NATIONAL LIBRARY OF AUSTRALIA

Vol. XXIX, No. 11 (Jun. 1, 1959)

Date : 7/17/26, 8:52 AM

https://nla.gov.au:443/tarkine/nla.obj-331389174

Copyright varies by issue and article

Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit http://copyright.org.au and https://www.library.gov.au/services/copyright-library-collections

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.

NATIONAL LIBRARY OF AUSTRALIA

PACIFIC ISLANDS Monthly

JUNE, 1959
Vol. XXIX. No. 11



Life is not all lazing in the sun, even on a South Pacific Island — the youngsters have their domestic chores there, too. This one — photographed on a beach in Western Samoa—brings home the coconuts, tied to a long pole for easy carrying.

Photo: G. Winkelkoetter.

ablished 1930

istered at the G.P.O., Sydney, transmission by post as a newspaper]

nla.obj-331391345
National Library of Australia



THIS WAY'S BEST!

8 *flights weekly around the world*

Circle the globe with the sun or travel round the other way—B.O.A.C.-QANTAS is the best way to go.

Offering a choice of eight weekly flights, the B.O.A.C.-QANTAS round-the-world route via Australia enables you to fly directly between San Francisco and New York without changing airlines. Experienced travellers will appreciate what it means in terms of convenience, comfort, cuisine and service to fly all the way by intercontinental airliners operating to international standards.

See your B.O.A.C.-QANTAS travel agent.

B·O·A·C
THE WORLD-WIDE AIRLINE
WITH QANTAS

JB2.84.58A

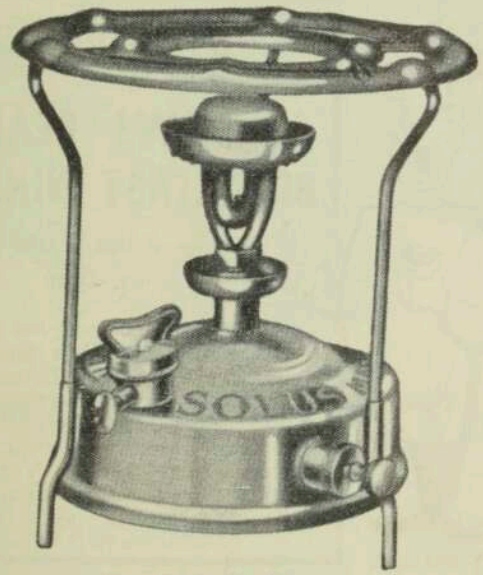
nla.obj-331391477
National Library of Australia

Coleman

Solus STOVES

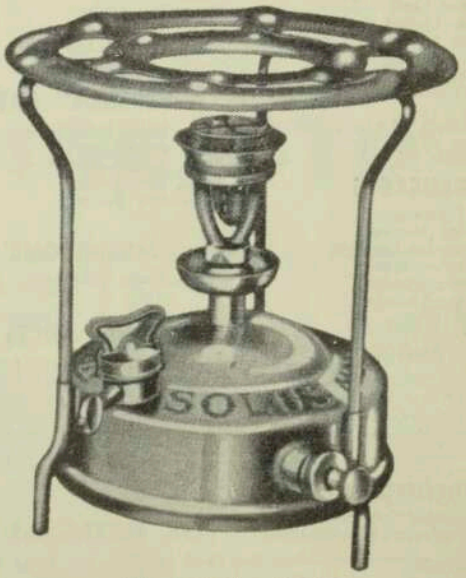
MADE IN ENGLAND

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height 8½ inches, diameter 8½ inches, approximate weight 2¾ lb. Both models have the same outstanding features.



Model No. 532E
SILENT TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.



Model No. 531E
ROARER TYPE

Representatives for the Pacific Islands

22 YOUNG ST., SYDNEY

ROBERT GILLESPIE Pty. Ltd.

Phone: BU 2221
Cables "Robergill"

ALSO 334 QUEEN STREET, BRISBANE, QUEENSLAND.

ROBERT GILLESPIE (N.G.) LTD.
Lae, Madang, Rabaul, Port Moresby

PEARCE & CO. LTD.,
Suva for Fiji Islands

nla.obj-331391601
National Library of Australia

* ALL THE LATEST NEWS FROM Imperial Canned Meats

Order now from your Nearest Supplier

HOT PACKS
16-oz. Vegetables & Steak.
16-oz. Steak & Kidney Pudding.
16-oz. Steak & Tomato.
16-oz. Irish Stew.
16-oz. Beef Steak Pudding.
8-oz. Irish Stew.
8-oz. Steak & Kidney.
8-oz. Vegetables & Steak.
8-oz. Vegetables & Sausages.

COLD MEATS
12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
6-lb. Taper Corned Beef W/C.
6-lb. Taper Corned Beef.
12-oz. Taper Corned Beef W/C.
12-oz. Al-Tayib Halal Corned Mutton.
12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES
16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Pork Sausages.
8-oz. Vienna Sausages.
4-oz. Vienna Sausages.
8-oz. Frankfurters.

TONGUES
12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
12-oz. Calves' Tongues.
12-oz. Lunch Tongues.
2-lb. Ox Tongues.

CONDENSED MILK
14-oz. Sweetened Condensed Milk.
14½-oz. Unsweetened Evaporated Milk.
12-oz. Chocream.
8-oz. Reduced Cream.
14-oz. Natural Milk.
7-oz. Tubes Sweetened Condensed Milk.

CANNED FISH
12-oz. Flair Fish Cutlets.

CANNED FRUITS
16-oz. Peaches.
16-oz. Pears.
16-oz. Apricots.
16-oz. Grapes.
16-oz. Grapefruit Segments.
16-oz. Fruit Cocktail.
16-oz. Cherries.
16-oz. Loganberries.
16-oz. Gooseberries.
16-oz. Raspberries.
16-oz. Solid Pack Apple.
29-oz. Peaches.
29-oz. Pears.
29-oz. Apricots.
29-oz. Two Fruits.
29-oz. Grapes.
30-oz. Crushed Apples.

"RIVERMEDE" BUTTER
56-lb. boxes Bulk Butter.
1-lb. pats Butter.
½-lb. pats Butter.
12-oz. tins Butter.
16-oz. tins Butter.

MUSHROOMS
8-oz. Sliced Mushrooms.

FRUIT JUICES
16-oz. "Berri" Tomato Juice.
30-oz. "Berri" Tomato Juice.
16-oz. "Berri" Orange Juice.
30-oz. "Berri" Orange Juice.
16-oz. "Berri" Grapefruit Juice.
30-oz. "Berri" Grapefruit Juice.
16-oz. "Berri" Apricot Nectar.
30-oz. "Berri" Apricot Nectar.

PEEK FREANS BISCUITS
In 4 lb. Tins and 8 oz Packets.
Bourn Vita Cream, Caramel Crunch, Cheddar Crackers, City Crackerette, Custoda, Custard Creams, Digestive Ovals, Ginger Slice, Honey Snaps, Lattice, Treasure, Vita Weat, Wafers, Wilton Raspberry Cream, Dairy Milk Arrowroot, Wheat Crunch.



STOP PRESS

NOW! REAL BREAKFAST WINNERS

Imperial Hot Meals in 8 oz. Cans

Imagine a delicious hot breakfast prepared in less time than it takes to shave. Economical, convenient 8-oz. cans are now available in the Pacific Islands. Choose your favourite dish from—Irish Stew, Vegetables and Steak, Vegetables and Sausages, Steak and Kidney.

MARGARINE
56-lb. boxes Cake Margarine
56-lb. boxes Pastry Margarine.

DRIPPING
16-oz. Tins Dripping.
37-lb. Tins Dripping.

AGENCIES: EASTERN TASMANIA FISHERMAN'S CO-OP. SOCIETY Tasmania. (Flair Canned Fish). TONGALA MILK COMPANY, Victoria ("Jersey Cow" and "Mont Blanc" Condensed Milk). PORT HUON FRUITGROWERS CO-OP. ASSOCIATION LTD., Tasmania. ("Huoncrisp Canned Fruit and Jams). PEEK FREAN (AUST.) PTY. LTD. (Biscuit Manufacturers).

W. ANGLISS & CO. (AUST.) PTY. LTD

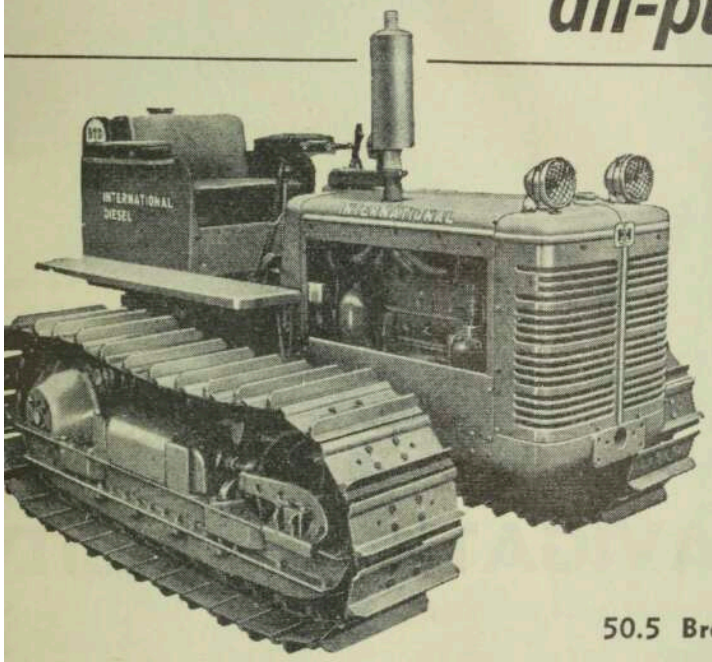
RIVERSTONE MEAT CO. PTY. LTD.
"Imperial" House, 255-257 George Street, Sydney, N.S.W.

REDBANK MEAT WORKS PTY. LTD.
154-206 Stanley Street, South Brisbane, Queensland.



nla.obj-331391733
National Library of Australia

You get 50 H.P. with this compact, all-purpose tractor!



Here's **real** power—built into a crawler tractor less than 9 feet long! This International BTD-6 has an easy-starting, economical diesel engine with a drawbar pull of 10,250 lbs. Clutch, transmission, final drive and tracks have features for long life and easy operation. There are 5 forward speeds (from 1.5 to 5.4 m.p.h.) and a ground pressure of only 5.40 lbs. per square inch. Check up on the wide range of matched equipment, including the A-69D-4 combination toolbar and light dozer.

50.5 Brake H.P. gives a mighty pull!

INTERNATIONAL BTD-6

DISTRIBUTORS:

TCH NEW GUINEA: H. Englebert n.v. Hollandia.

LO ON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.

W CALEDONIA: Agence Automobile, Noumea.

HITI: Hintze & Company, Papeete.

W HEBRIDES: Kerr Bros. Limited, Sydney.

I: Niranjan's Service Station, Suva.

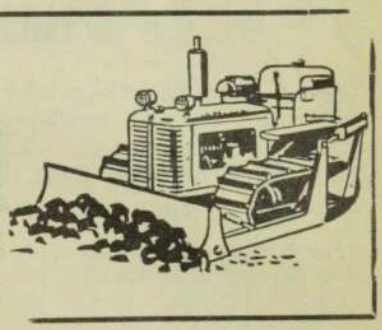
PUA AND NEW GUINEA:

amships Trading Company Limited, Port Moresby and Samarai.

alers: New Guinea Goldfields Ltd., Wau and Lae. Rabaul Trading Co. Ltd., Rabaul.

A-69D-4 DOZER for light dozing, clearing and tilling.





A-69D-4 TOOLBAR for ripping or cultivating tools.

INTERNATIONAL HARVESTER

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Dandenong, Geelong and Port Melbourne, Victoria.

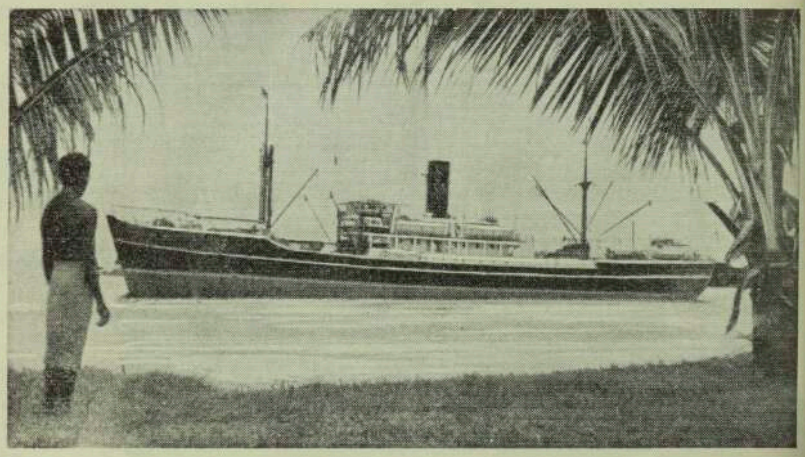
nla.obj-331391861
National Library of Australia

New Guinea Australia Line

Passenger and Cargo Liners:

M.S. "SINKIANG"
M.S. "SHANSI"
M.S. "SOOCHOW"
S.S. "PAKHOI"

Regular services between Australia, Papua-New Guinea and Solomon Islands.



THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom.)

South Pacific Service

JAPAN, SHANGHAI, HONGKONG TO NEW GUINEA AND FIJI, THENCE RETURN JAPAN DIRECT

Regular monthly service with the modern motorships:

"CHUNGKING", "CHEFOO", "CHEKIANG"

Japan, Shanghai, Hong Kong, Kavieng, Rabaul, Madang, Lae, Samarai, Port Moresby, Honiara, Santo, Suva, Lautoka, Apia (as necessary), Noumea thence return Japan direct.

For further details please apply to Agents or refer to the weekly advertisements in the "South Pacific Post".

AGENTS:

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: "Steamships".

NEW GUINEA: Co'yer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cables: "Colyeram".

NOUMEA: Etab'issements Ballande, Rue de L'Alma, Boite Postale 18, Noumea.

HONIARA: British Solomon Islands Trading Corporation.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka, Kobe. Cables: "Swire".

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

MANAGING AGENTS: Butterfield & Swire Ltd., 1 Connaught Road Central, Hong Kong. Cables: "Swire".

General Agents in Australia

SWIRE & YUILL PTY. LTD. 6 BRIDGE STREET, SYDNEY. CABLES: "SWIRESHIP" BU 1712

nla.obj-331392019
National Library of Australia

PEOPLE

rd Cobham, Governor-General ew Zealand, and Lady Cobham, pay an official visit to Western oa on board the NZ cruiser *list* on August 8 to 10. They will go to the Tokelau Group, 270 north of Apia, and spend three there.

