr/dep	Sept. 4*	Oct. 7-8**	Oct. 30
SAN FRANCISCO	arr/dep	Sept. 5-6	Oct. 11-12	Nov. 2
LOS ANGELES	arr/dep	Sept. 8-9†	Oct. 13	Nov. 4
HONOLULU	arr/dep	Sept. 14	Oct. 18	Nov. 1
SUVA	arr/dep	Sept. 21	thence	—
AUCKLAND	arr/dep	Sept. 24	Far East	Nov. 10
SYDNEY	arrive	Sept. 27	Nov. 14	Nov. 11

* Long Beach. † Vancouver. ** Seattle Oct. 9.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney (B

USA-Eastern Pacific-NZ-Sydney-Central Pacific-Hawaii

	MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Aug. 2	Aug. 26	Sept. 16
LOS ANGELES	arr/dep	Aug. 3	Aug. 27	Sept. 17
BORA BORA	arr/dep	Aug. 11	Sept. 4	Sept. 25
PAPEETE	arr/dep	Aug. 12-14	Sept. 5-7	Sept. 26-28
RAROTONGA	arr/dep	Aug. 15	Sept. 8	Sept. 29
AUCKLAND	arr/dep	Aug. 20-21	Sept. 13-14	Oct. 4-5
SYDNEY	arr/dep	Aug. 24-27	Sept. 17-20	Oct. 8-11
NOUMEA	arr/dep	Aug. 30	Sept. 23	Oct. 14
SUVA	arr/dep	Sept. 1	Sept. 25	Oct. 16
NIUAFOO	arr/dep	Sept. 2	Sept. 26	Oct. 17
PAGO PAGO	arr/dep	Sept. 2	Sept. 26	Oct. 17
HONOLULU	arr/dep	Sept. 7-8	Oct. 1-2	Oct. 22-23
SAN FRANCISCO	arrive	Sept. 13	Oct. 7	Oct. 28

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4

bane Aug. 17-18, Pt. Moresby Aug. 23, Lae Aug. 28, Madang Aug. 30, Rabaul Sept. 2, returns direct to Australian ports. Due dep. Sydney again Sept. 29, for P-NG and Nth. Borneo ports.

Matupi: Dep. Borneo (Tanjong Mani) Aug. 23, Sandakan Aug. 28, due Sydney Sept. 12; thence loading at Australian ports. Dep. Sydney again Oct. 5.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 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.

Aros: Dry-docking at Hongkong Aug. 3-14, thence Manila Aug. 16, Sagay Aug. 17-18, Nth. Borneo ports Aug. 19-22, Tarakan (opt.), Rabaul Aug. 28-29, Lae Aug. 30-Sept. 1, Brisbane Sept. 5-7, Sydney Sept. 9. Due dep. Sydney Sept. 29 for Hongkong via Islands ports.

Tenos: Northbound from Rabaul, at Manila Aug. 9-10, Hongkong Aug. 12-13, arr. Japan (Mojji) Aug. 17. Dep. Japan (Kobe) Sept. 3 direct to Sydney, arr. Sept. 15.

Delos: From Japan (Kobe), due Sydney Aug. 15. Dep. Sydney, after loading southern Australian ports, Sept. 11, for Brisbane Sept. 13-14, thence direct to Japan.

Milos: From Australian ports, due Japan (Yokkaichi) Aug. 16. Dep. Japan (Mojji) Aug. 22 for Hongkong Aug. 26-27, Nth. Borneo ports Aug. 30-Sept. 2, Madang Sept. 8, Lae Sept. 9-10, Rabaul Sept. 11-12, Honiara Sept. 14-15, Vanikoro Sept. 17-20, Santo Sept. 21-23, Vila (opt.), Brisbane Sept. 26-28, Sydney Sept. 30.

Samos: Dep. Sydney Aug. 24, Brisbane Aug. 26-28, Lae Sept. 1-2, Madang Sept. 3-4, Rabaul Sept. 5-7, Manila Sept. 13-14, Hongkong Sept. 16-17, arr. Japan (Mojji)

Sept. 21. Dep. Japan (Mojji) C direct to Sydney.

Details from Wilh. Wilhelmssen 13 Bridge St., Sydney (BU 6301).

Sydney - BSI - P-NG

Sievik: Leaves Sydney month Honiara, Gizo, Rabaul. Next Sydney Aug. 24 (approx.).

Details from Karlander NG Line Stephens Pty. Ltd., agents, 13 St., Sydney (BU 8311).

Sydney-Netherlands N

Four weeks service by Dutch vessels carrying passengers and from East Australian ports to He Blak and Sorong (every two n NNG; thence Manila, Hongkong China thence West Africa and re Australia. Next Sydney sailing Noort Aug. 3, Van Neck Sept. 15.

Details from Royal InterOcean L George St., Sydney (2-0573).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Johan Van Oldenbarnevelt and sail regularly from Sydney for via NZ, Suva (irregularly), Pape Panama Canal; occasionally ca made at Papeete on southbound.

Next outward voyage: JVO de ney Aug. 10 (at Papeete Aug. 20)

Next inwards voyage: Oranje o ney Oct. 1 (at Papeete Sept. 21)

Details from Royal InterOcean L George St., Sydney (2-0573).

New Zealand-Tahiti

New Zealand Shipping Co. Ltdh operating between NZ and t Panama, make a call every two at Tahiti, northbound and south

Next southbound voyage: Rangl London, due Papeete Sept. 11 (ap Next northbound voyages: Remo

agton, Aug. 1, due Papeete Aug. 7; ed by Ruahine, ex-Wellington, Sept. 7. Papeete Sept. 7.
ails from NZ Shipping Co. Ltd., enhouse Quay, Wellington, NZ.

New Zealand-Tahiti

ular two-monthly calls at Papeete occasionally at Suva are made by an Pacific Service (a West German shipping company) with its vessels Corientes and Cap Domingo, running en NZ ports (including Napier) the west coast of USA.

Netherlands NG - P-NG

Karossa (Dutch KPM Line) operates Singapore about every three months Portuguese Timor, Netherlands New a ports (Sorong, Manokwari, Biak, l, Sarmi, Hollandia, Fak-Fak, ana, Kokonao, Merauke), and Port by in P-NG; return by same route. 's Kaloekoe and Kasimbar, three ly service on route as above—but ing call at Port Moresby.

Sungel Bila operates from Manok- to Geelvink Bay ports; and onally from Hollandia to Wewak, ng, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

ank Line operates a direct service from e to P-NG and BSI, vessels going o Australia for cargo-loading and ing to UK via Suez. Next vessels: ganbank: From Continent, dep. on Aug. 15, for Pt. Moresby Sept. Samarai Sept. 20, Lae Sept. 22, ng Sept. 24, Wewak Sept. 25, Rabaul 27, Kavieng Sept. 28, Honiara Sept.

ebank: From Continent, dep. London 12 for Pt. Moresby Oct. 17, Samarai 18, Lae Oct. 20, Madang Oct. 22, ak Oct. 23, Rabaul Oct. 25, Honiara 27.

ails from Bank Line (A/asia.) Pty. 269 George St., Sydney (BU 2041).

Europe-Papeete-Noumea-

SI-P-NG-Netherlands NG

regular service from the Continent UK, via Panama, to Tahiti, New donia, BSI, P-NG and NNG is ated jointly by Nederland Line Royal h Mall and Royal Rotterdam Lloyd. ile-Lloyd (RL): From Continent and ed Kingdom, due Noumea Aug. 4, ara Aug. 8, Pt. Moresby Aug. 12, ul Aug. 16, Lae Aug. 18, Madang 20, Alexishafen Aug. 21, Hollandia 22, Biak Aug. 30, Manokwari Sept. prong Sept. 6.

epat (NL): From Continent and the ed Kingdom, due Papeete Aug. 26, nea Sept. 4, Honiara Sept. 9, Pt. esby Sept. 12, Rabaul Sept. 16, Lae 18, Madang Sept. 20, Hollandia 21, Biak Sept. 29, Manokwari Oct. prong Oct. 8.

ails from Royal InterOcean Lines, George St., Sydney (2-0573).

NZ-West Pacific-Far East

argo vessels of Crusader Shipping Co.), running between New Zealand the Far East, call at Noumea (New donia), and Pt. Moresby (Papua)— occasionally Lae and Rabaul (NG)— their northbound run; and at Vila w Hebrides) on the southbound trip argo is offering. Current voyage: aracen, ex-Auckland, departed Pt. esby July 30 for Pt. Swettenham,

Singapore, Manila and Hongkong (due Aug. 15). Next voyage: Dep. Auckland Sept. 22.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Chungking: From Japan, due Lae Aug. 4, Kavieng Aug. 7, Rabaul Aug. 9, Pt. Moresby Aug. 16, Honiara Aug. 19, Suva/Lautoka Aug. 24, Apia Sept. 1, due arr. Japan Sept. 20.

Chekiang: Dep. Japan Aug. 11 for Hongkong Aug. 15-19, Wewak Aug. 27, Madang Aug. 30, Lae Sept. 2, Rabaul Sept. 5, Pt. Moresby Sept. 12, Santo Sept. 16, Suva/Lautoka Sept. 20, Noumea Sept.