* * *

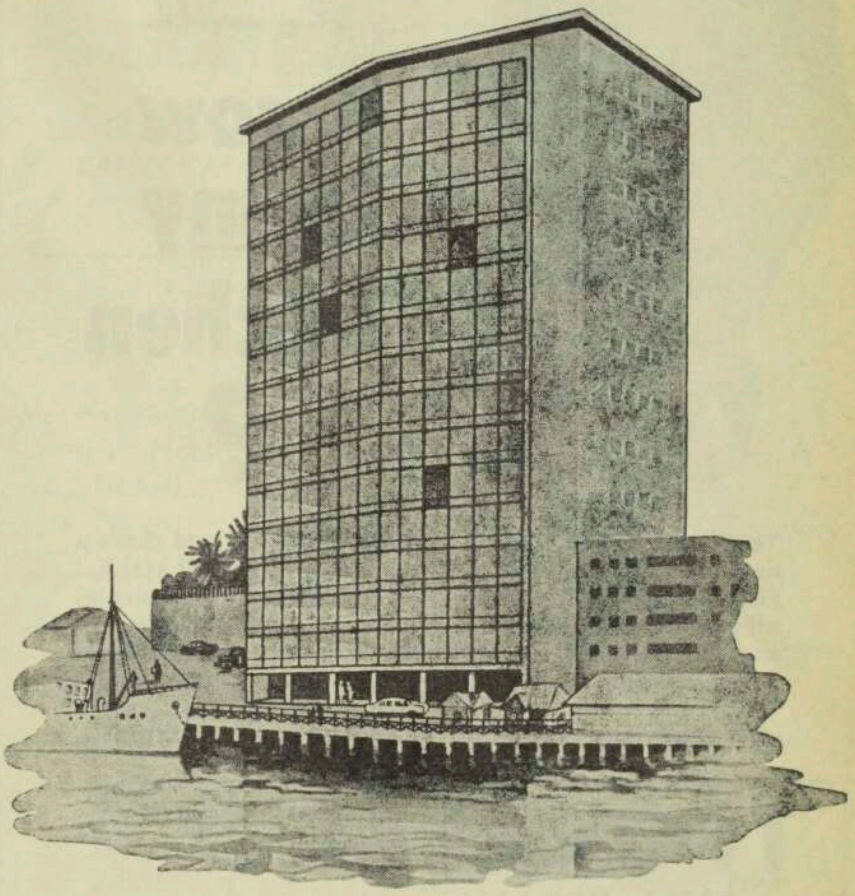
Alan Burns, who will preside the Burns Commission of In- in Fiji, will arrive in Sydney ine by the *Oronsay*, on his way iji, with Lady Burns. The two members of the Commission, T. Y. Watson and Professor . Peacock will reach Suva by 1, in time for the formal open- f the Commission in the Legis- e Council on July 3.



tment of Dr. Jacques Barrau as Director Economic Development Section of the Pacific Commission, announced in May, seven years of service to the SPC for rrau. He has been best known for his introduction work in the Pacific. Dr. is a New Caledonian. He has a degree ricultural Engineering from the Toulouse sity, and is also a Doctor of Natural Sciences.

Alexander R. Bruce, OBE, ipal United Kingdom Trade missioner in Australia, returned ydney from Papua and New ea centres on June 1, after ng a personal investigation of prospects for increasing British with the Territory.

DAVISON PAINTS AND FINISHES
used on
UNILEVER HOUSE, Sydney



For the ultra modern Unilever House, Circular Quay, Sydney, Davison Paints were approved (architects Turner & Stephenson) where only the highest quality materials were used throughout. Davison Paints are proud of this fact. Davison manufacture a full range of paints, giving every satisfaction under severe tropical conditions.

So see that Davison Paints and Finishes are specified for **your** new building.

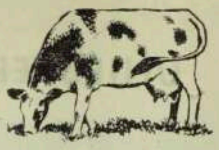
DAVISON PAINTS LIMITED
Box 24, P.O., AUBURN, N.S.W.

Obtainable from:—
A. H. Bunting Ltd., SAMARAI. Madang Slipways Ltd., MADANG.
Buntings, LAE, GOROKA, POPONDETTA. K. H. Dalrymple Hay, HONIARA, B.S.I.
Norfolk Trading Coy., NORFOLK IS.

Sole Agents for Territories of Papua, New Guinea, New Britain:
LES CLARK & SON PTY. LTD., 27-29 King Street, Sydney

nla.obj-331392145
National Library of Australia



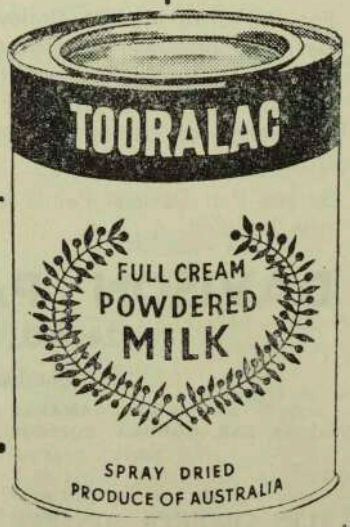


A cow in my kitchen ?

Yes, madam! Well . . . the next best thing . . . and that's a tin of TOORALAC FULL CREAM POWDERED MILK ! Genuine dairy milk, powdered for economy and convenience, with all milk's sweetness and goodness . . . ready at the stir of a spoon! Delicious for drinking, a wonder for cooking! Who'd bother with less than the best—when it's so easily yours!

As good as a "cow" in your kitchen, madam ! . . .

TOORALAC
FULL CREAM
POWDERED
MILK



Manufactured by
BRITISH UNITED DAIRIES PTY. LTD.,
33 King Street, Melbourne, Victoria, Australia.
Cable Address: "HANDBURY".
Enquiries direct or through our Sales Promotional Representatives for the Pacific Islands:

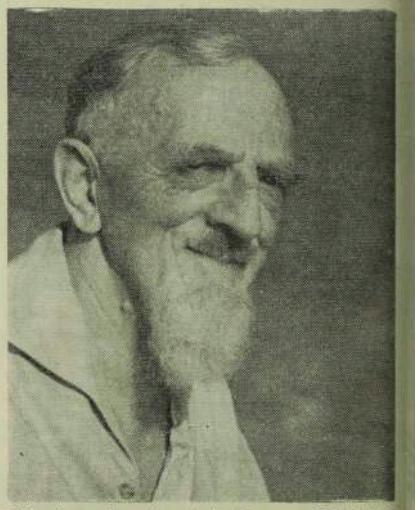
DEMKA PTY. LTD.
2-12 Carrington Street, Sydney, New South Wales, Australia.

AP23C

Dr. Lindsay Verrier, of the Fiji Medical Department, will shortly go overseas on leave, during which he will attend an International Tuberculosis Conference in Turkey in mid-September. An Englishman with a passion for medical statistics, he has been engaged for many years in the compilation of a health index of the Fijians. While he is away, Suva residents will particularly miss the familiar sight of the erudite doctor put-putting around the city streets on his little motor scooter.

* * *

Mr. and Mrs. Bill Matthew, late of Kinjibi coffee plantation, in the Western Highlands, P-NG, sailed from Adelaide, SA, on the *Oceanic* in mid-May on an extended tour of Europe. They disembarked at Genoa on June 12, and in their own car which was aboard the ship with them, they set off to travel north through Europe to Scotland.



This fine character study by an official KVR photographer in Netherlands New Guinea, is of Father P. Drabbe, one of NNG's outstanding linguists.

Mr. Herbert E. Faddy, one time of New Guinea and now on the staff of the Tailevu Hotel, Fiji, collected the first prize in an Australian lottery in May, making him £15,000 richer.

* * *

Dr. E. Wright, of the P-NG Department of Health, has a formidable task ahead of him—as the medical officer in charge of the Administration's training scheme, he has this year started nine native students on the long road to becoming the Territory's first locally-trained medical practitioners. Five are boys and four girls, and they all are doing their initial training in Pt. Moresby. Eventually a large medical centre will be set up at Taurama to accommodate, at first, 300 students, then later 600. The P-NG Administration will not send students to the Central Medical School, Suva, Fiji, in future.

nla.obj-331392277
National Library of Australia

Mr. L. F. Handley, who was puty Shire Clerk at Guyra, NSW, k up duties as Lautoka Town rk, Fiji, early this month.

* * *

astor Lester Hawkes, of the A Mission, has returned to Aus- ia after three years on Pitcairn nd, with Mrs. Hawkes, to send r three children (Lyndon, 12; neth, 8; and Robyn, 3) to ol in Sydney. The Hawkes have t all their 14 years of married in medical mission work in the ific Islands, their previous ion being in the Eastern High- District of Papua-New Guinea.



happy smile belongs to Miss Annie Enosa otonga, who passed through Suva in May e way to seek a job in New Zealand— ected with an agricultural school", she hoped.

r. Robert Narruhn arrived in Francisco from Fiji on June the *Orsova* to meet his brother, erick—they had not seen each r for 58 years, since Fred uhn left the Caroline Islands. 01, and finally settled in USA. rt Narruhn is on long leave Burns Philp (SS) Co. Ltd., in e employ he has been for st 40 years. In the Carolines, as under three flags: Spanish il 1899), (German (till 1918), Japanese. He moved south- vards into the Gilberts when Japanese made it plain that their nationals could remain ne Carolines, and for years he aged BP's store on Makin d. The Japs over-ran Makin Vorld War II, but Mr. Narruhn ved precariously; at war's end, ent to Fiji to recuperate and lived there ever since.

* * *

r. Fred Pritchard, who has led TEAL airline business at Western Samoa, since the in-

Organised and Directed for the Comfort and Pleasure of

TRAVELLERS IN FIJI

Lautoka Hotel,
LAUTOKA
30 Bedrooms and Suites

Ba Hotel,
BA
15 Bedrooms and Suites

Nadi Hotel,
NADI
16 Bedrooms and Suites

Raki Raki Hotel,
RAKI RAKI
15 Bedrooms and Suites

Sigatoka Hotel,
SIGATOKA
12 Bedrooms and Suites

Tavua Hotel,
TAVUA
9 Bedrooms

BEACHCOMBER HOTEL
Deuba, South Coast
Attractively Situated—Only One Hour's Drive from Suva

Opened on December 1

NEW CLUB HOTEL, SUVA
Modern and Luxurious
Centrally Situated—Overlooking Suva Harbour
18 Air-Conditioned Rooms and Suites

KOROLEVU HOTEL
On Southwest Coast of Viti Levu
Most Famous Pleasure Resort in The South Seas
26 Separate Bures (Modernly-Equipped Suites) Under the Palm Trees Facing the Lagoon
Luxurious Central Dining Rooms, Lounges, Ballroom, Etc.

All Equipped in Modern Fashion . . . All Licensed to Sell the Best Brands of Liquor . . . Any Kind of Transport (Private Hire Cars, Special Tourist Coaches, Taxis) Can Be Arranged.

For a Leisurely Tropical Holiday, or an Islands Tour, under the Most Pleasant Conditions, Consult—

NORTHERN HOTELS LIMITED
SUVA OR LAUTOKA, FIJI—OR

WHITES TRAVEL SERVICE
Sydney—Fiji—New Zealand

HUNTS TRAVEL SERVICE
Suva, Fiji

nla.obj-331392407
National Library of Australia



10 K.V.A. BRAYBON

Armstrong-Siddeley

415/240V 3 phase

DIESEL SET

Completely re-conditioned—near new — complete with switchboard.

£485

f.o.b. Sydney.

Suitable for home lighting or power unit for cocoa, copra dryers and other plantation use.

Your enquiries solicited:

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney, N.S.W.

Phone: MA 6853 (4 lines). Telegrams: "Braybonian", Sydney.



for Sheer Pleasure

SUPERIOR HOTELS

● *So Well Liked* ● *So Economical*

HOTEL CECIL, Lae. P.O. Box 12. Tel., 2321. Cables: "Mortel", Lae

Some rooms air-conditioned and private showers.
Filtered Swimming Pool.

GOROKA HOTEL, Goroka. Tel.: Gor. 18. Cables: "Mortel", Goroka

Rooms with Showers and Toilets.

WAU HOTEL, Wau. Tel.: Wau 25

All Hotels are famous for:

- Modern and Comfortable Accommodation.
- Quality Meals.
- Luncheons, Dinners, Weddings, Cocktail Parties, Conventions, etc.

Inter Hotel accommodation service on request to

MOROBE HOTELS LTD., P.O. Box 12, Lae, T.N.G.

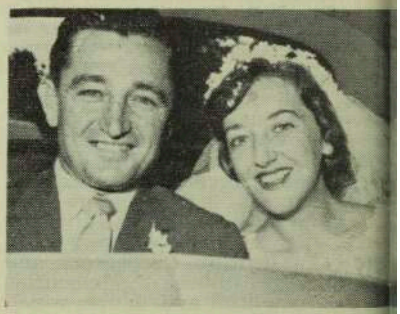
Islands in April-May.

Mr. Hynd was engaged through the South Pacific Commission to study and report on propagation problems associated with the MOP industry in the Cooks. He went north to Manihiki with the Cook Islands fishery officer, Mr. Ronald Powell, where it was planned to collect the spat of oysters for transplanting to new areas of the Cook Islands lagoons.

* * *

Satisfying the demands of overseas radio "hams", Mr. Wyn. McGee formerly with Nadi Aeradio in Fiji and latterly of New Zealand, made a quick loop round the Fiji-Tonga-Niue-Samoa circuit in May, travelling by TEAL, Fiji Airways, and *Matua*, at the expense of American and New Zealand radio amateurs and with the intention of supplying them with radio contacts—and confirmation cards—from these hard-to-get territories.

The Americans sent special portable radio equipment down to Suva for him to pick up there. Only a few hours was available ashore at each place for setting up the equipment and making contact with the maximum number of overseas stations.



Married in the Lutheran Church, Lae, NG, in May, Mr. and Mrs. Don Cresswell. Mr. Cresswell is with Qantas—his pretty bride was Helen Waters.

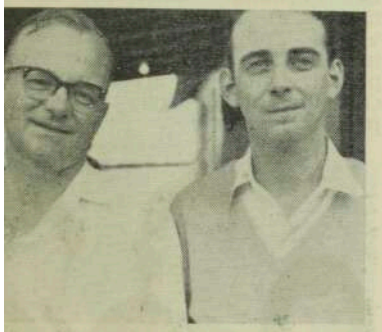
Mr. H. J. Smythe took up an appointment as New Zealand Civil Aviation Administration Works Officer at Faleolo Airport, Western Samoa, early in May. Mr. Smythe is known in the Cooks, where he was engineer in Mr. D. C. Brown's two-masted schooner *Tahitienne* some years ago. He left there to join the RNZAF.

* * *

Mr. H. Ellis, a diesel engineer for Cable and Wireless Ltd., went to Fanning Island, Central Pacific, in May, by the USS Co.'s trans-Pacific vessel *Waihemo*. Three large diesel motors, transhipped from UK, to provide more electric power at the Fanning cable station were landed, and Mr. Ellis will install them in the three or four months' period before the next north-bound ship calls to pick him up for Canada, en route to another cable station job in Cape Verde Islands, in the Atlantic.

nla.obj-331392591
National Library of Australia

ob Niederholzer and his attrac- wife Nancy have returned e to Berkeley, California, after ear at Rarotonga. Mr. Nieder- er did research for his doctor's ee in education and his wife ht at St. Joseph's Catholic ion School. Mr. Niederholzer the University of California— anxious to get back to the s one day.



ing from a business visit to Western —where he found the market possibilities able—Mr. G. H. Barton, manager of tional Paints of NZ, Ltd., left, was met ra by Mr. Peter Derbyshire, manager of Hutchinsons (Fiji), Ltd.

lix M. Keesing, former US or Commissioner of the South ic Commission, is now lectur- on "Administration of Pacific tories" at Stanford University, e he is executive head of the rtment of Anthropology. Dr. ing, a native New Zealander, grandson of a Fiji mission er, is now regarded as one of principal American experts on Pacific world.



ble in Suva at present are these two members of the 50-man Nauru Police Under a scheme commenced last year, en will take special training each year e Fiji Police. First Class Constable Derog left, and Constable John D. Olsson, the pair to come, had to travel in the phos- ship "Golden Master" to Napier, NZ, y bus to Auckland, by TEAL to Nadi, ally by bus to Suva—where they arrived ary. The route home—in July—is likely to be equally round-about.

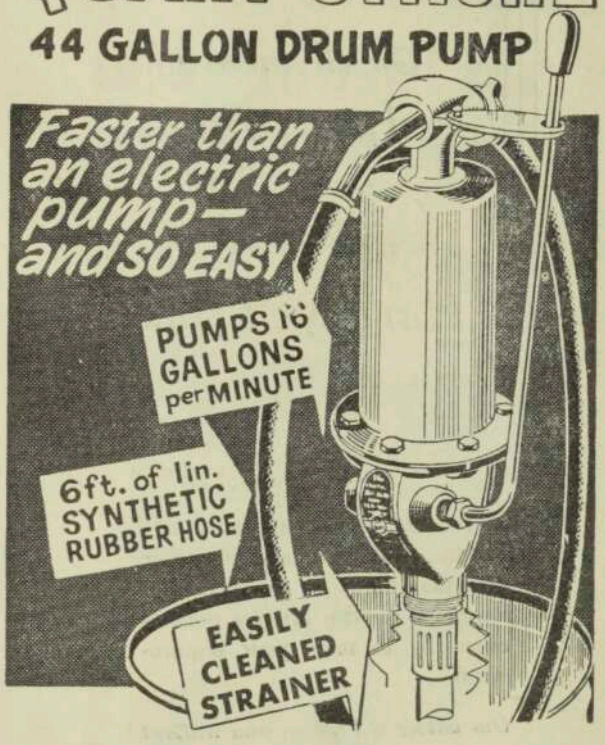
member of the Malayan office e Colonial Development Cor- ation, Mr. G. I. Firmston- ams, was in the BSIP in May sing possibility of development cts in which the CDC can

THE MACNAUGHT

QUART STROKE

4 STROKES PUMP 1 GALLON

44 GALLON DRUM PUMP



- Pumps and strains petrol, distillate, oil, kerosene.
- Correct single-acting pump action pumps one quart per full stroke — empties 44 gallon drum in 3 minutes without fatigue.
- Easily removable filter in the suction pipe.
- Superior packing gland design ensures that it never leaks.
- Includes 1" synthetic rubber hose. Completely petrol and distillate resistant.
- All metal construction — no perishable parts. No diaphragms or buckets to replace. Piston and ring operated 4-1/8".
- Safety hose hanger protects hose nozzle from dust and hose cannot fall to ground. Pump is always ready. Can be locked.
- Will syphon with lever forward — cuts off flow immediately lever moved back. Handle lever mechanically operates outlet valve.
- Lever back seals off pump. No evaporation through pump.
- No spillage, no waste. Saves both time and money.

FULLY GUARANTEED AGAINST ANY COMPLAINTS WHATEVER

AVAILABLE FROM YOUR ISLAND TRADER

nla.obj-331392723
National Library of Australia



On all forms of
Insurance
you will be
well served by
Harvey Trinder

Everybody should have insurance — the right insurance for their particular needs. As experts in insurance we can arrange policies especially to meet your requirements.

Our advice is Free — and without obligation.

HARVEY TRINDER

Insurance Brokers
HUNTER STREET, PORT MORESBY
Box 104 P.O. Port Moresby. Phone 2241-2

Agents

PORT MORESBY & SAMARAI . Steamships Trading Co. Ltd.
LAE & WAU .. .. New Guinea Goldfields Ltd.
RABAUL .. .. A. Hopper. BULOLO .. A. McKinlay.
HONIARA, B.S.I.P. . .. .. MADANG .. ..
E. V. Lawson. C. W. D. Rock.

Insurances at Lloyd's and Companies

Mr. R. Burrows-Wilkes, former Collector of Customs in Nyasaland, has taken an appointment as Collector of Customs in the BSIP, and has arrived at Honiara .

* * *

Dr. William Matheson, well known to many old-timers in the Pacific, has been on a visit to his brother, Dr. Farquhar Matheson, and his family at their home in Utulei, Vavau, Tonga. Mr. Matheson was in Samoa around Word War I period, when he acted as British Government Receiver of German properties.



With Mrs. Irene Byron (centre), business secretary of the Polynesian Association, in Sydney recently were these two charming young New Zealand visitors—Miss Yvonne Douglass and Miss Mary Carmond, both of Auckland.
—Tele-Photo.

Mr. R. A. Derrick, curator of the Fiji Museum, paid a visit to the Bishop Museum, Honolulu, and the Peabody Museum at Salem, Mass., USA, in May-June. Both of these museums have a great deal of material associated with Fiji which Mr. Derrick was interested in studying. He was also to pay brief visits to museums at Chicago, New York, and Washington, DC.

* * *

Mr. J. L. Chalmers, a high executive in Fiji of Colonial Sugar Refining Co. Ltd., will be transferred soon from Fiji to the company's Technology Division in Sydney. Mr. Chalmers has spent many years in Fiji, and for the past two years he has been in charge of the large operation under which the CSR Co., following its decision to close the Nausori sugar mill, is seeking to introduce a new economy to the Rewa Valley and Delta.

A large community of Indians has been growing cane in this area for several decades; and at present the Company and the Government, in co-operation, are trying to induce the farmers to change from sugar to the growing of rice, and other subsistence crops. Mr. Chalmers is connected by marriage with the Ragg family of Fiji—he married a daughter of Sir Hugh Ragg.

nla.obj-331392852
National Library of Australia

A son was born to Mr. and Mrs. Don Reid in the Chatham Islands early in April. Mr. Reid, well known in New Zealand's Island Territories, recently took up an appointment as Resident Commissioner of the Chathams.



s. M. M. Enright left Sydney for Sohano, Bougainville, where she will stay with her daughter, Mrs. A. Green, for about six months. It was Mrs. Enright's first trip to the Islands.

Messrs. C. and L. Baker, two New Zealanders, recently visited Rarotonga to investigate the possibility of setting up fruit processing industry.



Netherlands New Guinea Government Secretary, Mr. A. Loosjes, who attended the Fourth South Pacific Conference in Rabaul in May, is at present spending three months leave in Australia. The Assistant Government Secretary, Mr. J. A. Welleman, is acting in his place in Hollandia.

Mr. Frank Reeves, general manager of Tasman Empire Airways Ltd., and Mr. G. N. Roberts, TEAL director, were in Tahiti early in May on a business visit.

* * *

Mrs. Mary Croudace, of Western Samoa, who had been residing in New York for some time, returned to Apia in May, and took over the management ship of the Casino Hotel (owned by the Administration).

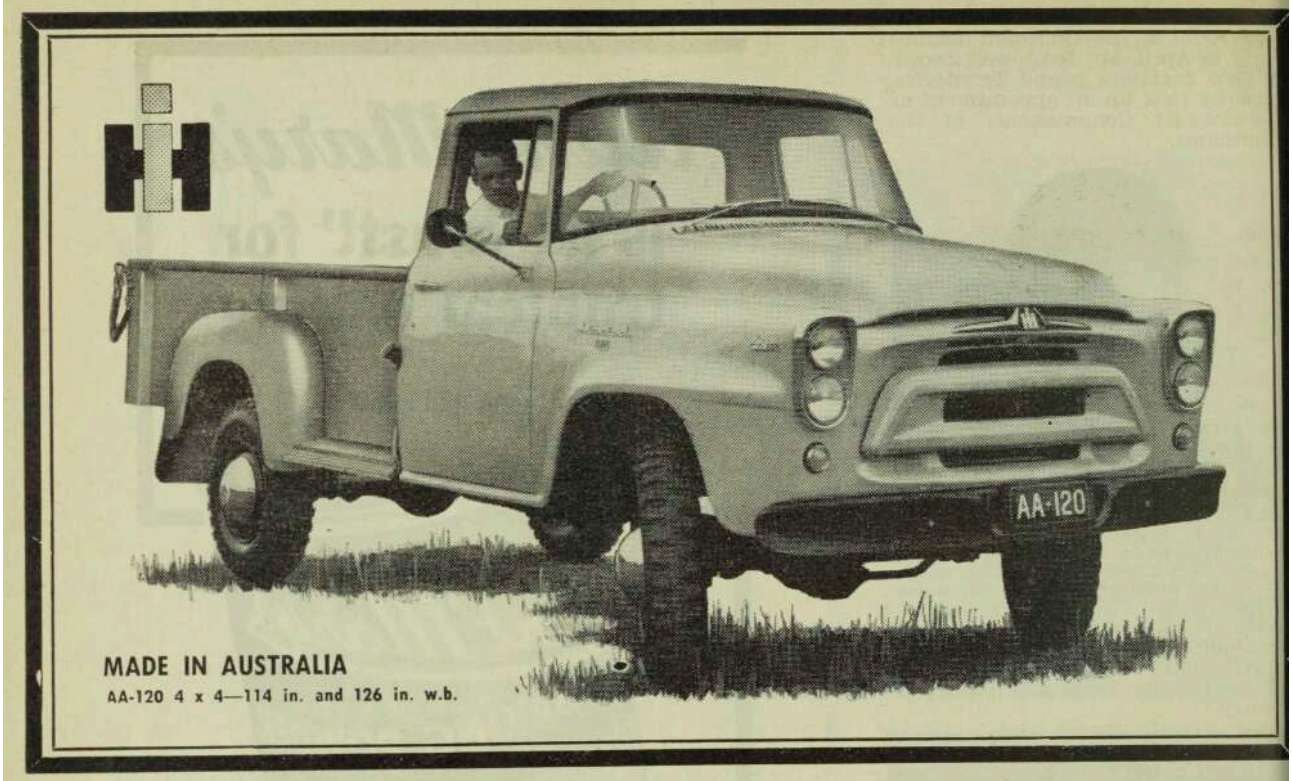
Aunt Mary's
is a "must" for tropical baking



Aunt Mary's Baking Powder is always fresh and maintains its full strength. It never deteriorates in its airtight container, that's why your cakes and pastries will have extra lightness, and stay fresh longer when you use Aunt Mary's Baking Powder. You also cook with the important, and in the tropics, the vital advantage of adding the rising agent when you do your mixing—that is the right time — the best time for sure results.



A bowl of piping hot, smooth, creamy Aunt Mary's Tomato Soup is an ever welcome treat.
It contains only the choicest, just ripe tomatoes — retains the flavoursome zest of the fresh fruits.



MADE IN AUSTRALIA
AA-120 4 x 4—114 in. and 126 in. w.b.

See TRACTION in ACTION

See the one ton, 4-wheel-drive International truck

This is a NEW truck from headlights to tail-light—built for comfort, safety, economy and a long life of trouble-free work. A look at the picture will show you why International is justly proud of this stylish new truck.

Study the modern twin headlights, wide, curved windscreen, new air vent and dual self-parking electric wipers. Inside the cab is an ash tray, key controlled starter switch, oil fuel generator and heat gauges, pendant-type pedals; 4-spoke safety steering wheel and deluxe trim.

There is a powerful NEW 6 cylinder tilt valve engine with **"full-flow"** oil filter and increased capacity generator, a strengthened chassis frame, new front cross member, new cab mountings. This is a really NEW International 4 x 4 with 1959 features and styling.

INTERNATIONAL HARVESTER

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Dandenong, Geelong and Port Melbourne, Victoria.

DISTRIBUTORS

DUTCH NEW GUINEA: H. Englebert n.v. Hollandia.
SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.
NEW CALEDONIA: Agence Automobile, Noumea.
TAHITI: Hintze & Company, Papeete.
NEW HEBRIDES: Kerr Bros. Limited, Sydney.
FIJI: Niranjan's Service Station, Suva.
PAPUA AND NEW GUINEA:
Steamships Trading Company Limited, Port Moresby and Samarai.
Dealers: New Guinea Goldfields Ltd., Wau and Lae. Rabaul Trading Co. Ltd., Rabaul.

PIM. 333-3

nla.obj-331393115
National Library of Australia

istributed in AUSTRALIA, NEW ZEALAND and the llowing PACIFIC ISLANDS:

stralian Territories: Papua. Norfolk Island. Cocos Island.
st. Trust Territories: New Guinea. Nauru.
tish Crown Colonies: Fiji. Gilbert and Ellice.
tish Protectorate: Solomon Islands.
British Protected State: Tonga.
. Territories: Cook Islands. Niue.
. Trust Territory: Western Samoa.
nch Territories: New Caledonia. French Polynesia.
Anglo - French Condominium: New Hebrides.
. Territories: Eastern Samoa. Hawaii.
. Trust Territory: Micronesia (Caroline, Marshall and Mariana).
utch Territory: West New Guinea.

Publisher:
R. W. ROBSON.

Editors:
JUDY TUDOR STUART INDER

Manager:
SELWYN HUGHES.

EPHONES: General Business, Editorial, Advertising, Subscriptions: MA 9197-8, MA 7101, MA 4369, MA1395.

G.P.O. BOX 3408, SYDNEY.

egistered Address for Telegrams, adiograms, and Cables: "Pacpub", Sydney.

SUBSCRIPTION RATES:
British Pacific Islands, Z., Australia, annual bscription (includes surce mail postage) £1 4 0
French Pacific Islands, nual subscription (indes surface mail stage) .. .. £1 7 0 (280 Pac. frs.)
vhere, per annum, $5 S. or (Sterling) £1 10 0
e Copies 2 6

BRANCH OFFICE, PAPUA-NEW GUINEA
ic Publications (New Guinea) Ltd., tre Building, Fourth St., LAE, New Guinea. Tel.: Lae 2577.
Miss Pat Robertson, Manager.

BRANCH OFFICE IN FIJI:
Times Building, Gordon St., Suva. Tel.: 4043.

REPRESENTATIVE IN N.Z.:
D. Whitcombe, P.O. Box 5179, Auckland. Tel.: 42.384.

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

OURNE OFFICE: Newspaper House, Collins St., Melbourne, Victoria. Tel.: 63.7053.

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

TIMES AGENCY IN AUSTRALIA
Pacific Publications Pty. Ltd., ipress House, 29 Alberta St., y (Telephone MA 9197-8), is the alian Agent for THE FIJI TIMES, of Suva, Fiji.