29, due arr. Japan Oct. 16 (where she will enter dry dock).

Chengtu: Dep. Japan Sept. 22, for Hongkong Sept. 26-30, Madang Oct. 8, Lae Oct. 11, Rabaul Oct. 14, Samarai Oct. 17, Pt. Moresby Oct. 23, Santo Oct. 27, Vila Oct. 29, Suva/Lautoka Nov. 1, due arr. Japan Nov. 19.

Details from China Navigation Co., Ltd. (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

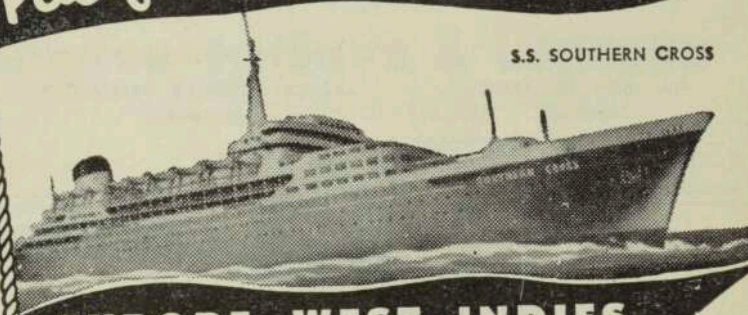
Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings: Aug. 21, Oct. 2, Nov. 13 (approx.).

Details from Burns, Philp and Co. Ltd., 7 Bridge Street, Sydney (B 0547).

(Over)

*Linking the
Pacific Islands with*



S.S. SOUTHERN CROSS

**EUROPE, WEST INDIES,
NEW ZEALAND, AUSTRALIA
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ROYAL ROTTERDAM LLOYD
ROTTERDAM, HOLLAND

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cargo of up to 240 tons.

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accommodation.

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ETS. DONALD TAHITI,
Papeete.

AGENCE MARITIME PENTECOST,
Noumea.

BURNS PHILP (NEW GUINEA) LTD.,
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WM. BRECKWOLDT & CO.,
Honiara.

NEW GUINEA COMPANY LTD.,
Rabaul and Madang.

**AUSTRALIA-WEST
PACIFIC LINE**

**Linking
PACIFIC ISLANDS**

M.V. "SA"

with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6300
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—
Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—
Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.H.) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd.

Sydney-New Caledonia- New Hebrides-Tahiti

Vessels of Messageries Maritimes Line, (Marseilles, via West Indies and S. Am., call about every six weeks at Vila, Noumea and Sydney, and by same route.

Inwards voyage, ex-Marseilles:
Australien: Papeete Aug. 16-20, Vila 27-28, Noumea Aug. 29-Sept. 2, Sept. 5-10.

Outwards voyages ex-Sydney:
Australien: Dep. Sydney August 1, Aug. 4-8, Vila Aug. 9-17, Aug. 24-29.
Australien: Dep. Sydney Sept. 9, Sept. 13-16, Vila Sept. 17-25, Oct. 1-6.

Australien maintains monthly passenger service between Sydney, Noumea, Vila and Santo. Next Sydney sailings: Aug. Sept. 9.

Calls from Messageries Maritimes, 36 Senior St., Sydney (BU 2654).

Sydney-Norfolk Is.-Noumea- New Hebrides

Compagnie du Sud (owned by Societe des Messageries Maritimes, Noumea), carries cargo only, makes a regular monthly service from Sydney to Norfolk Is., New Caledonia (Noumea) and New Hebrides (Santo and outports as required). Sydney sailing: Aug. 7 (approx.). Calls from P. H. Stephens Pty. Ltd., 100 George St., Sydney (27-3605).

Europe-Sydney-Noumea

Go vessels of Messageries Maritimes run monthly between France and Australia via Fr. East Africa and Australian ports. From Sydney, vessels go to Noumea and return to France via Australian coastal ports.

Next sailings from Sydney: Velay Aug. 12, Noumea Aug. 29; Ventoux Sept. 12, Noumea Sept. 26.

Other MM vessels run between France and Sydney, via Panama Canal and Australian ports. Next calls at Papeete: Aug. 12, Iraouaddy Sept. 12. Calls from Messageries Maritimes, 36 Senior St., Sydney (BU 2654).

NZ-Fiji-Tonga-Samoa

Australia maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago, Apia, Suva and return to Auckland. Next Auckland sailings Aug. 7, 14.

Australia maintains a service from Auckland to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. Auckland sailings, Aug. 21, Sept. 18. Calls from Union Steam Ship Co. Ltd., Quay and Commerce Sts., Auckland (Tel.: 49-430).

Tonga-Fiji-Samoa

Samoa Shipping Agency operates a cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Suva, Rotuma) with MV Aoniu. Calls also made as required at Apia (W. Samoa) and Pago Pago (Am. Samoa). Ground in Suva is usually two days. Agents there are W. R. Carpenter Ltd.

Sydney-Pacific Ports- Panama-UK

Southern Cross and Northern Star each make four round-the-world voyages per

year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Northern Star: From Southampton via South Africa, at Sydney Aug. 15-17, Wellington Aug. 20-21, Auckland Aug. 23-24, Suva Aug. 27, Papeete Aug. 31-Sept. 1, thence by Panama Canal to UK, arr. Southampton Sept. 25.

Southern Cross: Dep. Southampton Sept. 6, via South Africa, at Sydney Oct. 12-13, Wellington Oct. 19-20, Auckland Oct. 22-23, Suva Oct. 26, Papeete Oct. 30-31, thence via Panama Canal to UK, arr. Southampton Nov. 25.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook

Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain approximately six weeks service from West Coast Nth. American ports to Pacific Islands.

Thor I: Dep. San Francisco Aug. 20, Los Angeles Aug. 21-23, Papeete Sept. 2-5, Pago Pago Sept. 9-11, Apia Sept. 12-13, Suva Sept. 16-17, Lautoka Sept. 18-19, Noumea Sept. 21-22, Vila/Santo (open), Townsville (open), Rabaul Sept. 28-29, Apia (open), Pago Pago Oct. 12-14, Los Angeles Oct. 24-29, San Francisco Oct. 30. (Over)

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

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NUKUALOFA - VAVAU - NIUE

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138 Leadenhall Street

London E.C.3

BURNS PHILP

(SOUTH SEA) CO. LTD.

Suva

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

APIA—Burns Philp (South Sea) Company,

Ltd.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company,

Ltd.

LAE/RABAU—Burns Philp (New Guinea)

Ltd.

PORT VILA—Comptoirs Francais des Nouvelles

Hebrides.

Thorsisle: Dep. San Francisco Oct. 9, Los Angeles Oct. 10-11, Papeete Oct. 22-24, Pago Pago Oct. 28-30, Apia Oct. 31-Nov. 1, Suva Nov. 3-4, Noumea Nov. 6-9, Pago Pago Nov. 14-16, Los Angeles Nov. 30-Dec. 3, San Francisco Dec. 4.

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 Sept. 19; Sonoma Oct. 19 (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-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Reef Sept. 23; Pioneer Star Oct. 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: Sept. 30 (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: Aug. 21, Sept. 14 (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 transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Waiana Aug. 2; Kawerau early Sept.

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: Waihemo Aug. 15 (approx.).

Waiemata, 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 Cloon Aug. 31-Sept. 2; Van Noort Sept. 24-26.

Details from Royal InterOcean Lines, 261 George Street, Sydney (2-0573).

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. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.40 a.m., dep. 1.25 a.m.), Honolulu, San Francisco (extends to Vancouver alternate weeks: from Sydney Aug. 17, 31, Sept. 14, 28, etc.).

SOUTHBOUND

Mon., Wed. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 3.40 a.m., dep. 4.30 a.m.), Sydney (arr. 6.45 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 3.40 a.m., dep. 4.30 a.m.), Sydney (arr. 6.45 a.m.).

Sat.: San Francisco (service begins from Vancouver alternate Sats.: Aug. 18, Sept. 1, 15, 29, etc.), Honolulu, Nadi (arr. 3.40 a.m., dep. 4.30 a.m.), Sydney (arr. 6.45 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas/TEAL Electra International Mk. II aircraft from Auckland connect at Nadi on Wed., Thurs., Fri., Sat., Sun. and Mon. with Qantas northbound flights, and on Wed., Thurs., Fri., Sat., Sun. and Tues. for Auckland, with Qantas south-bound flights. (See Tables 18 and 19).

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney 5.30 p.m. for Nadi (arr. 11.15 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs., Sun. 5.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.15 a.m. Thurs., Sun., Tues., dep. 6 a.m.) and Sydney (arr. 8.20 a.m., Thurs., Sun., Tues.).

(International Dateline is crossed between Nadi and Honolulu.)

* PAA use DC7C aircraft on connecting

services Auckland, Nadi, Tafuna Samoa, and Honolulu (see Table

BY CANADIAN PACIFIC AIRLINE
(Bristol Britannia and DC8 Jet

Alt. Sat.: Dep. Sydney 11 a.m. by Brit for Auckland (arr. 4.50 p.m., dep. p.m.), Nadi (arr. 9.40 p.m., dep. p.m.), Honolulu (arr. Sat. 10. dep. Sun. 9 a.m. by DC8), Vancouver Amsterdam (arr. Mon. 1.45 p.m. (Service operates Aug. 11, 25, Se 22, Oct. 6, 20, etc.).