Pacific Islands Monthly

No. 11. Vol. XXIX JUNE, 1959

Contents:

PEOPLE: Personal Paragraphs of Islands' Interest 5
They're Building Up For A Showdown In New Guinea 17
The Future of P-NG: White Domination "Doomed to Failure" 17
Air Services: Tahiti Will Be Better Off 18
Unusual Position Over Sale Of Grand Pacific Hotel .. 18
Burns Commission In Fiji Soon 19
Reginald Sear: New Guinea Farmer In the Public Eye 19
South Pacific Commission Discusses Money: America Wants To Give More 20
Fiji Indians Turn Their Eyes Towards New Hebrides .. 20
Fiji Sugar Inquiry Opens .. 21
New Sugar Company Wants The Old Quota 21
HOME BASE: *Sydneysider* Reports 22
M. Lenormand Has a Major Election Victory 23
Two Survivors of the *Busama* Explosion: 21 Dead 23
COMMENTARY: The Publisher and The Editors Look At Pacific and World Affairs 25
The Editors' Mailbag 27
TERRITORIES TALK-TALK: With *Tolala* 32
The Greigs of Fanning Island Have a Memorial Now 37
Five Castaways See the World 41
Tonga Is Going Ahead: Interview with Prince Tungi 43
New War History Reviewed: At Last, a Clear Account of the War in NG 45
Ten Yards Start Was All They Wanted 47
There's Peace and Family Spirit In West Nakanai .. 50
Full Report On What the South Pacific Conference Decided 53
Twenty-five Thoughts on a Changing Pacific 55
Portrait Of Two SPC Men In a Taxi 59
And How Are the Airlines Faring? Latest Round-up 61
NG Airstrips Are Getting Steeper and Tougher .. 61
More Honour For NG Man John Cox 66
FIJI TALANOA: With *Vakatawa* 69
Grand Pacific Hotel's New Manager 75
The Problems Of a Fiji Wood Industry 77
MAGAZINE SECTION:
Tropicalities, 81; Crossquiz, 82; There She Blows, 83; Nadi To Suva Via The Slipped Disc Route, 84; Brett Hilder's *Profile*, 85; He's On The Job, 86; Do You Remember? 86; George Murdoch Of The GEIC, 87; Book Reviews 88
The Month's News Of Ships and Yachts 101
PACIFIC REPORT: Round-up of Pacific News and Pictures (Index p. 17) .. 117
OBITUARIES: Mrs. R. Duncan, Mr. S. Yeoman; Mr. T. Robinson; Mr. A. L. Byrne; Father W. Connors; Mr. W. J. Hart; Mr. B. W. Crookshanks; Rev. Father Edward Meyer; Dr. William Paley 151
Sports Review 152
Shipping and Airways Timetables 155
Commerce and Produce .. 165

A Product of Pacific Publications Pty. Ltd., Technipress House, 29 Alberta Street, Sydney.

(29 Alberta Street is 10 yards from the intersection of Goulburn Street and Wentworth Avenue.)

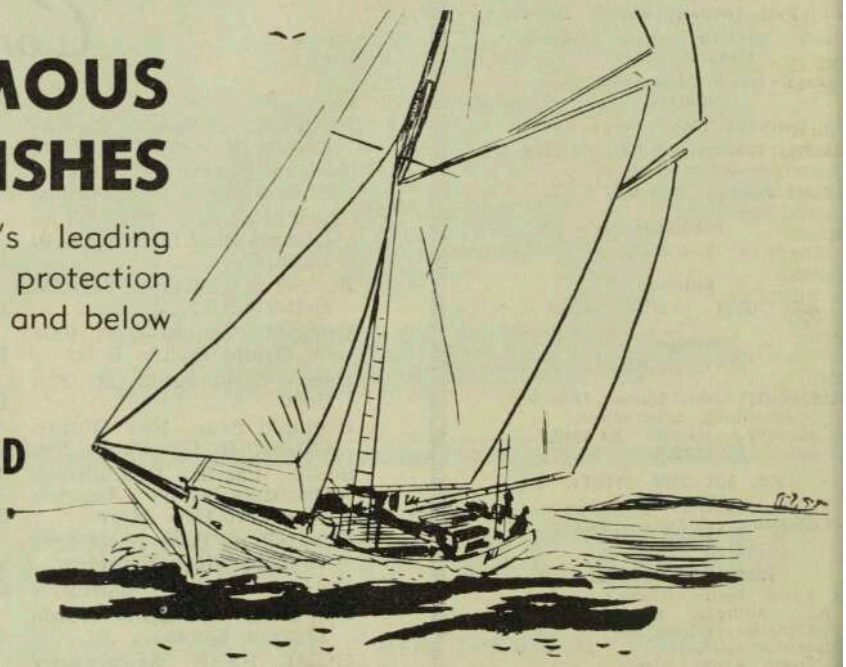
nla.obj-331393240
National Library of Australia

By Appointment to Her Majesty
Queen Elizabeth II.
Manufacturers of Paint.
British Paints Limited, Newcastle Upon Tyne.

British Paints Limited

WORLD FAMOUS MARINE FINISHES

As used on the world's leading shipping lines for tougher protection . . . longer life both above and below the water line.



BRITISH PAINTS LIMITED

Guaranteed Quality costs you no more, saves you so much in better protection.



KOPLASTIK
Anti-Fouling
for all wooden vessels



"GIANT" BRAND
Anti-Fouling & Deck Paints
for all small craft and island vessels



SUPALUSTA
Super Enamelised Exterior Gloss Paint
for topside and superstructure decoraton and protection

IMPORTANT:
ANTI-MOULD SOLUTION

VESSEL INTERIORS: On new unpainted or previously painted surfaces, where mould or fungus growth is evident or suspected always apply British Paints Ltd. **ANTI-MOULD SOLUTION** before paint application.

Enquiries are invited from storekeepers to act as authorised agents for British Paints Ltd. quality products. Write to British Paints Ltd., Box 43, P.O., Bankstown, N.S.W.

nla.obj-331393375
National Library of Australia

Tax Battle Started It, But That's Only Half The Story

They're Building Up For A Showdown In N. Guinea

As the inevitable moment approaches for the introduction of income tax into Papua-New Guinea, the Territory's eight-year-old Legislative Council is set for the liveliest session in its history in June.

THE session starts on June 22 so that the tax ordinance and related bills may be steamrollered another stage further, the many amendments debated, and the whole thing adjourned until July 1—when taxation will finally be introduced. It will be made retrospective from July 1.

Decision to postpone the final passage of the bill until July was a minor victory for the opposition forces—and about the only surprise in NG tax-fight developments since April 20, when the only three elected members of the 29-man Legislative Council walked out, and announced they intended to resign as soon as the tax bill becomes law.

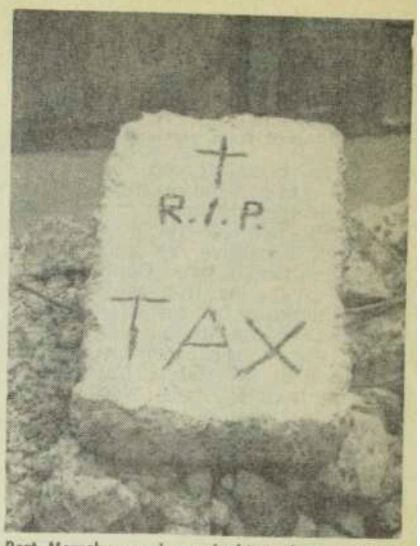
The three made it clear that they were taking action not as a protest against taxation, but as a protest against the "undemocratic use of the official majority to pass the law without a prior independent inquiry" and "in objection to the lack of sufficient representation of the people of the Territory in their legislature".

The postponement decision, made after a deputation from NG saw Acting Prime Minister McEwen in Canberra in May, is of little real help to the taxpayers. Its stated purpose is to give the Canberra politicians a better chance to "sympathetically consider" all the amendments, but nobody expects the leopard will change his spots during the considering process, although in future, he may think more carefully before springing.

What the postponement might do—and Canberra well knows it—is take a little of the thunder out of the June session. With the tax bill still not finalised at that session, Canberra is hoping that the elected members—and some of the nominated members, too—will not cause them embarrassment by resigning, as they threaten.

But there will be more ways than one of causing embarrassment at that session if need be, as Canberra might soon find. And whether a boycott of the P-NG Legislative Council begins in June, July or the month afterwards is not of great consequence.

The fact remains that Canberra's handling of this tax matter has precipitated a public revolt against the machinery that controls the big territory, and a showdown is on the way. That revolt will be working itself out even though Territorians may have settled down to paying their money to the Tax Collector.



Port Moresby people no doubt read many things into this inscription when it suddenly appeared in May outside the Port Moresby post office, where building work is going on.
—Papuan Prints.

Meanwhile, in NG it's a case of while there's time there's hope on the tax fight itself, and throughout May taxation was still the biggest single topic throughout the Territory. One meeting of the New Guinea Taxpayers' Association held in Rabaul drew 480 people.

Other developments:

- The association is professionally briefing Sydney tax expert J. Mackellar White to assist it on tax amendment proposals, and he will be in Port Moresby for the June Legco session.
- Territorians have been warned they can expect prices for many goods to go up if tax is introduced, and Administration officials have already threatened to police price controls.
- Many business people have announced their intention of returning to Australia when tax is introduced.

PACIFIC REPORT

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

21 Killed in NG Ship Explosion—117; Fiji's Manganese Outlook; NNG Doctor Retires After 16 Years—118; Control of Fiji Lotteries—119; Tonga's Accommodation Problem—121; The Dutch Spread the Word in the US; Progress on Madang Memorial—123.

Oil Should Be Cheaper in the S. Pacific—127; They're Settling Back Into Tin Can Island—129; Need for Birth Control; US Trust Territory Under Fire—131; Brighter Signs in N. Caledonia; Cook Oranges Leave Sour Taste—133; How to Re-enter Fiji—135; War of the Zebra Crossings—137.

Another Airline for the Two Samoas—137; P-NG Will Appeal in Tick Case, After All; No TV for Suva—141; NG Bars a Croc Shooter; New Nadi Strip in Use—143; Two Cannibal Reports—144; Latest on Copra Prices—148; Canberra Man in NNG; Goroka Show Keeps Up High Standard—149.

White Domination Is "Doomed To Failure"

Papua-New Guinea must bring into its Legislative Council the elected voices of the people, who will otherwise "be forced to take unilateral action themselves". That's the view of Mr. Ian Downs, planter and elected member for the NG Mainland in the Council. He suggests that the Legislative Council should be expanded, and contain elected native members.

IN answer to a *PIM* query in May, Mr. Downs explained that this is how he sees New Guinea's future:

"The only hope for continuing close association between Australia and New Guinea will be for successful and practical non-racial democracy. Such a solution may provide an impossible task. In Africa, proposals for practical partnership came 30 years too late, and both Africans and Europeans are already stuck fast in prepared positions, from which they are unlikely to move."

Mr. Downs says that reasonable people realise that "white domination, and neo-Victorian paternalism by the Administration, are doomed to failure". The situation has been accelerated "by conflicting Government policies, which have already made Hasluck's policy of gradualism impossible".

"It is my considered opinion that

nla.obj-331393505
National Library of Australia

Dudley Jones Says, 'We Need A Voice In Policy'

(Continued from previous page)

we have been forced by these policies to take a major step forward to regain the initiative, and renew the confidence of the people. To this end, I believe we must bring into the Legislative Council the elected voices of the people, who will otherwise be forced to take unilateral action themselves."

Mr. Downs says extension of the franchise is inevitable, but whatever method is used, NG should make sure it is not used too late. NG people are not yet ready for self-government. But there was work for all to try to make non-racial democracy and a common loyalty to Australia, work. P-NG could still be a new Australian State.

Mr. Downs offers these suggestions for reconstituting the Legislative Council:

- Creation of three electorates on the NG Mainland — Morobe, Madang-Sepik, the Highlands—one European and one New Guinean member to be elected from each.
- Creation of three electorates in Papua—Central, Western and Eastern—each with one European and one Papuan.
- Creation of two electorates embracing New Britain and the Islands, each with dual representation, but plus one Asiatic member.

Mr. Jones' Views

New Britain solicitor Mr. Dudley Jones, who is elected member for the New Guinea Islands in the Legislative Council, sees the immediate need in New Guinea as more than a reconstitution of the Council.

But as far as recomposition goes he would consider as probably still sound the recommendations made by the Select Committee of 1954 (nine elected members, an official majority of one, eight nominated members and any number of native observers who would take part in debates).

"We must face up to the fact that for the present the Government is entitled to have a majority in the Council," says Mr. Jones. "The grave defect in the present system is that non-officials have no voice whatever in policy framing, either political or financial.

"This is where the reforms should come in, as it does not matter very much whether there is a majority of one or more in the Council."

These are the desired constitutional reforms needed in NG, as Mr. Jones sees them:

- At least one non-official, probably more, on the Executive Council.
- A Standing Committee on finance, consisting of, say, three official and two non-official members.
- A standing policy by the Government that on major legislation it will call a conference of interested persons to discuss the projected legislation (which was quite successfully done in the case of the Native Labour Ordinance).
- Representation in the Australian House of Representatives.

On this last suggestion. Mr. Jones says that up until the last few months he has been luke-warm on this proposal. But he has since come to realise what a "tremendous help" NG people could have had in fighting the tax measure had there been a capable man at Canberra to present NG views.

Whether the member possessed a vote or not would not be important, his main job would be that of lobbying.

PACIFIC AIR SERVICES

TAHITI WILL SOON BE BETTER OFF

• Papeete, Tahiti, which has been out on a limb as far as air services are concerned, will begin to get the full benefit of the air age after the end of this year.

IN Fiji, in May, Mr. Jacques Sutton, representative for TAI in French Polynesia and Fiji, was confidently forecasting that at the end of this year, TAI would be extending its present service beyond Bora Bora to Honolulu and San Francisco—although talks on reciprocal landing rights to cover this area will not take place till August. (See page 61, this issue.)

When this extension is in operation it will be possible to fly by TAI all the way from Paris to San Francisco via Middle East and Asia, New Caledonia, Fiji, Tahiti and Hawaii—with a side trip to Auckland, NZ, if you want it.

Papeete Airport

Mr. Sutton said that preliminary work had started on the new international airport at Papeete and that when the contractors (Societe de Travaux Publics) got into full operation, they would be working 24 hours round the clock, seven days a week. It was expected that a 6,000 ft runway capable of taking Super Constellations and DC7c's would be ready by June, 1960, and that by early 1961, it would be extended 4,000 ft further, to take jets.

TAI recently transferred its headquarters from Nadi, Fiji, to Papeete. Pan American Airways are TAI representatives in Fiji; Mr. Sutton visits the Colony from Papeete about once every two months.

Sale Of The GPH

Unusual Three-Cornered Position

• An unusual situation has developed out of the surrender of the Grand Pacific Hotel, Suva, Fiji, by the Union SS Co. Ltd. to the Government of Fiji, and the subsequent sale of the property by the Government to Cathay Hotels Limited, a unit of the Cathay Organisation, of Singapore.

UP to June 5, no money had been received by the Union SS Co., and no price agreement had been reached between Government and Union Co., despite a series of requests by the Union Co. for settlement.

Yet, at June 5, the hotel had been in possession of Cathay directors and management for nearly two months.

The Union Co. built the hotel 50 years ago on land rented from the Government. In November, 1958, the company advised that it would not seek renewal of the lease, and notified its intention of accepting from the Government, in terms of the original agreement, payment for the hotel property "at current valuation".

Not Disclosed

It appeared that the two parties must agree on a valuation. The Union Co. sent a valuer from New Zealand. The company subsequently informed the Government that his valuation was £120,000, for the hotel as a going concern.

The Government obtained at least two valuations, but did not disclose the figures to anyone. They are believed to have been under £100,000.

The Government, at the end of 1958, decided to sell the hotel immediately by tender, which closed on March 31, 1959. Cathay Hotels Limited offered to pay whatever price was paid by the Government to the Union SS Co. There were two other tenders.

The Union Co. at the end of March formally handed over the hotel to the Government and, for a very brief period, the Government owned the hotel, and the name of one of its high officials appeared as the holder of the liquor licence.

The Government accepted the Cathay tender, and the Cathay people (headed by Mrs. Loke, a senior director of the Cathay Organisation) who had come from Singapore, entered into possession early in April.

Up to June 5, it was not known

(Continued on page 150)

nla.obj-331393636
National Library of Australia

BURNS COMMISSION

ARRIVING

It Seeks A New Plan For Fiji

• *The official inquiry into the resources and future development of Fiji, in relation to its growing population, will commence this month in Suva.*

THE chairman, Sir Alan Burns, who is accompanied by Lady Burns, is due in Sydney by Orient liner *Oronsay* on June 19, and he probably will meet some of the heads of the big Australian corporations with interests in Fiji before he and Lady Burns continue their journey to Suva.

The other members of the Commission are proceeding independently to Fiji. The Commission's secretary, Mr. R. C. G. Strick, has been at work in Suva for several weeks, arranging sittings and organising the in-flow of evidence that will be submitted.

It is expected that the recommendations of the Burns Commission will be of major importance in the history of Fiji.

(Continued on page 150)



Man In The Public Eye

New Guinea man most in the public eye in May was Reginald John Sear, farmer, here photographed by "PIM" on his 1,000-acre lease at Yalu, outside Lae, with his wife and their son Richard. They are expecting another child soon. On March 24, Sear was charged with having at Yalu the previous day unlawfully killed a native named Surumbani. The evidence was that Surumbani had been helping to fix a truckload of kau-kau, which had slipped; that Sear had struck him (Sear denied it); that Surumbani had gone off and was later found dead in the kunai by other natives, from a ruptured spleen. At a session of the P-NG Supreme Court held in Lae on May 20, Mr. Justice Kelly, who had been a NG solicitor of wide experience before his elevation to the Supreme Court a few years ago, found Sear guilty of the charge—which is an equivalent one to manslaughter. He decided, because of all the circumstances, not to gaol Sear but to fine him £150, in default 12 months gaol. Mr. Dudley Jones (for Sear) had pressed for the fine, submitting that the blow was moderate, the native's spleen was eight times the normal size, and in 10 years of employing natives there had been no complaint against Sear.

The Judge's decision aroused no particular interest in NG. In Australia it created an outcry. Churchmen, trade unions, politicians, newspapers, attacked it as injustice by the white man against the black; as creating bitterness amongst the native people because of its leniency. Territories' Minister Paul Hasluck declared he would examine the papers to see if the Crown could appeal. In June, the Australian Cabinet discussed the matter and announced that, having looked at it closely, it had decided the Judge was entitled to do what he did and no appeal was justified.

As all this went on in Australia, up at Yalu, Reginald John Sear continued to work his property, and his friends continued to speak to him. He has 250 acres of coconuts planted, runs cattle, pigs and poultry, owns a trade store and a petrol pump. Noted as a hard worker, he is on the job seven days most weeks, with the help of a labour line of 60 natives—including his driver, Jesi (right) who has been with him in NG for 10 years.

Since the trouble, none of his boys has left him, apart from those who figured in court evidence. During his absence at the trial, the labour line collected, loaded and delivered—without European supervision—the kau-kau which Sear contracts to supply the P-NG Administration for some of its native staff. His two-year kau-kau contract was renewed during the case.

Sear is a Queenslander who went to P-NG before the war, working with sawmillers at Port Romilly, Papua. After the war he joined the P-NG Forestry Department and was at the Government sawmill at Yalu for eight years before he resigned and took over his present lease—and thus found himself, in May, 1959, the NG man most in the public eye.



nla.obj-331393768
National Library of Australia

"You Say Yes, And I Say No"

But They Won't Call The Whole Thing Off

It might seem surprising that Pacific Governments have to "lobby" to get increased funds for the work of the South Pacific Commission. But they have been lobbying for that lately.

THE San Francisco report on the views of the senior US Commissioner for the SPC, Dean Knowles A. Ryerson (see story at right) merely brings into the open a subject which has already been discussed behind the scenes, and will be for some time yet.

The US is interested in giving more money to the Commission, and is feeling its way among the other five governments. But, as it no doubt expected, it is not finding it easy to be open-handed.

An increase in the US grant would upset the percentages of all the government contributions, or the total ceiling—or both. Whatever happens, the member governments would have to take a closer look at their commitments, and that is not an easy thing to get them to do.

"Canberra Ceiling"

The immediate stumbling block is that the 1957 Canberra Review Conference decided that a ceiling should be set for three years, and that the total annual contributions from governments should not be higher than this — although contributions from new sources, such as Foundations, would be permissible. That ceiling doesn't expire until 1960.

It's too early yet to say just where each Government stands on the matter of continuing the ceiling after 1960, for firm Government policies would not have been worked out. But at the moment it looks as if Britain is rather hoping to keep the ceiling where it is for the next three years, too. She is not interested in spending any more money in this part of the world.

The Netherlands likes saving guilders no less than Britain likes her sterling, but the Dutch would not object to the ceiling going up. Neither would the French. The French attitude seems to be that they will go along with the majority, without complaint.

The most interesting attitude is easily that of Australia, which finds the biggest proportion (30 per cent.) of Government funds. There appears to be an argument going on.

The Department of External Affairs (which among other things

(Continued on page 150)

America Moves To Increase Its SPC Contribution

From Ralph Craib, in San Francisco

The South Pacific Commission may get more money as a result of its latest meeting in Rabaul, held in conjunction with the South Pacific Conference. This is the view of senior US Commissioner Knowles A. Ryerson, speaking on his return here from the meetings.

DEAN Ryerson, who is Dean of the University of California College of Agriculture, said the Americans had urged that the US share of 12½ per cent., or $62,700, of the SPC's annual budget be increased, and he thought the matter was "on the way to solution".

(It's a fact that increases to SPC have been sought from Congress in the past but they have been blocked. This is probably because they have been considered at the time as appropriations for other international agencies. and the US has felt it was paying the lion's share of the costs. It may have been, overall, but 12½ per cent. is not the lion's share of the SPC budget. France and America both pay 12½ per cent., but the Dutch, NZ and UK Governments pay 15 per cent. each and Australia pays 30 per cent.)

"Not Doing Its Share"

Dean Ryerson pointed out that the American share was based on membership only for American Samoa, but since that was established the US Trust Territory of the Pacific Islands had been brought in and had received "great benefits and has requested even more assistance". Yet there has been no increase in contributions.

America was "not doing its share," said Dean Ryerson, but apart from that, it was in the selfish interest of America to contribute more, for the following reasons:

- Americans learned during World War II how costly could be the lack of knowledge of the Pacific Islands when they were in unfriendly hands.
- Americans were concerned with the welfare of New Zealand and Australia and in keeping the vital lines of communication to them intact.
- America was obliged to help Pacific territories towards self-government; with Western Samoa's independence apparently imminent, the rest "were all looking and saying, when does our turn come?—as they should." It was in the US interest to have friendly Island governments.
- America would benefit in its own Islands territories from knowledge gained elsewhere, because problems all the way across the Pacific were the same.

Fiji-Indians Looking At The New Hebrides

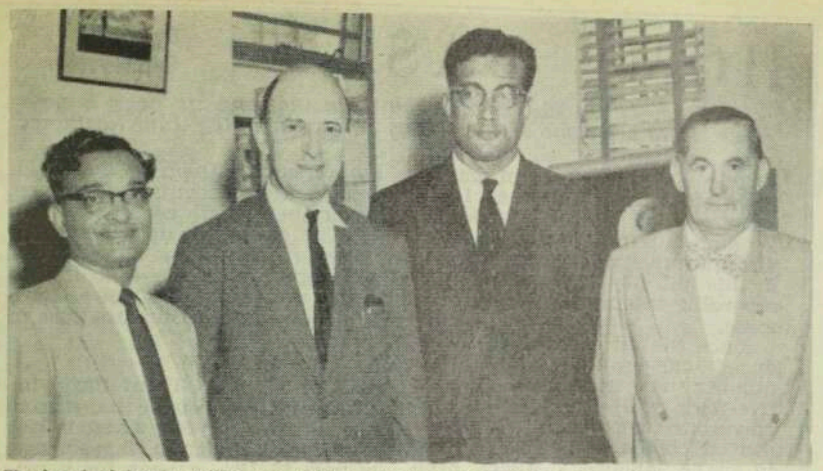
• On June 6. a small party of leading Fiji-Indian business men left Nadi, Fiji, for New Hebrides, to make a private survey of business opportunities in that large archipelago.

THIS could be an event of economic and political significance. Fiji is ruled by the British Colonial Office, and is becoming a little overcrowded, in relation of racial needs and land availability. The New Hebrides (an Anglo-French Condominium) has a great deal of unoccupied land, especially in the large, climatically-desirable islands of the Southern Hebrides.

The Fiji-Indians in the party included Mr. Sathis Narain, managing director of the Narain Construction Co. Ltd., Mr. Udit Narain, architect; and Mr. Abdul Lateef, barrister and solicitor. They all are Fiji-born men, typical of the young Indians who have been educated in Fiji and Australia, and all are well known and esteemed in the Fiji business world.

New Hebrides is a rich and spacious archipelago. It is capable of much additional settlement and development; but it has lain for 60 years under the paralysis of the Condominium. French influence there is now strong; and the attitude of the French partner in the Condominium therefore would be an important factor in any scheme to encourage Fiji-Indian enterprise to go in there.

nla.obj-331393893
National Library of Australia



The board of inquiry which was looking into the circumstances surrounding a wages dispute between the Fiji Sugar Industry Employees' Association and the Colonial Sugar Refining Co. in Fiji in May-June. The board will make no rulings but will tender recommendations to the Fiji Government. From left: Mr. P. K. Bhindi; Mr. G. G. Honeyman, QC, chairman of the board —from the United Kingdom; Ratu K. K. T. Mara; and Mr. D. M. N. McFarlane. Hearings commenced in Suva on May 25 and transferred a few days later to the north-west of Viti Levu. Photo: Stinsons.

Inquiry Begins Into Fiji's "Explosive" Sugar Industry

How Much Is An Indian Sugar Worker Worth?

Mr. B. D. Lakshman and long discussions on the rations of Indian prisoners in Her Majesty's gaols in Fiji, dominated the early part of the Fiji Sugar Industry Inquiry that got away to a wordy start on May 25, and was continuing into June.

THE Governor of Fiji, Sir Kenneth Maddocks, set up the Board of Inquiry in April when it became pparent that, with the new sugar-rushing season approaching, in-ustrial unrest in the sugar in-ustry was close to explosion point.

Chairman of the board, Mr. G. G. oneyman, CBE, QC, MA, LLB, ame from the United Kingdom to reside. (He has previously made similar inquiry into the sugar ndustry of British Guiana). Also n the board are Mr. D. M. N. cFarlane, Ratu K. K. T. Mara nd Mr. P. K. Bhindi, all of Fiji.

The Sugar Industry Employees' ssociation appointed five dele-ates, led by Mr. Lakshman, to pre-nt its case. And Mr. J. C. Potts, hief manager in Fiji of the olonial Sugar Refining Co., will resent the case for the company.

Minimum 3/- an Hour

On several occasions, early in the quiry, Mr. Honeyman had to uestion Mr. Lakshman closely to nd out what the employees did ant—it was not always clear from he speeches that Mr. Lakshman ade.

It appears, however, that what r. Lakshman and his union want is a 40-hour week, at a minimum rate of 3/- per hour. This, according to his calculations, would just cover the cost of food for an Indian family of husband, wife and five children. (At another stage, Mr. Lakshman claimed that the weekly wage should also be sufficient for every worker to be able to buy an adequate house).

Present wage rate is 1/5 per hour, and there is a 48-hour week.

Because there are no official cost-of-living figures in Fiji, Mr. Lakshman based his calculations on the cost of the daily rations of an Indian prisoner in a Fiji gaol.

Evidence was taken from Mr. B. M. Sellers, Superintendent of Prisons, on Indian prisoners' rations —which include vegetables, rice, bread, sharps, fish, meat, fruit and curry. He said that the average cost of feeding a prisoner—all races —was calculated at £21/6/4 per annum (the prison "grew a large percentage of its food and bought the rest from Government stores").

Mr. Lakshman claimed that it cost £1/6/9 per week to buy the equivalent of a prisoner's ration.

At the time of writing, the Board had taken little or no evidence from the company's delegate.

If Or When It Gets Going

New Company Wants Old Sugar Quota

While the Colonial Sugar Refining Co. goes ahead with preparations to establish a rice-mill in place of its old Nausori sugar cane crushing mill, which will close down permanently at the end of the current crushing season some time next December, the Fiji Sugar Milling Co. Ltd., which planned to step into the breach, is having some difficulty in raising the necessary money.

THE new company, with a nominal capital of £1,000,000, was registered in Suva last December, and was formed by Indian cane planters and others interested in the sugar industry in the Rewa Valley.

The company's share issue is divided into 40,000, £25 shares. No confirmation of the number of shares sold could be obtained early in June.

Mr. S. Clarke, a representative of one of Australia's largest engineering combines—Associated Engineering Manufacturers of Australia Pty. Ltd.—was in Fiji late in May to investigate the company's machinery requirements and to prepare a quote at their invitation.

A quote had earlier been received from an American company for mill machinery capable of crushing 500 tons of cane each 24 hours (present

CSR IS NOT PERTURBED

Sydney headquarters of CSR did not seem unduly perturbed about the Fiji sugar quota when asked about it in June. The quota is given to a country and not to any particular firm. As the only crushers in Fiji for the last 32 years, the CSR Co. has naturally supplied all Fiji's export sugar. However, they said if or when a new company goes into the Fiji sugar business "presumably the allocation of the quota would be a matter for the Fiji Government".

Having more than one sugar company in Fiji is not new, of course. There were numerous companies in the early days but only three survived the ruinously low prices at the end of last century: The CSR Co.; the Fiji Sugar Co., that later became the Vancouver-Fiji Sugar Co., and finally succumbed in 1922; and the Penang Sugar Co., that had started life in Mago Island and was later removed, factory and all, to the Ra coast. The CSR acquired the Penang establishment in 1927.

nla.obj-331394082
National Library of Australia



Mr. S. Clarke, representative of Associated Engineering Manufacturers of Australia Pty., Ltd. (left), flew to Nausori in May to look into the possibility of tendering for sugar mill machinery for Fiji Sugar Milling Co., Ltd. He was met by Mr. K. B. Singh, OBE, JP, secretary of the Nausori Kisan Sangh (sugar workers' union) and by Mr. Ram Jati Singh (right), secretary of the newly formed sugar milling company.

CSR Nausori capacity 1,200 tons).

The price, delivered and erected, was £250,000, and arrangements had been made for the necessary dollar allocation. Delivery would be within 16 months of ordering, and the mill would be ready for operation four months after that.

"Unreasonable," He Says

Assuming that the finance is forthcoming, there is the question of a sugar quota. In the past the entire Fiji quota—fixed at 184,000 tons for 1959 under the International Sugar Agreement—has automatically gone to the CSR as the only millers in the Colony.