Alt. Sat.: Dep. Amsterdam 2 p.m. by for Vancouver, Honolulu (arr. 9.35 p.m., dep. Sun. 10.35 p.m. Britannia), Nadi (arr. Tues. 6. dep. 6.45 a.m.), Auckland (arr. a.m., dep. 11.45 a.m.), Sydney Tues. 2.15 p.m.).

(Service operates Aug. 4, 18, Sep 15, 29, Oct. 13, 27, etc.).

(International Dateline is crossed between Nadi and Honolulu.)

SECTIONAL SERVICES II PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett operate from Sydney to Lae and with DC6B's. TAA runs the s Mondays, Wednesdays, Saturdays; ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)

Dep. Sydney, 9.45 p.m. Brisbane, 11.50 Tues., Thurs., Sun. Tues., Thurs.,

Dep. Brisbane, 12.40 a.m. Pt. Moresby, 6.10

Dep. Pt. Moresby, 7 a.m. Lae, 8

Tues., Thurs. and Fri. (Ansett)

Dep. Sydney, 9.45 p.m. Brisbane, 11.45

Wed., Fri., Sat. Wed., Fri., Sa

Dep. Brisbane, 12.45 p.m. Pt. Moresby, 6.00

Dep. Pt. Moresby, 6.50 a.m. Lae, 7.50

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)

Dep. Lae, 9.15 a.m. Pt. Moresby, 10.15

Dep. Pt. Moresby, 11 a.m. Brisbane, 4.10

Dep. Brisbane, 4.50 p.m. Sydney, 6.55

Wed., Fri. and Sat. (Ansett)

Dep. Lae, 9.15 a.m. Pt. Moresby, 10.10

Dep. Pt. Moresby, 11 a.m. Brisbane, 4.10

Dep. Brisbane, 4.50 p.m. Sydney, 6.55

2A. Qld.-New Guinea

TAA, with Fokker Friendship Pro

Alt. Mon.: Dep. Townsville 12.40

Cairns arr. 1.40 p.m., dep. 2.45

arr. Pt. Moresby 5.05 p.m. (Aug

20, Sept. 3, 17, Oct. 1, 15, 29, etc)

Alt. Wed.: Dep. Lae 12.30 p.m.,

Moresby arr. 1.30 p.m., dep. 2.15

Cairns arr. 4.45 p.m., dep. 5.30

arr. Townsville 6.30 p.m. (Aug. 1

Sept. 5, 19, Oct. 3, 17, 31, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Pro

Alt. Sat.: Dep. Cairns 3.35 p.m., arr

esby 5.45 p.m. (Aug. 18, 25, Sept. 1, Oct. 6, 20, etc.).
n.: Dep. Pt. Moresby 9.05 a.m., Cairns 11.15 a.m. (Aug. 12, 26, 9, 23, Oct. 7, 21, etc.).

RNS-PT. MORESBY-BRISBANE
4, with DC1 (Air Cargo Only)
n.: Dep. Cairns 6.30 a.m., arrive Moresby 9.25 a.m. Dep. Pt. Moresby 9 a.m. (same day), arr. Brisbane m. (Aug. 13, 27, Sept. 10, 24, Oct. 2, etc.).

P-NG Internal Services

Operated by TAA
PT. MORESBY-LAE
Fokker Friendship Prop-Jet)
es.: Dep. Pt. Moresby 6 a.m., arr. 7 a.m. (Aug. 7, 21, Sept. 4, 18, 2, 16, 30, etc.).

RABAU-LAE (Fokker Prop-Jet)
es.: Dep. Lae 8.45 a.m., Rabaul 10.45 a.m. (Aug. 7, 21, Sept. 4, Oct. 2, 16, 30, etc.).
ed.: Dep. Rabaul 10.10 a.m., Lae 12 noon (Aug. 8, 22, Sept. 5, 19, 3, 17, 31, etc.).

PORT MORESBY-DARU (DC3)
i.: Dep. Pt. Moresby 8.45 a.m. for u., returning same day via Balimo, 2.25 p.m. (Aug. 10, 24, Sept. 7, Oct. 5, 19, etc.).

MORESBY-GURNEY (for Samarai)
DC3
Dep. Port Moresby 8.30 a.m. for ney (Milne Bay), returning same , connection with launch service and from Samarai.

**AE-MADANG-WEWAK-MANUS-
VIENG-RABAU SERVICE (DC3)**
Fri.: Dep. Lae 7 a.m. for Madang, wak, Manus, Kavieng, Rabaul, arr. 3 p.m.

Sat.: Dep. Rabaul 7 a.m. for vieng, Manus, Wewak, Madang, Lae, 3.35 p.m.

Dep. Lae 8.50 a.m. for Madang, wak, arr. 11.55 a.m.

Dep. Wewak 6 a.m. for Madang, t, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)
Dep. Lae 7 a.m. for Wabag, calling any of: Goroka, Minj, Banz, Mt. gen, Baiyer River, Wapenamanda, bag, and return.

OWER HIGHLANDS (DH Otter)
Dep. Lae 7.30 a.m. for Goroka, ling at any of: Alyura, Kalapit, intoat, Kainantu, Gusap, Goroka, ona, and return. (Note: Fortnightly ls at Dumpu—Aug. 7, 21, Sept. 4, Oct. 2, 16, 30, etc.).

MORESBY-WAU-BULOLO-LAE (DC3)
Sun.: Dep. Pt. Moresby 10.30 a.m. Wau, Bulolo, Lae, arr. 12.45 p.m.
Sun.: Dep. Lae 7 a.m. for Bulolo, au, Pt. Moresby, arr. 9.25 a.m.

MADANG-MT. HAGEN (DC3)
Dep. Madang 3 p.m., arr. Mt. agen 4 p.m.

Dep. Madang 9.30 a.m. for Mt. agen, arr. 10.25 a.m.

Dep. Mt. Hagen 11 a.m., arr. adang 11.55 a.m.

LAE-GOROKA-MADANG (DC3)
Dep. Lae 9 a.m. for Goroka, Minj, anz, Mt. Hagen, Madang, arr. 1.30 m.

PT. MORESBY-GOROKA-MADANG (DC3)
Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 11.05 a.m.

Sun., Tues., Thurs.: Dep. Madang 7 a.m. for Goroka, Pt. Moresby, arr. 9.55 a.m.

LAE-RABAU-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 Jacquinot Bay, Hoskins, Talasea, Finschhafen, Lae, arr. 12.45 a.m.

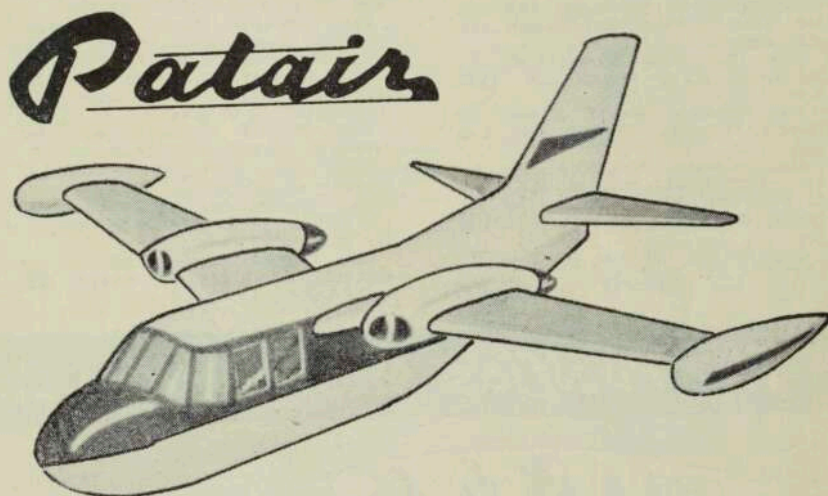
Thurs.: Dep. Lae 9.45 a.m. for Finschhafen, Talasea, Hoskins, Jacquinot Bay, Rabaul, arr. 2.30 p.m.

MT. HAGEN-LAE (DC3)
Thurs.: Dep. Mt. Hagen 6 a.m. for Banz, Minj, Goroka, Lae arr. 8.45 a.m.

LAE-FINSCHHAFEN (Cessna)
Tues.: Dep. Lae 7.15 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)
Fri. and alt. Mon. (Aug. 6, 20, Sept. 3, 17, etc.): Dep. Rabaul 7 a.m. for Buka, Wakanai, Aropa, Buin, Aropa, Wakanai, Buka, Rabaul, arr. 3.30 p.m.

Operated by Ansett-Mandated Air Lines
Ansett-MAL DC3's, connect at Lae with the Sydney-Lae-Sydney DC6B services as follows:—
Wed.: Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak, arr. 12.15 p.m.
Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m.
Wed., Fri., Sat.: Dep. Lae 9.20 a.m. for Rabaul, arr. 12 noon.
(Over)



The Charter Specialists

Cessna, Piaggio and Douglas DC3 Aircraft
available for all types of charter work.

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MAIN PORTS IN PAPUA**

Phone 2719-2127-2128 for all your air
travel requirements.

PAPUAN AIR TRANSPORT LTD.