Mr. Ram Jati Singh, secretary of the new company, said late in May that it would be "most unreasonable" for the CSR to be permitted to transfer the Nausori portion of the Fiji quota to other areas, if another company was prepared to handle the sugar of local farmers.

Much of the Rewa Valley cane land was owned by the CSR, but the 10,000 tons required by the proposed mill would be available from other areas. In Mauritius, Mr. Singh said, there were over 20 milling concerns amicably sharing that country's sugar quota and the same could apply in Fiji.

It was true that the sugar content of the Rewa Valley cane was lower than elsewhere, Mr. Singh said, but the growers had said that they were prepared to receive proportionately less from the CSR for such cane.

Mr. Singh said that the new company was confident that a modern mill could easily pay its way in the Rewa Valley, especially as it will have the support of the majority of farmers who are reluctant to change over to rice or other crops.

However, a good many other people in Fiji are saying, "We'll believe it when we see it."

HOME BASE

By Sydneysider

Sydney is the hub of the South Pacific, and its news is your news. Here are some of the things that made May-June headlines.

The abortive effort of garage proprietors to get another 1d. a gallon out of petrol buyers has let some air into the question of the multiplicity of service stations in this fair city—five to the mile, according to one newspaper estimate.

Since the oil companies introduced one-brand stations, the number has increased at least five-fold, with the result that operators (who lease them from the oil companies) find it hard to make labourer's wages even working a 70-hour week—again according to the newspapers.

Previous to the solo-site era, service stations sold all brands; now when one brand starts, five others selling different brands, all pop up like weeds in the same locality.

In one mile of road that your Sydneysider travels twice daily, there were no petrol stations two years ago. Then there was one; immediately a rival company acquired a block of land and a house opposite—sawed the house in half and carted it away. Then there were two. A third soon appeared at the other end of the mile, and now three more are in course of erection—one required *three* houses to be cut in half and towed away. This is a road along which cars travel by inches at week-ends (it leads to a popular beach); and bumper-to-bumper on week-days. Unless in dire want, no one pulls out of that sort of traffic to buy a favourite brand of petrol. Most Australians learned during the long years of rationing that any car will manage to move on a judicious blend of kerosene and white spirit. So, in spite of advertising and "additives," as far as the average motorist is concerned the oil companies might as well have continued to dispense Pool petrol—the brew they combined to produce during the war.

* * *

SECRET WEAPON: Dr. Billy Graham preached to 3,242,000 during his 4 months Australasian campaign, and departed these shores May 31, leaving behind 142,000 people who had seen the Light, and saying that he might go to Moscow "next month or maybe later this year".

* * *

YOU COULD BE STILL IN DUTCH: Australia's famous "dictation test" (a device for keeping undesirable migrants out by subjecting them to a written test in any recognised language, never their own) ceased on May 31. The doors are no wider open, however. You now have to get a Permit to Land—and if you aren't wanted, that's just as hard to acquire as an Honours pass in Tagalog.

* * *

UP AND UP: Third Party insurance (compulsory) that started out as 35/- a year when it was introduced less than 20 years ago, is now £7/18/- a year for a private car, and, if the insurance companies have their way, will go up another £2 shortly. The Government Insurance Office which handles 82 per cent. of this business (most of the other companies won't touch it) has lost £4 million. Introduced to protect the innocent, it has resulted in fabulous sums being awarded by juries to those injured in traffic accidents. It is common for a child, riding in his parent's car at the time of an accident, to sue the parent for damage if injured. A completely irresponsible attitude to damage payments—because the insurance company "can afford to pay", has rebounded on motorists generally until an average insurance bill (3rd party and comprehensive) is now around £30 per year.

* * *

BASIC INFLATION: Although the Unions put on a big front of complaining that it "should be 23/-", employers cursed and even the man in the street thought of it as a two-edged sword, when the Federal Basic Wage went up by 15/- per week in June.

The mathematicians were soon busily at work showing that it would cost the whole country an extra £50,000,000 in wages per annum—which would mean more income tax, more payroll tax, higher cost of goods, thus more sales tax; the philosophers were saying that no matter what benefits accrue to the individual, the tax-man gets it in the end; and the people who have been waiting for the cost of living to fall have no doubt all decided to jump over the Gap en masse.

The priceless words of one of our best-known politicians—that management should organise better, labour should work harder, and everyone should produce more so that this 15/- will really be a benefit—has just got a horse-laugh.

nla.obj-331394219
National Library of Australia

Viet Question Solved?

New Caledonia's Senator Henry Lafleur was reported in Noumea in May as saying that the question of repatriating New Caledonia's unwanted Vietnamese had just about been solved, thanks mainly to his intervention in Paris, plus local support. He said it was "practically certain" a ship load of Viets would leave Noumea before the end of the year.

The attitude of New Caledonians, who have heard all this before, was still, "We'll believe it when we see it!"

SUPPORT FOR "NO MEDDLING" POLICY

Major Election Victory For Lenormand

The result of the May 24 elections in New Caledonia and the French section of the New Hebrides, for a Deputy to the French Parliament, resulted in a resounding victory for M. Maurice Lenormand, who was re-elected.

A FEW weeks ago he flew off to Paris threatening to resign from New Caledonian politics, as a protest against what he declared was the "whittling down" of New Caledonia's political rights by the present French government. He later reconsidered resignation.

He apparently now has, however, to resign as Vice President of the New Caledonian Council of Ministers as he cannot hold this post and also that of Deputy. (This presumably is a new regulation, as he held the two posts previously; perhaps it is part of the whittling down process he complained about in March).

The electoral campaign that preceded May 24 has been described by a Noumea correspondent as the "quietest ever. There were no pamphlets, no newspaper abuse, no posters slapped all over public and private buildings, and everyone concerned behaved like gentlemen."

About 48 hours before the poll, M. Parasols, an independent candidate, abandoned the struggle and declared that he was no longer running for office.

However, under French law his candidature still had to stand and although he polled 429 votes (even though he was not in the race), he lost his deposit, and had to pay all his electoral expenses.

Nearly 24,000 of the 36,000 enrolled electors exercised their privilege and voted—70 per cent. of them for Lenormand, except in New Hebrides where the French residents were solidly behind the New Republic Union party candidate.

Lenormand polled 4,000 votes more than he did at the last elections for Deputy, and a lot of the gain was in Noumea, previously dominated by the opposition party.

Observers think that this swing of European votes indicates that the bulk of New Caledonians, native or European, and in spite of their "Oui" vote at the September referendum, want no meddling in New Caledonian domestic affairs from Metropolitan France.

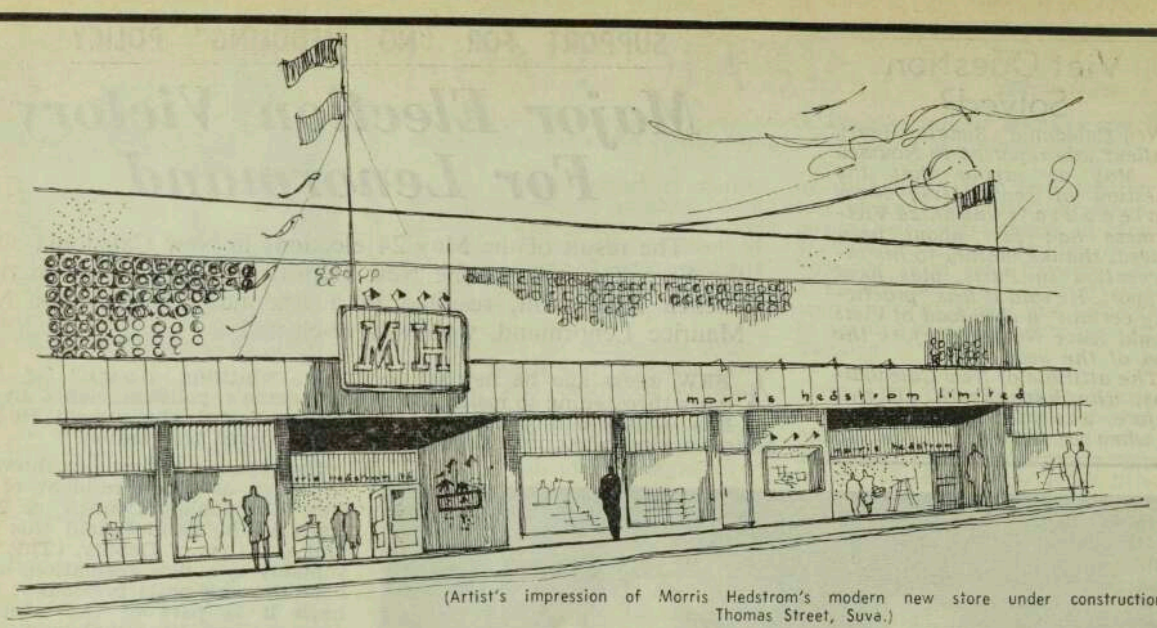
It also probably shows that after you scramble the political eggs and produce something in the nature of the Loi Cadre, it is, in these days, virtually impossible for even a de Gaulle to unscramble them.



He Denies It

When the 300-ton coastal vessel "Busama" blew up in Wewak Harbour, NG, in May, 21 people lost their lives. However, the ship's chief engineer, Dan Anthonson, was not one of them—despite widely published Press reports naming him as being among the dead. Thus it was that "PIM's" Lae correspondent, Patricia Robertson, was able to take this photograph of Anthonson reading his own obituary in a Sydney newspaper. With Anthonson is the "Busama's" acting Second Engineer, Tan Mok Sing (left), to whom Anthonson says he owes his life. For their stories, see Pacific Report, p. 117.

nla.obj-331394340
National Library of Australia



(Artist's impression of Morris Hedstrom's modern new store under construction Thomas Street, Suva.)

MORRIS HEDSTROM LTD.

General Merchants, Produce Buyers, Importers and Exporters, Ship Owners, Plantation Owners, Commission and Insurance Agents.

HEAD OFFICE :: SUVA, FIJI

AUSTRALIAN REPRESENTATIVE:
Morris Hedstrom (Aust.) Pty. Limited,
Wales House,
27 O'Connell Street,
SYDNEY

LONDON OFFICE:
Morris Hedstrom Limited,
Barclay's Bank Buildings,
73 Cheapside,
LONDON, E.C.2.

REGISTERED CABLE ADDRESS:
Deuba—Suva, Morrished—Levuka, Morstrom—Sydney, Suvamark—London, Morrisco—Nukualofa, Deuba—Apia.
CODES: All.

SOLE AGENTS FOR:

A. B. Bahco Primus Products
British Drug Houses Ltd.
China Navigation Co.
'Chula' Copra Dryers
Electrolux Limited
Ford Motor Co.
General Electric Co., Ltd.
Goodyear Tyre & Rubber Co.
Imperial Chemical Industries Ltd.
Matson Navigation Company
Max Factor & Co., Inc.
Pacific Islands Transport Line
Ransomes Sims & Jefferies Ltd.
Rootes Ltd.
Vacuum Oil Co. Pty. Ltd.
Yorkshire Imperial Metals

Morris Hedstrom Limited are LLOYD'S AGENTS in Fiji and Samoa

For Friendly Service and Complete Satisfaction it's Morris Hedstrom Limited in

FIJI — SAMOA — TONGA

COMMENTARY

Death of a New Guinea Native

ONE day last March, a farmer in the Lae District of New Guinea, Mr. Reginald John Sear, 39, administered a "moderately heavy punch" to the body of Surumbani, one of his native labourers. The native's spleen was ruptured, and he died.

The planter was charged with unlawful killing. Mr. Justice Kelly, in May, found that Sear had punched the native, and that this was a factor in his death; but in view of all the circumstances, he imposed a fine of £150.

Immediately, there was a storm throughout the Australian newspaper Press. The suggestion was that Sear had been "let off with a fine" because Surumbani was only a native, with a life of little value.

It was a good example of Australia's difficulties in governing this territory. Conditions in New Guinea are so different from those in Australia that 99.9 per cent. of Australians are quite incapable of making a fair judgment in a case like this.

A very large proportion of New Guinea natives who suffer from untreated malaria have enlarged spleens, and quite a light blow will rupture the spleen and cause death. The Director of Native Affairs (Mr. J. Roberts) in a formal statement in Port Moresby on May 22 (when he said that the natives generally felt that justice had been done in the Sear case) said that natives with enlarged spleens often died as the result of sharp exertion in their games and village activities. He had seen a native die, following a jump from a 4-feet fence.

The Judges in Papua and New Guinea—and not the Australian politicians and the Administration officials—are, in the ultimate analysis, the real guardians of life, law and liberty in the Territory. The Territory Judges are today—and, with one possible exception, have been since Australia took over men who command the respect and confidence of all classes, native included. They receive their Commissions directly from the Governor-General—they are not in any way responsible to either the Administration, or the politicians and bureaucrats who run the Administration.

Most people who know New Guinea will support the judgment of Mr. Justice Kelly.

Sear broke the law; he may not like a native, or anyone else. The natives of Papua-New Guinea have the same protection from the law as anyone else. In Australia, if a person assaults another, he takes the full responsibility for his act. In New Guinea, if a white man strikes a native he also takes full responsibility for his act. There are few natives, indeed, who do not these days know their legal rights in this matter, or hesitate about "making court". Further, there are 3,000 Public Servants in the Territory, paid something like £7,000,000 per annum in salaries whose fundamental purpose in being there is to look after the interests of the natives, in the instances where they are incapable of looking after themselves.

Sear's act apparently led to the death of the native he assaulted; but the Judge found that the circumstances mitigated the crime—that the death was accidental. He pointed out that if the punishment was to be a gaol sentence it would have to be more than six months; and that, in turn, according to the Judge, meant Sear's automatic exclusion from the Territory where he was a hard working farmer who had invested his capital in the Territory and had a wife and family to support.

The fine, the publicity and expense, no doubt, have been a heavy punishment for Mr. Sear, in the circumstances.

It will be a day of disaster for the Territory when Australian professors and other self-appointed experts, whose shouting in this instance has given the case wholly undeserved prominence in the newspapers, are allowed to over-ride the Judges.

☆ ☆ ☆

NG Tax Outlook Seems Hopeless and Grim

A STRONG, irrefutable case for the postponement of the income tax system was presented by New Guinea interests to Australia's Acting Prime Minister late in May.

The answer—that the Bill will be pushed through at the June and July sittings of Legco, and will operate retrospectively from July 1, 1959—was a rejection of the well-reasoned arguments of the New Guinea community, and endorsement of the bulldozing methods by which Minister Hasluck is trying to impose this system upon the Territory without expert inquiry and without sufficient notice to the people chiefly concerned.

Canberra yet may have a change of heart; but the indications, early in June, are that the tax will operate from July 1.

The Minister's continuous plea, repeated by the Acting Prime Minister, that the most careful consideration will be given to all suggested amendments, means nothing—except that New Guinea's most urgent request (that the application of the new system be postponed until an expert, independent examination be made of the probable effect of the system, and P-NG interests affected may have an opportunity to adjust their organisation to the new conditions) has been rejected.

We rarely have seen a worse example of the ruthless application of a taxation system to a people who are without any means of resisting the imposition. It puts the copingstone on the record of Hasluck dictatorship in Papua and New Guinea. It shows the character of the Menzies Government which, in spite of every plea, apparently is content to allow this very stubborn Minister to play around with New Guinea in whatever manner he thinks fit.