Box 327, Post Office, Port Moresby.

Fri.: Dep. Lae 8.55 a.m. for Wau, Madang, arr. 10.55 a.m.
 Fri. (Piaggio): Dep. Lae 9.05 a.m. for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, arr. 12.35 p.m.
 Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m.
 Fri. (Piaggio): Dep. Goroka 7.30 a.m. for 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 internal 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. 10.50 a.m., dep. 11.30 a.m., Wau, Goroka, Lae, arr. 3 p.m.
 Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae, arr. 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, Mt. Hagen, arr. 12 noon.
 Dep. (Piaggio) Mt. Hagen 6.30 a.m. for Banz, Goroka, Mt. Hagen, arr. 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. for Maprik, Yangoru, Wewak, arr. 2.45 p.m.
 Dep. (Cessna) Wewak 8 a.m. for Telefomin, Wewak, arr. 11.10 a.m.
 Wed., Fri.: Dep. Madang 8 a.m. for Mt. Hagen, Banz, Minj, Madang, arr. 11.45 a.m.
 Dep. Goroka 7.50 a.m. for Wau, Pt. 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. 11.10 a.m., Wau, Goroka, Kainantu (Fri. only), Lae arr. 2.35 p.m. (3 p.m. Fri.).
 Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m. for Lae, arr. 8.25 a.m., dep. 9.20 a.m. Rabaul, arr. 12 noon.
 Wed., Sat.: Dep. Madang 7 a.m. for Goroka, Lae, arr. 8.45 a.m.
 Thurs.: Dep. (Piaggio) Mt. Hagen 1.30 p.m. for Banz, Minj, Goroka, arr. 2.50 p.m.
 Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, arr. 10.55 a.m., dep. 11.40 a.m., Wau, Goroka, Madang, arr. 2.50 p.m.
 Dep. (Norseman) Wewak 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak, arr. 12.05 p.m.
 Thurs., Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae, arr. 4.40 p.m.
 Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, arr. 8.50 a.m., dep. 8.55 a.m., Wau, Madang, arr. 10.55 a.m.
 Dep. (Piaggio) Goroka 10.40 a.m. for Minj, Banz, Hagen, Wabag, Hagen, Banz, Minj, Goroka, arr. 2.55 p.m.
 Dep. (Cessna) Mt. Hagen 9.30 a.m. for Mendi, Kagua, Erave, Ialibu, Mt. Hagen, arr. 12.30 p.m.
 Dep. (Cessna) Wewak 8 a.m. for Angoram, Wewak, arr. 9 a.m.
 Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang, arr. 10.35 a.m.
 Dep. (Cessna) Mt. Hagen 8.30 a.m. for Mendi, Tari, Mendi, Mt. Hagen, arr. 11.45 a.m.
 Dep. (Cessna) Wewak 9.30 a.m. for Ambunti, Berul, Maprik, Wewak, arr. 11.35 a.m.

Papuan Air Transport Ltd.
 Other local services are operated at various airfields in Papua by Papuan Transport Ltd. (locally known as "Patair").

3A. P-NG - Netherlands

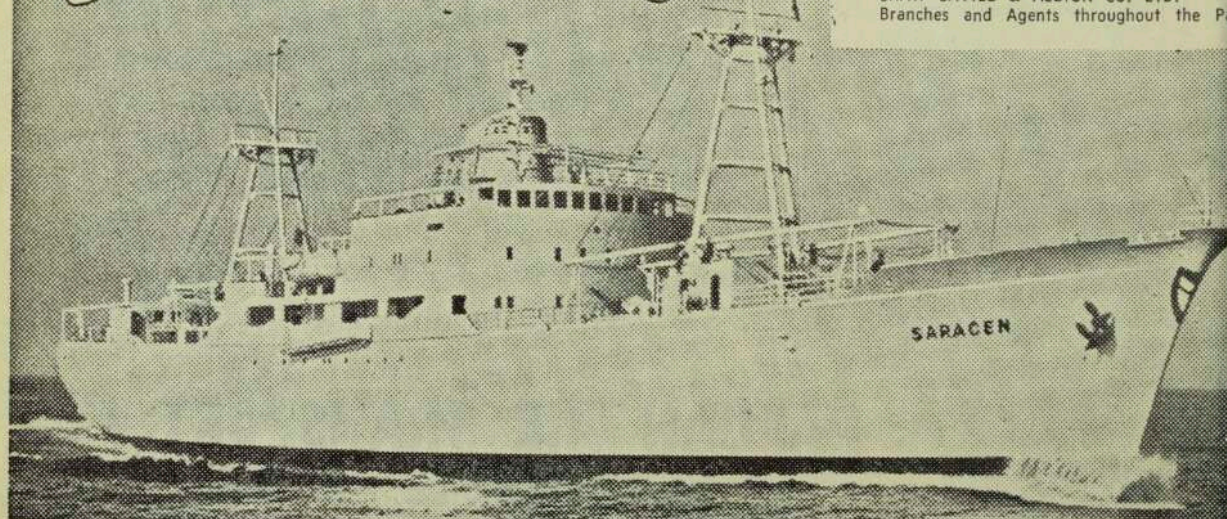
LAKE-HOLLANDIA (Neth. New Guinea TAA, with DC3 aircraft)
 Alt. Fri. (Aug. 10, 24, Sept. 7, 21, 5, 19, etc.) dep. Lae 6 a.m. Madang, Wewak, Hollandia, arr. a.m.
 Alt. Fri. (same day): Dep. Hollandia a.m. for Wewak, Madang, Lae arr. p.m.

BIAK (NNG)-LAKE
 NNG Airlines with DC3 Aircraft
 De Kroonduif NV (Netherlands Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and with DC3 aircraft. It connects KLM's DC8 service to Europe (see 4).
 Alt. Thurs. (Aug. 16, 30, Sept. 1, Oct. 11, 25, etc.): Dep. Biak 6 Hollandia arr. 8.10 a.m., dep. 9.1 arr. Lae 1.10 p.m.
 Alt. Fri. (Aug. 17, 31, Sept. 14, 28, 12, 26, etc.): Dep. Lae 9.15 a.m. landia arr. 12.05 p.m., dep. 1.05 arr. Biak 3.10 p.m.

NNG INTERNAL SERVICES
NNG Airlines
 DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Merah, Kaimana, Manokwari, Wamena, Ransiki, Genjem, Twin Falls, to Seroei, Steenkool, Manokwari, Sofoer, Inawatan, Teminabuan, S.Wasior, Nabiri, Wissel Lakes, Kol Beaver to Fakfak, Kaimana, Teminabuan, Ajamaroe, Inawatan.

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CRUSADER
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Consign refrigerated and general cargo to Crusader, for fast efficient delivery to all Pacific Ports.

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Branches and Agents throughout the Pacific

Aust.-Netherlands NG

KLM Royal Dutch Airlines
Daily DC8 service between Sydney
(Fri. 10.45 a.m.) and Holland, calling
at, NNG (arr. Fri. 3.40 p.m., dep.
p.m.), Manila (Philippines) and
Amsterdam (arr. Sat. 11.50 p.m.). Dep.
Amsterdam Wed. 1 p.m., via Manila and
(arr. Fri. 12.20 a.m.) for Sydney
(Fri. 7.05 a.m.).
Aircraft dep. Biak Mon. and Fri.
p.m.) for Japan en route to Am-
sterdam (arr. Tues. and Sat. 8.45 a.m.).
Amsterdam Wed. (2.45 p.m.) and
(7 p.m.) for Japan and Biak, arr.
(11.50 p.m.) and Mon. (4.30 a.m.).

5. N. Guinea-Solomons

with Fokker Friendship Prop-Jet
and DC3 Aircraft
Mon.: Dep. Lae (DC3) 6 a.m. for
Rabaul, Buka, Munda, Yandina,
Honiara arr. 4.20 p.m. (Aug. 13, 27,
pt. 10, 24, Oct. 8, 22, etc.).
Tues.: Dep. Honiara (DC3) 7 a.m.
for Yandina, Munda, Buka, Rabaul,
Lae arr. 3.05 p.m. (Aug. 14, 28, Sept.
5, 19, Oct. 9, 23, etc.).
Tues.: Dep. Lae (Fokker) 8.45 a.m.
for Rabaul, Buka, Munda, Honiara,
Lae arr. 4.10 p.m. (Aug. 7, 21, Sept. 4, 18,
Oct. 2, 16, 30, etc.).
Wed.: Dep. Honiara (Fokker) 6.45
a.m. for Munda, Buka, Rabaul, Lae
arr. 12 noon (Aug. 8, 22, Sept. 5, 19,
Oct. 2, 16, 30, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet
s.: Dep. Sydney 11 a.m., arr. Noumea
20 p.m.
s.: Dep. Noumea 3.45 p.m., arr.
Sydney 5.30 p.m.

Paris-Sydney-Noumea-Fiji- Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft
Paris Mon. 6 p.m., eastbound for
Athens, Beirut, Karachi, Bangkok,
Singapore, Darwin, Sydney (arr. Wed.
11.15 a.m.).
Sydney Wed. 9.30 a.m. for Noumea
arr. 1.05 a.m., dep. 3.30 p.m.), Nadi
arr. 6.15 p.m., dep. 7.05 p.m.), crosses
International Dateline, Papeete (arr.
Wed. 1.10 a.m., dep. Wed. and Fri.
10 a.m.), Los Angeles, Montreal, Paris
arr. Thurs. 8.25 p.m.).
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.
3.30 a.m., dep. 8.30 a.m.), Sydney
(arr. 10.25 a.m.).
Sydney Mon. 11.40 a.m. for Darwin,
Singapore, Rangoon, Karachi, Teheran,
Rome, Paris (arr. Tues. 11 a.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft
s.: Dep. Papeete 11 a.m. for Honolulu,
arr. 4.35 p.m.
s.: Dep. Honolulu 6.20 p.m. for
Papeete, arr. 11.55 p.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft
d., Fri.: Dep. Papeete 10 a.m. for Los
Angeles, arr. 9 p.m.
s., 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 Flying-boats
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
Thurs., Sat.: Dep. Noumea 8 a.m. for
Vila (arr. 9.55 a.m., dep. 10.30 a.m.),
Santo (arr. 11.45 a.m., dep. 1.15 p.m.),
Vila (arr. 2.30 p.m., dep. 3.05 p.m.),
Noumea (arr. 5 p.m.).

11. Noumea-Wallis Is.-Tahiti

TAI with DC4 Aircraft
Monthly (second Sunday), dep. Noumea,
Aug. 12, Sept. 9, Oct. 14, etc.).
Dep. Noumea, Sun., 11 p.m. for Wallis
Is. (arr. Mon., 6.30 a.m., dep. 8 a.m.),
crosses International Dateline, Papeete
(arr. Sun., 7.05 p.m.).
Dep. Papeete, Tues., 8.30 a.m., crosses
International Dateline, Wallis Is. (arr.
Wed., 3.15 p.m., dep. 4.45 p.m.),
Noumea (arr. 10.15 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.

Wed., 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.
Thurs.: Dep. Sydney 10 a.m., arr. Auck-
land 3.35 p.m.
Sat.: Dep. Sydney 12.30 a.m., arr. Auck-
land 6.05 p.m.

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra
International Mk. II's
Mon., Thurs.: Dep. Sydney 9 a.m., arr.
Christchurch 2.50 p.m.
Thurs., Fri.: Dep. Sydney 12.15
p.m., arr. Christchurch 6.05 p.m.
Tues., Thurs., Fri., Sat., Sun.: Dep.
Christchurch 7 p.m., arr. Sydney 9.20
p.m.
* Commences Aug. 23.
† Ceases Aug. 16. ‡ Aug. 18, 25 only.
†† Commences Aug. 24.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra
International Mk. II
Mon., Thurs.: Dep. Christchurch 4 p.m.,
arr. Melbourne 6.55 p.m.
Tues., Fri.: Dep. Melbourne 11.30 a.m.,
arr. Christchurch 5.40 p.m.
* Commences Aug. 23.
† Commences Aug. 24.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra
International Mk. II
Daily (except Tues.): Dep. Sydney 9.30
a.m., arr. Wellington 3.30 p.m.
Daily (except Tues.): Dep. Wellington
4.30 p.m., arr. Sydney 7.05 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra
International Mk. II
Wed., Fri.: Dep. Auckland 8.30 a.m., arr.
Melbourne 11.30 a.m.
Wed., Fri.: Dep. Melbourne 12.30 p.m.,
arr. Auckland 7 p.m.
* Does not operate Aug. 8, 22. (Over)

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to
Lautoka, Suva (including transshipments for Vavau and
Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau,
Niue, Pago Pago and Apia.

**Ship your cargo by a Union Company
Vessel.**

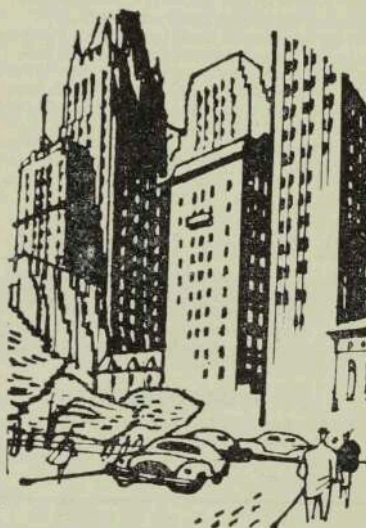
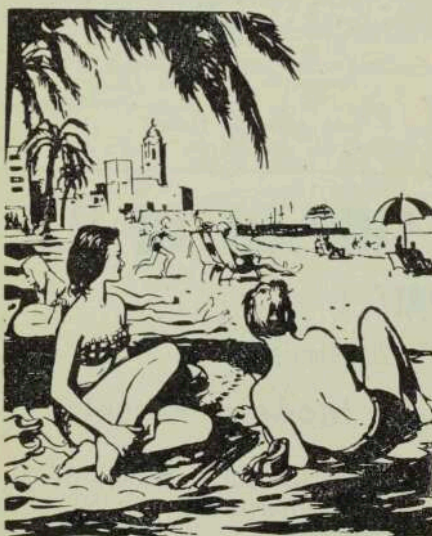
BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

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Eastbound, stopover in Honolulu, San Francisco, New York. For full details of BOAC first class and economy services, stopover and "fly now—pay later" facilities contact your local BOAC Travel Agent, or Airline Office.

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CARE OF YOU

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in association with Air India, Qantas and Teal.

A75.AU.84

18. Auckland-Brisbane

QANTAS and TEAL jointly, with International Mk. II
Sat.: Dep. Auckland 11 a.m., arr. bane 1.30 p.m.
Sat.: Dep. Brisbane 3 p.m., arr. land 8.45 p.m.
Sun., Aug. 12-26: Dep. Auckland 10 Brisbane arr. 12.30 a.m., dep. p.m., Auckland arr. 7.15 p.m.

19. Auckland-Fiji

TEAL, with Electra International M Daily (except Mon.): Dep. Au 8.30 p.m., arr. Nadi 12.15 a.m. Wed., Fri., Sun.: Dep. Nadi 8.45 arr. Auckland 12.35 p.m. Tues.: Dep. Nadi 1.30 p.m., arr. Au 5.20 p.m. Thurs., Sat.: Dep. Nadi 5.30 arr. Auckland 9.20 a.m. * Wed., Fri., flights ex-Auckland Thurs., Sat., flights ex-Nadi are op by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International I Mon.: Dep. Nadi 3.30 a.m., crosses national Dateline, arr. Tafuna 7.10 a.m., dep. 7.45 a.m., arr. P Sun. 12.50 p.m. Mon.: Dep. Papeete 7 a.m., arr. T 10.25 a.m., dep. 11 a.m., crosses line, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa Hawaii

PAA, with DC7C Aircraft Sun. and Thurs.: Dep. Auckland 6 arr. Nadi 10.45 p.m.; dep. Nadi only 12 noon, crosses Internat Dateline, arr. Tafuna (Am Samoa) 4.05 p.m., Sun., dep. T 5 p.m., arr. Honolulu 8.05 a.m. Tues.: Dep. Honolulu 12.45 a.m., Tafuna 8.40 a.m. Tues., dep. T 9.30 a.m., crosses International line, arr. Nadi 11.40 a.m. Wed. Nadi 6.30 a.m. Sun., Thurs., arr. land 11.15 p.m. Sun., Thurs.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft
Suva-Nadi-Suva: Two flights daily (Fri.) and Sun. morning (timetab mins. earlier): Dep. Suva 8 a.m. Nadi 8.45 a.m., dep. Nadi 9.15 arr. Suva 10.05 a.m.; and dep. 3 p.m., arr. Nadi 3.45 p.m., dep. 4.10 p.m., arr. Suva 5 p.m. Suva-Labasa-Suva: Dep. 11 a.m. Thurs., Fri. and Sat. Suva-Labasa-Savusavu-Labasa-Suva: 11 a.m. Tues. Suva-Savusavu-Matei-Suva: Dep. 11 Mon. Suva-Savusavu-Matei-Savusavu-Suva: 11 a.m. Wed. Suva - Savusavu - Labasa - Savusavu: Dep. 11 a.m. Thurs., Sat., & Suva-Ura-Suva: Dep. 7.45 a.m. T Sun. Suva-Labasa-Matei-Labasa-Suva: Dep. a.m. Mon. Suva-Matei-Labasa-Matei-Suva: Dep. a.m. Fri. Details from Fiji Airways, Ltd., V Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron Air Alt. Thurs.: Dep. Suva (Nausori) 7 arr. Nukualofa (Fua'amotu) alt.

gatapu) 11.15 a.m. (Aug. 9, 23, 26, 20, Oct. 4, 18, etc.).
 Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Aug. 11, 25, Sept. 12, Oct. 6, 20, etc.).
 Dep. Suva 7 a.m., Nukualofa 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m. (Aug. 4, 18, Sept. 1, 29, Oct. 13, 27, etc.).
 Fls from Fiji Airways, Ltd., Victoria Suva.