The New Guinea community is not opposing income tax, as this clever Minister so persistently suggests. The New Guineans merely ask that the whole effect of the new system be expertly examined, and sufficient notice given of its application.

For example, what is the position of companies with large accumulations of profits from past years of trading, which have not yet been distributed to shareholders? The Bill, as it is now, makes *all* future distributions taxable. Yet Australia, when introducing income taxation in 1914, acknowledged the justice of the plea that shareholders' funds, accumulated in tax-free years, should be ear-marked as funds not liable to taxation on distribution; and it took 20 years, in some cases, to clear those funds out of the capital structure of the companies.

The Bill, as it now stands, makes no provision for the legal complications which obviously must arise out of the different status of Papua (a Territory of Australia) and New Guinea (a Trusteeship Territory).

What is to be done in regard to absentee shareholders, who are liable to taxation in their own countries? Australia has treaties and agreements with various other countries, to ensure that justice is done to absentee shareholders. The New Guinea Bill makes no adequate provision.

These are only a few of the many deficiencies shown by a quick examination of the Bill. They are part of signs which suggest that the Bill was prepared and rushed into the Legislative Council, not as part of a carefully-prepared, coordinated plan, but in order that

nla.obj-331394631
National Library of Australia

Dictator Hasluck and his power-drunk bureaucrats could quickly put an end to the abuse by certain companies of the Territory's tax-freedom.

There is no doubt that some Australian companies were using New Guinea registration to dodge income tax—the market-places, for years, have echoed to stories of it. But the bureaucrats, in fashioning this weapon for reform—and, we fear, revenge—in regard to a few tax-dodgers, are going to impose cruel injustice upon a large number of people who simply cannot defend themselves.

Mr. Hasluck and Mr. Reeve, most ingenuously, argue that, although income tax goes on, all export taxes, and about a tenth of the import taxes, come off.

They surely cannot imagine that the removal of export and import taxes is going to benefit the middleman. He will start paying income tax immediately; but he will not be affected by the removal of export taxes, and any reduction in the price of common goods, through removal of import duties, will not reach him for years, if ever.

☆ ☆ ☆

Should Judges Be Allowed to Judge?

TWO Territories in the Pacific have been involved in controversies over what might be regarded as the usurping of the power of the Courts by a higher authority which is not a Court.

In Western Samoa, in May, a considerable amount of civil and judicial annoyance manifested itself when the High Commissioner, Mr. G. R. Powles, ordered the re-hearing of a case wherein a Samoan salesman had been convicted by Judge Rothwell of stealing one shilling from Morris Hedstrom Ltd. and sentenced to 14 days' gaol. Mr. Powles presumably thought the sentence excessive in view of the amount involved, although he also knew the background was that petty thieving—particularly of employees from their employers whom they evidently regard as fair game—is so rife in Western Samoa that it has come to be almost an occupational disease.

Judge Rothwell (presumably because there was no other Judge available at the time) re-heard the case, and found exactly as he had on the previous occasion—but this time he had something to say about it.

In a fairly lengthy statement he said, in part: "The section (No. 245 of the Samoa Act, 1921) makes possible the exercise of a semi-judicial power without any of the safeguards of hearing, or proper investigation, and must of necessity tend to capricious and irresponsible order for a new trial, and paves the way for the application of pressure whether political, personal or otherwise. The prestige of the court is necessarily weakened."

The Samoan salesman, he made clear, had the same right to appeal to a higher court after the second hearing, as he had had after the first.

The other Territory involved in judicial differences of opinion was, or course, New Guinea, where the now celebrated Sear case has created a 14-days wonder in Australia.

In this event, it was not the Administrator of Papua-New Guinea who attempted to (as Judge Rothwell, of W. Samoa, might have put it) "exercise semi-judicial power"—he did not have time to get around to it before Minister for Territories Hasluck was on the job.

Although Judge Kelly did not deliver his verdict until May 20, by May 22 the Public Relations Office in Port Moresby was able to issue a statement on behalf of Mr. Hasluck (who was in Australia), not only to the effect that Mr. Hasluck had called for an examination of the documents relating to the trial, but that the purpose of the examination conducted through the P-NG Crown Law Office, was to find whether it would be possible to successfully *"bring an appeal to have the sentence increased."*

It is obvious that Mr. Hasluck was—as they say in Australia—sweating this one out, and that when a verdict was delivered that he did not like, he simply put into motion the machinery that could, perhaps, undo it.

And, in case the Press should leap to the conclusion that Mr. Hasluck was making a practice of these things, on the same Press hand-out that outlined his intentions in the Sear case, this paragraph was appended:

Some editorial comment has referred to the case of Namatjira. [Namatjira, celebrated aboriginal artist, was found guilty of having supplied liquor to other aborigines.] The intervention of the Minister in that case was not an intervention into the work of the Courts. After the Courts had completed their work and the sentenced man had been handed into custody, the Executive made a decision in conformity with the Prison Regulations regarding the place where the sentence should be served.

It's ancient history now, but as we remember it, it was before Namatjira's appeal case had been decided that Mr. Hasluck announced that "no matter what the verdict", Namatjira would never serve his sentence locked up in an ordinary gaol.

It is obvious, of course, that Mr. Powles and Mr. Hasluck have acted with the highest principles, in both cases cited here.

But if this sort of over-riding authority can be exercised on the courts of the Territories of Papua-New Guinea and West Samoa; if citizens of either Territory have to stand trial, not only before the Courts but before officials and Cabinet Ministers; then why not do away with the expensive trappings of fully constituted Courts—even when they are presided over (as they are in most cases) by men who not only know the law, but have had long experience in the Territories in which they perform their judicial functions?

Some sort of Supreme Being, who will take his orders direct from the Government of the day, might fill the official bill a lot better. Although it is doubtful if even the academic experts who have had so much to say in the Sear case, would regard that as being according to the best principles of Democracy.

☆ ☆ ☆

How Not To Help The S. Pacific Commission

THERE is evidence lately that the South Pacific Commission has been profiting by experience. It's been learning that a few things done well are better than many things only half-done; that an avalanche of paper from Noumea is far less valuable than a personal contact across a desk; that South Pacific Governments are fickle bodies, led by politicians and public servants who are brim full of little jealousies and parochial arrogance, so that a wily approach is called for. Unfortunately, because of the bad will engendered by some of its earlier mistakes, the SPC is having some difficulty in spreading news of its new attitude, but there is reason to believe that it will win out in the end.

Member Governments will help the SPC in its comeback if they revise their attitudes and at least meet the SPC half-way. For instance, *PIM* understands that one factor that is holding up the work of the Commission is the insistence by Canberra that all SPC communications to Australian territories must go through that capital city, instead of direct. This is frustrating and time-wasting.

Canberra should either (a) explain how anybody gains by this insistence on maintaining a bureaucratic bottleneck (b) give SPC and territory officials credit for having a little bit of intelligence, and wipe the system right away.



This old photo of early BP skippers was published by "PIM" in April. This month, Captain Brett Hilder (see below) and "Tolala" (see page 32) have something to say on the matter.

And there will be further interesting personal memories of the "old skippers", in an early issue, by "Supercargo".

The Editors' Mailbag

ıose Old ? Skippers

Tolala, in his Talk-Talk column, is issue, has something to say out that old 1920 photo of Burns ilp skippers. Now Captain Brett lder, representing the present neration of BP Masters, adds a more information:

Captain MacInnes made two mis-es. He confused the two Williams Jazz and Taffy. Number five in e standing row is Taffy. And Capt. MacInnes is not the only sur-or. Captain G. E. Williams is l living at Roseville, Sydney.

Here is something about the rest them: Inset, left, Teddy Hillman, ired and died in the 1930's. Inset, ht, J. MacInnes, living in Queens-n d. Standing: Georges Ewart Cyril" or "Jazz") Williams, retired m BP about 1937, later in MS ard; Captain Weatherall, of ss kambo, 1918; Norman Smith, *Marsina*, retired and became a rine Surveyor, died about 1950; idy Griffiths; D. J. ("Taffy") lliams, still serving with BP's in rld War II; Surtees Rothery, ster of *Malaita* when he retired, d 1957.

eated: Alex Donaldson, who went sea 1891, joined BP in 1913 as ster of *Morinda*, died as Master *Mangola*, in 1949 while his auto-biography *Fifty Years Too Soon* was in the press; Sam Mortimer, retired from ss *Marella* about 1937 and died only of recent years; Stanley G. Green, Marine Superintendent until his death about 1942 when he was 88; William Voy, of ss *Mindini and* ss *Mataram*, 1920-30.

When Shirley Baker Became Anglican

The following interesting note has come from Mrs. Clara Elizabeth Cameron, of Southport, Queensland. She was a daughter of the Cocker family, still well known in Tonga.

I was interested in reading in April *PIM*, "Fascinating Memories of a Turbulent Phase of Tongan History", by J. D. Whitcombe, who said: "Mr. Baker, who had departed from Tonga as a Wesleyan, returned to Tonga, with his daughter, as a Church of England minister."

The Rev. Shirley Baker christened me in the Wesleyan Church, on the little hill of Saiome, Nukualofa. The church is not there now. My father, Joshua Cocker, had the contract to remove it to Nafualu Wesleyan College for Boys, two or three miles out of Nukualofa, on the Hihifo Road.

Mr. Baker left the Church to become the Prime Minister, and the Rev. J. B. Watkin became the Minister of the new Tauataina Church (Free Church), of King George Tubou I, of Tonga.

When Mr. Baker went away from Tonga, he returned some years later, and lived in Lifuka, Ha'apai; with his daughters, Alice, Beatrice, and Laura.

Ofa, the daughter of Ma'atu, Chief of Niua Toputapu, informed Mr. Baker there were many Tongans, including herself, in Nukulalofa who wished to become members of the Church of England. They would be happy if he came over to Nukualofa to be their Minister.

Mr. Baker came and lived in Mango Cottage. At one side of the property a large tin shed was built, and there the first Church of England service was held.

Then Mr. Baker invited Bishop Willis, of Honolulu, to come to Nukualofa and take charge.

Bishop Willis accepted, and Mr. Baker returned to his home in Ha'apai.

When Mr. Jack Whitcombe's father left the Government College he opened a school for European children known as "Finefekai", Nukualofa. I was a pupil at that school. It did not last long. Many years later "Finefekai" became the boarding-house of Mrs. Smith.

NI "Likes Mr. Hasluck"

Mr. Hasluck, Australian Minister for Territories, likes Norfolk Island; and, writes a correspondent, Norfolk Island likes him—it is felt that he

nla.obj-331394895
National Library of Australia

He Defends New Guinea Hotels

More Letters From The Editors' Mailbag

is working for the best interests of residents "with never the wave of the big stick".

Latest occasion for this mutual admiration was in late May when Mr. Hasluck accompanied Cardinal Gilroy to the Island to officiate at the opening of the new Roman Catholic church. After these ceremonies, the Administrator and Mrs. Leydin gave a luncheon party, etc.

Earlier the same day, Mr. Hasluck . . . . "met members of the NI Advisory Council and discussed various matters with them. It transpires, as we have thought for some time, that the Council is not happy about the proposed Norfolk Island Council Ordinance, to the tune of 7 to 1, and would prefer to carry on with the existing form of Administration, with preferred, a little more say in the matter of spending locally raised moneys. One gets the impression that Mr. Hasluck has no desire to force the issue and impose unpopular legislation and the outcome may be that a referendum will be held."

Wacko—as they say in the purlieus of Woolloomooloo. But what a pity Mr. Hasluck doesn't extend this beneficence to New Guinea and hold a couple of referendums there.

Mr. Gibson's Fan-Mail

The fact that the Fiji Government sent a European—Mr. H. B. Gibson—to the South Pacific Conference at Rabaul as one of its three delegates, came in for a lot of criticism from some quarters. So did Mr. Gibson. But he also had his fans.

No less than two Rabaul Territorians (and that's a pretty big score for the Territory on such a subject as the SPC) have written letters about it. One calls himself White Territorian; the other Old Territorian.

Says White Territorian: "The delegate who spoke most sense at the SPC was Harold Gibson—the European from Fiji who moved to delete the word 'indigenous' from the recommendations regarding the various suggestions for the advancement of the peoples of the Pacific, and the substitution of the word 'locally born'. If the SPC is designed only to help and protect the indigenous people, I see no sense in continuing it."

Old Territorian expresses much the same sentiments and concludes: "I am sorry that the motion to delete was defeated for I think that the South Pacific Commission will fail if the idea ever becomes current that it will help 'indigenous' people but will do nothing to promote the welfare of the countless immigrant population which abounds in so many parts of the Pacific. It is typical of the spirit existing in Fiji that Mr. Gibson was backed by his own 'indigenous' Fijian delegate."

Every Want Supplied (He Says)

Mr. Charles J. Fonceca springs to the defence of hotels in Papua and New Guinea in a letter from Rabaul —as a follow-up to an article that appeared in March *PIM*, and a letter to the Editor in April *PIM*. But just for the record, let us get this straight: The original *PIM* article was about Tourism—with a capital T—as a money-earning industry catering for international tourists who, irrationally perhaps, expect to find a dim relationship between the hotels in Pacific Islands and those they get in, say, Rome, London or Hawaii. And in this context we are very much afraid that the majority of P-NG hotels do not "cater for every possible want of the traveller".

This is what Mr. Fonceca says:

As a resident of New Guinea since 1946, when I joined the Administration straight from the Army after seven years of active war service with the Permanent Army in Australia, and slightly later with the 2nd AIF (also service in 1914-1918 show), I take very strong exception to the remarks of your correspondent, Malcolm McDougall.

Right throughout the years I have been resident in this Territory I have received nothing but courtesy and all the possible amenities from the various hotels.

From the days (1946) of the old Hotel Moresby (Bottom Hotel) through the Hotel Papua to the old Cecil, commanded by dear old Ma Stewart (you will remember it was the AWAS barracks during the war); across the Butibum (one plank bridge) right up to the up-to-date pubs at Boroko (Port Moresby), New Cecil (Lae), Madang, Goroka, Wau, Pine Lodge (Bulolo), Rabaul Ascot (with six air-conditioned rooms); Cosmopolitan (Rabaul); Kappi's new pub at Kavieng—every possible want of the traveller is catered for.

I detest people without real Territory experience expressing unconfirmed opinion. I might add I have just completed 3½ years management of Rabaul's leading hotel and feel qualified to express my opinion.

A Lot of Fun At 8d. A Day

In a letter dated April 7, Mr. K. P. Wright, now of Quirindi, NSW, but once a banana grower and pastoralist in Fiji, goes back over some ancient history in an entry made in his diary of precisely 53 years before.

He says, by way of explanation, that at that time labour was either indentured Indian, under a five years' contract, at one shilling a day; or Fijian, mostly from Kadavu, at 8d per day.

Evidently some of the Fijians had been playing up, because under the entry of April 7, 1906, Mr. Wright wrote: "Delivered to Joeli, Seru and Qio their summonses. They refused to take them so I got my father as witness, and called out each man and read his summons then put it on the door-step. Joeli, the *turanga ni cakacaka* put them out with a stick".

An entry two days later says: "Father went to Suva and engaged Humphrey Berkeley's services for the 11th".