4. Fiji-Western Samoa

airways, Ltd., with Heron Aircraft
 Thurs. (Aug. 2, 16, 30, Sept. 13, 27, 11, 25, etc.): Dep. Suva 7.45 a.m.,
 Sses International Dateline, arr.
 a (Faleolo Airfield, Upolu) 1.25
 alt. Wed. (Aug. 1, 15, 29, Sept. 12,
 Oct. 10, 24, etc.).
 Thurs. (Aug. 16, 30, Sept. 13, 27,
 11, 25, etc.): Dep. Apia 10 a.m.,
 Sses International Dateline, arr.
 a, alt. Fri. 1.40 p.m. (Aug. 17, 31,
 t. 14, 28, Oct. 12, 26, etc.).

5. Fiji-New Hebrides-BSI

airways, Ltd., with Heron Aircraft
 Sun. (Aug. 12, 26, Sept. 9, 16*, 23,
 7, 14*, 28, etc.): Dep. Nausori
 a.m., Nadi arr. 9.15 a.m., dep.
 a.m., Vila arr. 1 p.m. Next day
 Mon.) dep. Vila 8 a.m., Santo
 9.20 a.m., dep. 10 a.m., Honiara
 2.45 p.m.
 Tues. (Aug. 14, 28, Sept. 11, 18*, 25,
 9, 16*, 23, etc.): Dep. Honiara
 a.m., Santo arr. 12.45 p.m., dep.
 p.m., Vila arr. 2.50 p.m. Next day
 Wed.) dep. Vila 8 a.m., Nadi arr.
 p.m., dep. 1.45 p.m., Nausori arr.
 p.m.
 Extra flight.

Hawaii-Tahiti-Am. Samoa

Pacific Air Lines with Super-G
 Constellation Aircraft
 Fly from Honolulu to Paaa Inter-
 al Airport, Papeete; fortnightly
 go Pago (Am. Samoa).
 Wed.: Dep. Honolulu 10 p.m., arr.
 eete Thurs., 7.30 a.m. (Aug. 8, 22,
 t. 5, 19, Oct. 3, 17, 31, etc.).
 Wed.: Dep. Honolulu 11 p.m., Pago
 o arr. Thurs. 7 a.m., dep. 8 a.m.
 eete arr. 2 p.m. (Aug. 15, 29, Sept.
 26, Oct. 10, 24, etc.).
 Sat.: Dep. Papeete 10 p.m., arr.
 olulu Sun. 7.30 a.m. (Aug. 11, 25,
 t. 8, 22, Oct. 6, 20, etc.).
 Sat.: Dep. Papeete 8 a.m., Pago Pago
 12 noon, dep. 1 p.m., Honolulu
 11 p.m. (Aug. 18, Sept. 1, 15, 29,
 13, 27, etc.).
 Fls from South Pacific Air Lines,
 alifornia St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft
 Dep. Noumea 8.30 a.m. for Auckland,
 3.10 p.m.
 Dep. Auckland 5 p.m. for Noumea
 10 p.m.

8. Samoan Inter-Island

Asian Airlines Ltd., with Percival
 Prince Aircraft
 Between Western Samoa (Faleolo air-
 and American Samoa (Tafuna
 ome)—flight time is 45 minutes.
 Faleolo (W. Samoa): Sun. 2 p.m.;
 n 9.15 a.m., 2 p.m.; Tues. 8 a.m.;
 d., Thurs. 9.15 a.m.; Fri. 9.15 a.m.,
 p.m. (on demand); Sat. 9.15 a.m.,
 p.m.
 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. (on demand); Sat. 10.30 a.m.
 Booking agents: Gold Star Travel
 Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

RAI, with DC4 Aircraft

Services to the Leeward Group (Isles
 Sous le Vent), Society Islands.
 Sun., Mon., Tues., Fri.: Dep. Papeete
 7.30 a.m., Raiatea arr. 8.20 a.m., dep.
 8.50 a.m., Bora Bora arr. 9.10 a.m.,
 dep. 4.30 p.m., Raiatea arr. 4.50 p.m.,
 dep. 5.10 p.m., Papeete arr. 6 p.m.
 Thurs.: Dep. Papeete 7.20 a.m., Bora Bora
 arr. 8.20 a.m., dep. 8.50 a.m., Raiatea
 arr. 9.10 a.m., dep. 9.30 a.m., Papeete
 arr. 10.20 a.m.
 Thurs.: Dep. Papeete 1.30 p.m., Raiatea
 arr. 2.20 p.m., dep. 2.40 p.m., Bora
 Bora arr. 3 p.m., dep. 4.30 p.m.,
 Raiatea arr. 4.50 p.m., dep. 5.10 p.m.,
 Papeete arr. 6 p.m.
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Details from RAI, Quai Bir Hakeim,
 Papeete, or any TAI office.

30. New Caledonia

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 p.m. for Mare, Noumea, arr. 4 p.m.
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 Noumea 8 a.m. for Lifou, Noumea, arr.
 10 a.m. Sat.: Dep. Noumea 2 p.m. for
 Lifou, Noumea, arr. 4 p.m.
 Noumea-Ouvea: Tues. dep. Noumea 11
 a.m. for Ouvea, Noumea, arr. 1.30 p.m.
 Sat.: Dep. Noumea 8 a.m. for Ouvea,
 Noumea, arr. 10 a.m.
 Noumea-Houailou-Koumac: Wed., Sat. dep.
 Noumea 1 p.m. for Houailou and Kou-
 mac, Noumea, arr. 4.25 p.m.
 Noumea-Isle of Pines: Mon., Wed., Fri.,
 Sat. dep. Noumea 10.45 a.m. for Isle
 of Pines, Noumea, arr. 12 noon. Sun.:
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 Noumea arr. 5 p.m.

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POLYNESIAN ASSOCIATION of Sydney:
 Contact President (Mr. Len Moran—
 FW 4661, 6-7 p.m.).

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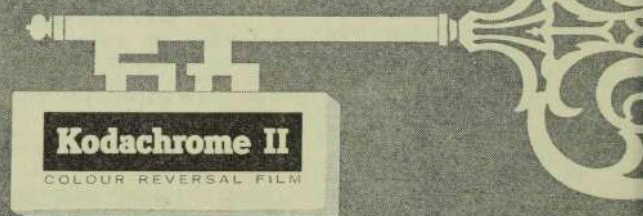
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Pacific Commerce and Produce

Gillespie's Creditors Over From Receiver

business of Robert Gillespie Pty. Ltd., Sydney, one of the Islands merchant firms, which went into the hands of a Receiver on July 12, is now being carried on by an Official Manager and a Committee of three of the principal creditors.

Step, made possible under the NSW Companies Act which became effective on July 1, was agreed on July 16 by the first meeting of creditors held since Gillespie's got into difficulties.

The Official Manager is Mr. Charles Allen Law, chartered accountant, of Charles A. Law, Saywell and Co., 133 Pitt Street, Sydney. The Committee comprises Messrs. J. H. Dixon (BALM Paints Pty.), E. R. Fordham (Ricegrowers' Cooperative Mills Ltd.) and A. F. Brown (Riverstone Meat Co. Pty.). They took over from Mr. B. H. Brown, of B. O. Smith and Son, chartered accountants, who had been appointed Receiver by the Commonwealth Trading Bank of Australia.

The Bank, which had an equitable charge over Gillespie's assets, put the Receiver because, it was reported at the time, the company was unable to meet its obligations owing to lack of close supervision (Mr. Robert Gillespie, active head of the company, had been ill for a time), much extended credit, and the financial difficulties of collection during the period of economic "squeeze" in Australia, late 1961/early 1962.

Mr. Smith's receivership terminated on August 1, sufficient funds having accumulated to pay the Bank's claim in full by July 13.

Now Making Profit

According to creditors on July 6, Mr. Smith said that from July 1, 1962 to February 12, 1962 (when he was Receiver), Gillespie's incurred a loss of £19,569. During the period of receivership from February 12 to May 31, a profit of £52 had been earned, after providing for receiver's management

expenses. He added: "It is my view that continuation of operations of the com-

pany along the lines adopted by myself could produce a gradually increasing profit rate, if active canvassing of the Islands were carried out and if the activities of a subsidiary company styled Robert Gillespie (New Guinea) Limited were combined with the Sydney company.

"The Register of Members of the NG company did not record the full shareholding of Robert Gillespie Pty. Limited, which precluded me from taking control over its activities without resorting to legal action. I have also been informed that additional shares have been issued by the directors of the NG company since the commencement of the Receivership.

"Furthermore, I would like to add that despite a written request to the directors of Robert Gillespie (NG) Ltd., I was unable to obtain any figures concerning the position of that company which is indebted to Robert Gillespie Pty. Ltd. to the extent of £66,161."

Review After Six Months

The special resolutions passed at the creditors' meeting on July 16 allow for Mr. Law to be Official Manager for a year, but the Creditors' Committee has undertaken to review progress critically after six months. If it then deems the situation unsatisfactory, it might recommend terminating the managership in favour of a liquidation.

However, Mr. Dixon, in his capacity as chairman of the earlier Provisional Committee, told creditors before the meeting that "the Company should be conducted at a profit under official management and that it is capable of and should be afforded an opportunity to rehabilitate its affairs."

The meeting also gave power to the Official Manager and the Creditors' Committee to make any compromise with small creditors—up to the amount of £50, provided the compromise was not in excess of 10/- in the £.

Fiji Results Helped CSR's Profit Rise

Referring to the establishment of South Pacific Sugar Mills Ltd., as a wholly-owned subsidiary, Mr. J. W. Dunlop, chairman of Colonial Sugar Refining Co. Ltd., told shareholders at the annual meeting in Sydney on July 18 that the 20 per cent. rise in net profit for the year ended March 31, 1962, reflected profits from Fiji sugar operations. The previous year a heavy loss was sustained by the Fiji section of the company's business.

Mr. Dunlop said conditions in Fiji have become much more stable since the acceptance of the Sugar Inquiry Commission's report and the enactment of sugar industry legislation to implement it. The 1962 Fiji sugar-cane crop was expected to be the second largest on record.

The annual report underlined the way in which CSR has diversified in recent years—it has half-a-dozen building materials subsidiaries, two large industrial chemical companies (and a 40 per cent. share of a plastics company with B. F. Goodrich P/L), a 400,000 shares holding in Planet Oil Co. and is a partner with five other big companies in United Telecasters Sydney Ltd., now seeking a licence to operate a commercial TV station in Sydney.

The company's investments (which include shares in Fiji Industries Ltd. and Fletcher Holdings, cement and timber companies respectively in Fiji) stand at £4.9 million; the £2.3 million in listed company shares had a market value of £3.2 million at March 31.

The annual meeting approved resolutions to split the £20 shares into £1 shares.

Bali Plantations Maintain 8 Per Cent. Dividend Rate

On July 27, Bali Plantations Ltd., New Guinea, copra and cocoa plantation owners, paid a four per cent. interim dividend for the half-year to February 28. The payment is in line with last year's reduced eight per cent. dividend (when net profit fell by £7,200 to £39,269 and the dividend was cut from 12 per cent.).

Directors say copra production, in the current financial year, is steady on budgeted figures. Present indications are that cocoa production will exceed the level achieved in 1960-61. Cocoa output has brought slightly higher prices, while copra prices have remained steady.

Difficulties in Whaling On Norfolk Is.

Unless plenty of humpback whales appear off shore at Norfolk Island in the next few weeks, Norfolk Whaling Company will have difficulty in filling its quota.

As in Australian and NZ waters, whales are not appearing—and Whaling Co. share prices are reacting unfavourably. NI Co.'s chaser "Norfolk Whaler" arrived

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in Norfolk Is. from Ballina in June, but only one whale had been taken to July 14. Scouting showed that either the northerly migration was late or there were few humpback whales left.

To try to cut down operating costs a meeting was held between management and labour at NI on July 4. The Station manager, Mr. Paton, told the men that the company could not open the season unless workers agreed to part-time employment.

This would mean payment only for work done when a whale was taken and processed at Cascade Bay station. The proposals were rejected by the workers, many of whom have alternative employment with the Administration during the current restoration and road building programme.

The Whaling Company's general manager, Mr. Coles, attended a second meeting on July 8, when the company agreed to three proposals by the men. These were:

- To work for one week without wages.
- If an average of one and a half whales were taken daily during this period, the company would undertake to continue operations with normal wages and conditions.
- During the trial period, the men would have an observer on the chaser to see that everything was done to kill all available whales of permissible size and type.

The first whale was taken early next day, but bad weather curtailed operations and no more were taken to July 14.

Tangalooma station, Queensland, has also been finding fewer whales this year after failing to fulfil its quota last year. In NZ the picture is no brighter. Since 1956 when Hauraki Whaling Co. began whaling off the coast of Great Barrier Island, two companies have gone under. In 1959, 104 humpbacks were taken by Barrier Whaling Co., but only 25 were caught last year.

A recent report by a CSIRO fisheries expert said all indications were that the edible-oil species of whale were being depleted.—N.I. Correspondent.

Sandy Creek Co. Links Up With Sangara (Holdings) Ltd.

Sandy Creek Gold Sluicing Ltd.'s chairman, Mr. H. H. Stitt, announced in mid-July that the Company had acquired £150,000 8 per cent. registered mortgage debentures in Sangara (Holdings) Limited.

The consideration to the vendors for this purchase was the issue of 1,200,000 fully paid 2/6 shares in Sandy Creek GS Ltd.

The debentures are payable in cash—£25,000 on June 30, 1963, and thereafter at the rate of £10,000 every six months.

Messrs. George Forman and L. F. McEachern have been appointed joint managing directors of the company. Mr. McEachern has been a Director for some time, while Mr. Forman is a director also of SA Rubber Holdings Ltd. and, said the

announcement, "has had wide experience in fields that this company will be undertaking in the near future".

It will be recalled that Sandy Creek GS Ltd. was taken over in April by a syndicate comprising Messrs. L. F. McEachern, F. N. McEachern, and H. H. Stitt; the company had ceased mining in NG some time ago and its main asset was an investment in a Sydney suburban store, Hardware and General Supplies Pty. Ltd.

Sangara (Holdings) Ltd. in May purchased the Cecil, Goroka and Wau hotels from Papua and New Guinea Development Corporation Ltd., which had taken them over from Hamac Holdings Ltd. (see "PIM", June, 1962).

London Copra Market Quiet—Prices Still Down

Little activity, or interest, has been shown in the overseas market for oilseeds recently because practically everyone in the trade was attending the June Congress of the International Association of Oilseed Crushers in France, and then the period thereafter has been the British holiday season, reported Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board in July.

Forecast of world copra and coconut oil exports, given at the Congress, was 1,254,000 metric tons (last year 1,246,000), but this time it runs second to soyabean estimates of 1,322,000 metric tons (only 973,000 last year, in second place). Estimates of vegetable oils for 1962 are up 9 per cent. on 1961, compared with 7 per cent. for animal fats and marine oils. However, this latter 7 per cent. increase is giving oil crushers some concern regarding competition from animal fats in the future.

Once again marine oils and US stockpiled coconut oil have exercised a dominating effect on the market during the month, said Mr. McDonald, though only 4,000 tons of 7,000 tons of coconut oil offered were sold. However, a major buyer purchased 50,000 tons of whale oil at a price around £5 per ton less than that paid for similar oil several months ago, and it was this deal which probably did more than anything else to depress the market.

At the moment there is a distinct air of quiet in all markets, particularly in copra and palm oils, with only minor interest in groundnuts, despite some fairly heavy purchases made recently by Spain instead of the US soyabean purchases which had been expected to take place. As a result of this groundnut deal, and notwithstanding the US Government price support for soyabeans, market pressures have been stronger than politics, with the result that soyabeans also suffered a price decline.

The effects of this decline were, of course, transmitted to other oilseeds, and thus neither copra nor coconut oil was able to escape the general trend—average London price of copra in June was £Stg.56/12/6 (which applied to the P-NG Board's July shipments).

Economic Outlook

ALTHOUGH Sydney stock staged a minor recovery depressed June state, trading was by no means brisk. The 292 of "ordinaries" on July 24 reflected confused situation of the market ago it hovered around 309.

Early announcements of profit by some main Australian companies the year ended June 30 have done to rally the market. Australian Consolidated Industries Ltd. (the monopoly) profit dropped by 10% in its first downturn for 13 years Hill Pty. Ltd. (the steel giant) profit fall of £566,659 for its May 31.

Interest now is focussed on the Government's Budget to be delivered in Canberra on August 7, and investors see what plums Treasury pulls out of the financial pie, little is expected in the various capital markets. Commerce and primary secondary industry representatives conferred with Prime Minister Menzies early July to put forward their views on what is required for a speedier expansion of production and employment. The Budget is expected to contain number of concessions to individual industry, but it is unlikely to meet the over-all demands of business and primary producers.

SYDNEY SALES PRICES

	June 22
Bali Plantations . . .	3/11
Burns Philp . . .	102/6
Burns Philp (SS) . . .	51/-
Cholseul Plntn. . .	220/-
C.S.R. Co. . . .	£56/-/-
Dylup Plantations . . .	5/11
Fiji Industries . . .	17/-
Hackshall's . . .	16/-
Kauri Timber . . .	8/6
Kerema Rubber . . .	5/-
Koitaki Rubber . . .	b12/9
Lolorua Rubber . . .	7/10
Makurapau Plntn. . .	3/3
Mariboi Rubber . . .	5/1
Norfolk Is. Whaling . . .	2/-
Pacific Is. Timbers . . .	3/6
Palgrave . . .	3/6
Plantation Holdings . . .	2/6
Queensland Insurance . . .	132/6
Rubberlands . . .	4/9
Sandy Creek . . .	1/-
Sangara . . .	3/2
Sogeril Rubber . . .	7/6
Sthn. Pac. Insurance . . .	25/-
Ditto, New . . .	25/-
Steamships Trading . . .	12/6
W. R. Carpenter Hold. . .	33/9
Watkins Consolidated . . .	4/6

* £20 shares now split into £10

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Loloma . .	b30/-	n.q.

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N.G.G. Ltd.	b2/3	b1/7
Oil Search .	b9/9	b2/10
Ent. of N.G.	slld	s5½d
Pac. I. Mines	—	b1/10
Ditto New .	—	—
Papuan Apin.	b4/6	b4/-
Placer Dev.	b91/-	b185/-
Timor Oil .	n.q.	b2/-

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COPRA

GUINEA-NEW GUINEA:—All production covered by Copra Marketing Board, led by six members, including three representatives; and the Board distributes and sales, and makes payments to the producers. Production mainly to (a) Unilever, in UK, (b) for local consumption, (c) for mill in Rabaul, and (d) Japan as available. Prices generally with ruling rate in Philippines, with some 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—proposed where they wish. Bulk of goes to crushing-mills in Suva. 23 prices were HAD £F45/12/6, F43/2/6.

SAMOA:—Official Copra takes all production, sells same makes payments to producers. It mainly to Abels Ltd., NZ crushers, Unilever, UK. Local price, re-in July, was £56/12/6 Samoan, trade.

SALES:—Sales are under Government Part of production goes to under arrangement with Unilever by Philippines prices, and part open market.

ISLANDS:—All production marketed official BSI Copra Board, at based on Philippines rates. Output to Unilever, UK; to Australian; and the balance on to the open Local price in July was: 1st £46/-/-; 2nd grade, £44/10/-/-; 3rd, £42/-/- per ton, f.o.b., BSIP Honiara, Yandina and Gizo).

ERT AND ELLICE:—Production in Europe through official Copra at prices based on Philippines prices, freight, etc. The Govt. pays 10/- per ton subsidy.

HEBRIDES:—On July 23, the price was approximately £A35/10/- Pac. francs) per ton delivered to. French price then was 79 francs per metric ton, c.i.f., es.

ISLANDS: Copra goes to Abels, Ltd., Island, who operate the only NZ crushing mill. Price paid is average price for previous three months, adding charges. Price for third of 1962 is £NZ51/19/8 1st £NZ50/14/8 standard grade—both Marotonga.

OTHER PRODUCE

ISLANDS:—Islands prices are usually the rates for Ghana cocoa which 27 had dropped to £Stg.166/5/-, c.i.f., Sydney. Overseas reports ana's mid-crop season began in July but cocoa was slow coming in; on was expected to be around ons.

ISLANDS: Sydney buyers on June 23 re-Quote No. 1: In store Rabaul, quality, £215; quote No. 2: best on wharf Syd/Melb. £220; in G. Ports. £208.

MOA:—Nominal prices quoted in mid-July were: grade 1, 0; grade 2, £Stg.245, f.o.b., Apia,

with a downward trend for this type of cocoa.

COFFEE:—P.N.G.: July 23, 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 July 27 as: Kenya A. f.a.q., £Stg.365, B £Stg.325, C £Stg.320; Tanganyika AA £Stg.375, A £Stg.360, B £Stg.320; Buguisha AA £Stg.295; Uganda Robusta £Stg.144.

PEANUTS: P.N.G.: Sydney agents quoted July 23:—F.o.b., Lae: 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 July 20 was: No. 1 RSS, Spot, 75½ Straits cents per lb (26.33d Aust.).

VANILLA BEANS: Victor Karp Tulk & Co., Sydney, reported July 23: White and yellow label processed, standard packs, 46/-, green label 45/-, 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 July 23 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:—Sydney buyers quotations to Islands producers: Market dull—no firm prices received from overseas during the month. No. 1.—Papua—£120-£125 per ton, f.o.b., Papuan ports; N.G.—£105-£110, c.i.f., Sydney; B.S.I.—£110, f.o.b., Honiara. No. 2: Papua—

£110 per ton; N.G., B.S.I.—£115 per ton.

GREEN SNAIL SHELL:—Sydney buyers quoted on July 23: No. 1: £295-£300 per ton, f.o.b., Islands port. No. 2: £280 (best quality), on wharf, Sydney.

CROCODILE SKINS:—On July 23 Sydney buyers' quote for 12 in. and over, first grade quality was: P.N.G.—16/- per in., f.o.b. P-NG port, small scale (salt water); large scale (fresh water) 10/- per in. B.S.I.—16/- per in. (small scale) del. Sydney.

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, July 20, Philippines, in bulk, \$163 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.59/10/- per long ton. NEW YORK: July 20, Philippines \$152 US per short ton, c.i.f., Pacific Coast ports. CEYLON: 795 Rupees per ton, c.i.f.

Coconut Oil: LONDON, July 23, Ceylon, 1% in bulk, £Stg.88/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.83/15/-, c.i.f.

Rubber: LONDON, July 20, c.i.f., RSS No. 1, Spot, 22¼d Stg. lb (nominal); Sept. shipment 22-3/16d Stg. lb, Aug. shipment 22¼d Stg. lb. Overseas reports indicate that when the market moved to lower levels late June/early July Russia bought in fair quantities and caused a slight price recovery.

(£1 Australian is equal to about 2.25 US Dollars or 10½ Rupees).

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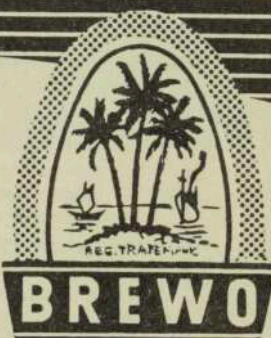
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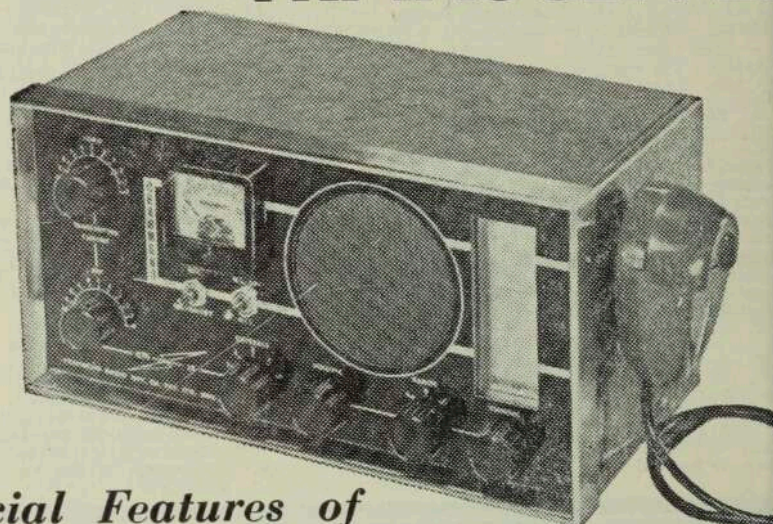
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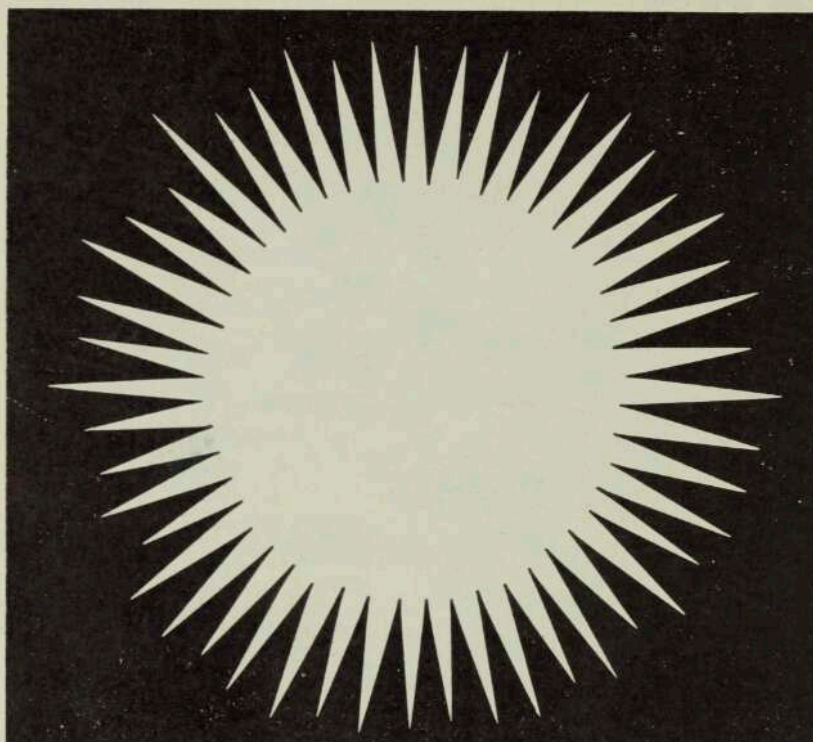
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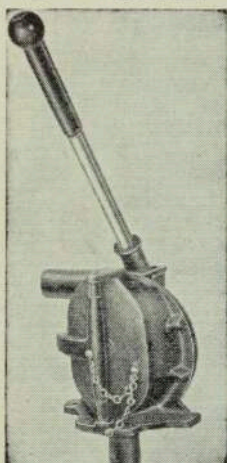


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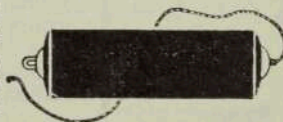


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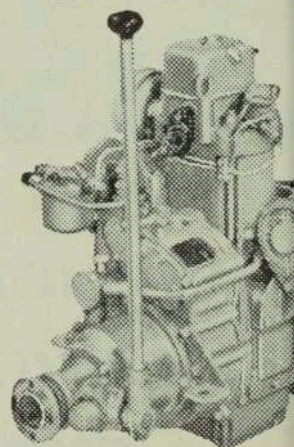
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