And under April 11: "Court cases heard. Berkeley appeared. Defendants fined 6/- ea."

After the passage of 53 years it is still possible to see that Joeli, Sera and Qio must have had a lot of fun; but it cost them the equivalent of nine days' pay to have it.

A note from Mrs. Elsie Noble Caldwell, of Los Angeles, reports that her new R. L. Stevenson book, in which much new biographical material is incorporated, will be published in August, by the University of Oklahoma Press.

FOR SALE

Generating Plant

Two "National" R4A8, 400/440 H.P., 600 R.P.M. Diesel Engines direct coupled to 275KW, 415/240 volt, 50 cycle "Brush" alternators, complete with switch-gear, voltage regulators, water coolers and air bottles. First class condition. Have only run 1,800 hours each. Will sell as complete unit including air compressor, connecting cables and station meters for £10,000 as and where they stand or will consider best offer for all or part.

Further particulars from:

General Manager,
BOND'S INDUSTRIES LTD.,
P.O. Box 36 Camperdown,
N.S.W., Aust.

nla.obj-331395142
National Library of Australia

BY APPOINTMENT
TO HER MAJESTY THE QUEEN • MANUFACTURERS OF PAINT

THE WALPAMUR CO LTD

DARWEN • LANCS • ENGLAND

is happy to announce that its Subsidiary

THE WALPAMUR CO (N.G.) LTD

(formerly TIP TOP PAINTS)

was officially opened by
His Honour, The Administrator

BRIGADIER D. M. CLELAND, C.B.E.

on

Friday, May 15th, 1959

nla.obj-331395272
National Library of Australia

Advertisement

U.K. CAPITAL INVESTMENT

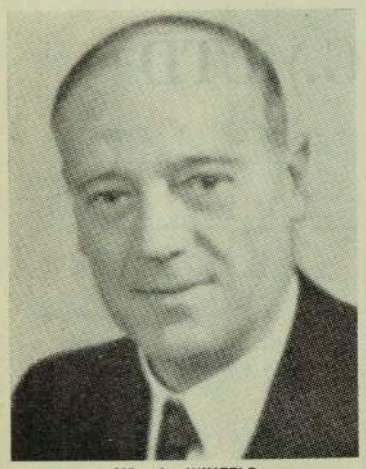
proves faith in future of New Guinea

Consistent with the growing trend of British Manufacturers to expand within the British Commonwealth of Nations, The Walpamur Company Limited of England, through its subsidiary company, The Walpamur Co. (Australia) Limited, has now opened its latest factory in Port Moresby. The opening ceremony was performed on May 15 by His Honour, the Administrator of Papua and New Guinea, Brigadier D. M. Cleland, C.B.E.

The march forward in the South Eastern area by the Walpamur Company started in October, 1956, when they bought Tip Top Paints (Aust.) Ltd. and all its subsidiaries.

THE BIRTH OF A HUGE INDUSTRY

The Walpamur Company Ltd. is a subsidiary of the Wall Paper Manufacturers Ltd. whose history dates back to 1844 when Charles and Harold Potter acquired the Hilton Paper Mills at Darwen, England, at that time one of the world's largest paper mills. Paper staining was added to their manufacture and the wall papers they produced were of such quality that they soon became world famous.



MR. A. WHITTLE,
Chairman of Directors,
The Walpamur Co., Ltd.,
England.

It was from their business that there developed a great combine known as the Wall Paper Manufacturers Limited—today one of England's leading industrialists.

MOVE INTO PAINT MANUFACTURE

In 1906 a decision was made to branch into paint manufacture. Working in primitive conditions, the small staff produced a water paint of the distemper type. Twenty tons a week was the total output and the paint was carried by the travellers simply as an additional line. As the demand for this product grew, extra staff was necessary. The manufacture of oil paint was commenced and the first exports made to South Africa. After these successes, a decision was made to give the product a more individual name. The Manufacturers' title (Wal-Pa-Mur) was selected and the name Walpamur was born. It is pronounced Wall-pamure.

MANAGEMENT TURNS TO PROGRESSIVE AUSTRALIA

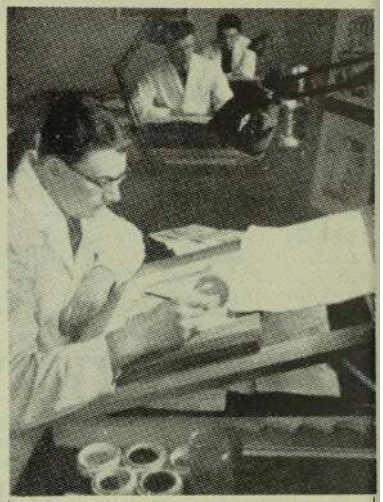
In 1956 a decision was made to examine the possibilities of spreading the activities of the Company to Australia. Two Directors N. Jepson and A. Brook arrived in Australia during October of that year and began enquiries. An interview with the energetic founder and Managing Director of Tip Top Paints (Australia) Limited (Mr. P. A. Morawetz) had its culmination when a formal public announcement of the incorporation of the Tip Top Paints (Australia) Limited by the Walpamur Company (England) Limited was made.

TRIBUTE TO THE TIP TOP PAINT COMPANY

When the Walpamur Directors came to Australia, their mission was to locate a vigorous, young Company that had been modelled along the same lines as their own Company. When they learnt that the extensive Australian network of Tip Top factories had been established in the short span of 17 years they knew their mission had been achieved.

SMOOTH TAKE-OVER EFFECTED

Negotiations resulted in acceptance of Walpamur's offer and Mr. P. A. Morawetz was retained as Managing Director together with the complete Tip Top staff. A gradual change-over that would not disrupt the excellent Tip Top organisation was decided upon. As the considerably larger Walpamur financial and technical resources became available,



Walpamur have been leaders in the more varied use of colour in domestic decoration, factories and all types of public buildings. A large staff of artists is constantly occupied in the Studios, preparing colour schemes for many important projects.

the laboratories began an intensiv testing of Australian made Walpamu products made under Australian con ditions. It is most important tha the public should know that neithe time, technical skill nor money ha been spared in its preparation.

INTERNATIONAL STATUS OF WALPAMUR

The overseas business of Walpamu forms an important part of th organisation. A subsidiary was se up in Eire in 1933 as a separat manufacturing company. A few yea earlier a warehouse and office ha been opened in Montreal to handl paint shipped from Darwen. In 193 the Crown Diamond Paint Compan Limited was formed for the loc manufacture of Walpamur Paints Outremont, P.Q., to where th business of the Company was tran ferred from Montreal in 1932.

A South African subsidiary wa opened at Port Elizabeth in 195 This factory manufactures a fu range of Walpamur products an distributes them throughout th union. The venture has surpasse all expectations. The acquirement Tip Top Paints (Australia) Ltd. plac Walpamur very solidly on the ma in the Southern Hemisphere.

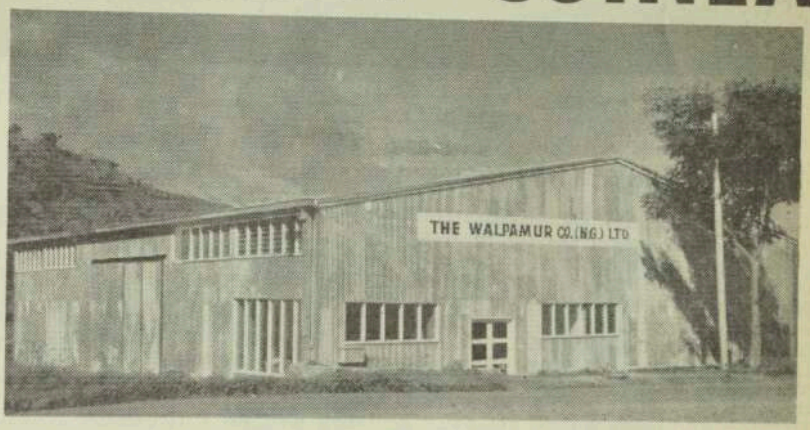
To achieve and maintain the hig Walpamur standard of quality, ra materials are brought literally, fro the four corners of the earth.

nla.obj-331395406
National Library of Australia

Advertisement

WALPAMUR—NEW GUINEA

With the opening of the Walpamur factory in Port Moresby comes to a close a chapter in the history of a remarkable immigrant industrialist.



THE NEW WALPAMUR PAINT FACTORY AT PORT MORESBY.

Paul Morawetz arrived in Australia in early 1940 bought machines and set up in business making Paint in Victoria.

In 1942 Morawetz met Sir Robert Cosgrove, the then Premier of Tasmania and after many important discussions established a factory in Hobart. Tip Top Paints became the first State aided enterprise in Tasmania and the example of their success has no doubt attracted many others.

In his belief that the smaller states of Australia offered greater scope (though smaller markets) Morawetz went off to Perth in 1945. The outcome of his visit saw the beginning of the third Tip Top factory which to this day remains the largest and most important in the group supplying over half of all the paint made in Western Australia.

In early 1952 Tip Top established its fourth manufacturing unit in



MR. P. A. MORAWETZ, Managing Director for The Walpamur Co. (Aust.) Ltd.

Townsville. When Mr. V. C. Gair the then Premier of Queensland opened the factory, it was the first secondary industry that had ventured so far North. Today Townsville is an important centre of secondary industry—a mere 7 years from Tip Top's venture.

In the search for further small territories Morawetz decided to have a look at New Guinea. The market was small, but it had great potential wealth and it was important strategically.

While he was negotiating how to raise the necessary funds, he found a large English Company who were interested to obtain a share of the Australian market. In November, 1956, the Walpamur Company of Darwen bought all the issued share capital of Tip Top Paints. New Guinea did not sound an attractive proposition to many of his colleagues, so Morawetz flew to England to plead and won. "And so", he says now, "I have achieved my last territorial ambition". After twenty years of watching over the destinies of Tip Top Paints, of building it from a turnover of £10,000 to approaching the million mark, Morawetz is laying down the reins at the end of the year to devote his time and energies to other matters.

MR. E. J. EMERY

Mr. E. J. Emery, who has been designated to succeed Mr. P. A. Morawetz as Managing Director of The Walpamur Co. (Aust.) Ltd. when the latter retires on December 31, 1959, was born in Vienna, 42 years ago. He was educated on the Continent and in England and started his commercial career with a machine tool factory in India. He joined the Indian Army soon after the out-break of World War II and saw active service first as an infantry officer and later in the Iintelligence Service in the Middle East and Europe. After the Armistice he was seconded to the British Foreign Office for special duties in occupied Austria and was demobilised with the rank of Major.

Mr. Emery came to Australia in 1947 to take up the position of Sales Manager for a Swiss machine tool company, and entered the paint industry in 1951 as Victorian Sales Manager for Tip Top Paints. He became Manager for Victoria a couple of years later and was appointed to the Board of The Walpamur Co. (Aust.) Ltd. soon after the acquisition of Tip Top Paints by The Walpamur Co. Ltd. of Darwen, Lancs., England.

MR. G. R. MANN

He came out from England in 1950. Having worked with I.C.I. at Slough, he applied for a job at Tip Top Paints and worked in the Laboratory until an opening occured when the new factory in Townsville was being considered. He installed the machines, supervised the initial establishment and became the first factory manager. He stayed until 1958 by which time the factory had trebled its output. When the New Guinea factory was first mooted, Geoff volunteered again.

Since Ocober last year he has been living in Port Moresby, meeting people and making friends. Once again the installation from scratch was his responsibility. Now he watches over a team of Papuans aided by John Ellis as factory manager and spends his time between production sales and administration.

nla.obj-331395530
National Library of Australia

TERRITORIES TALK-TALK

By Tolala

Old photographs certainly awake old memories of the past, and the one published in April *PIM* (p. 111) of the B.P. skippers, said to have been taken about 1920, was no exception.

Captain "Teddy" Hillman (left inset) was for years Master of the good ship *Mataram;* Cyril or "Jazz" (*not* "Taffy) Williams skippered the *Montoro*; 2, 3 and 4 in the back row I cannot place, but the fifth is "Taffy" (D. J.) Williams, one of the last skippers to leave Rabaul when the Japs were knocking at the door. He was Master of *Matafele* and made a good get-away with Judge Bathgate, Auditor Paddy George and some bank officials.

Rothery was equally well known as Master of *Melusia* and *Montoro*. I think it was the *Marsina* on which I first met McInnes. A most popular man with the passengers, a good bridge player. He swallowed the anchor back in the late thirties to handle a miner's pick on the Morobe goldfields.

As for Donaldson, he was the first BP skipper I travelled with on the ill-fated *Matunga* in 1915, and Willy Dupain was aboard, proceeding to Rabaul to look after the BP interests in that military centre.

Thirty years later it was Donaldson who skippered the *Marella*, which took me out of Lae after 3½ years in the Jap boob in Rabaul. At Cairns Willy Dupain stepped aboard again. He was BP manager there.

W. ("Billy") Voy I first travelled with in December, 1915, when Corrigan was his chief engineer in the *Mindini*, an old-time favourite with the Solomon Islanders. Phil Coote (later manager of BP's at Rabaul) was a passenger as was also the famed Manning Straits diver, Jimmy Gibson.

They were a good crowd these old-time skippers; always obliging and wonderful ambassadors for the owners of these chequer-board funnelled steamers ploughing through the Southern seas. A wonder that some facile pen has not recorded their doings over the past three decades. Their logs would make interesting reading.

Twenty-Two Years Ago

"I have an old souvenir of the Rabaul eruption, and I thought you might like to have it—knowing that all your own records were destroyed," said Leo Baillie to me a few days ago. Leo is manager of the local Bank of New South Wales in this neck of the NSW woods. I met him first in Rabaul just prior to the Big *Quria*, when he was on the bank staff there.

It was good to see this old souvenir, dated June 4, 1937, with its mast-head sketched by "Tony" Anthony, who is still with Lands at Moresby.

How well do I remember churning out this first Eruption Edition of *The Rabaul Times*, typing the stencils, assisted by Bishop Vesters and his staff at Vunapope, who brought rest and relief to so many nerve-wracked folk, refugees from Rabaul as Vulcan and Matupi blew their tops.

The frangipanis bloomed again in Rabaul and, despite individual optimism, the official dictum was to move the Capital to Lae, but before that action was completed, Nippon put its oar in and in '42 made the town and harbour its southern base of operations. By '44 the town was a mass of rubble from Allied bombing and yet. . . Once again Rabaul reared its head and has, in these post-war years, become a flourishing modern township.

Surely Rabaul's capacity, within two decades, to overcome the wrath of Nature and of Modern Warfare, is unique.

Thoughts On The SP Conference

From what I gather from the SP gathering at Rabaul, it seems that natural native life, being gradually absorbed by western civilisation, claims the highest marks. And I wonder what impression many of the highly-civilised Polynesian delegates—wearing their native costumes—made upon the trousered Melanesians.

Why must we Westerners delight in putting our so-called converts into shirts and trousers?

Those responsible for drawing up the SP Conference agenda must be congratulated on the good timing for the speech delivered by Chimbu Headman, Kondon, who added just



Some of the 22 students and ex-students from Tudor House, Moss Vale, NSW, who were given a 10 day trip through P-NG in May, photographed in Goroka. At left is Mr. R. A. Kearney, senior master, who accompanied the group. Details were organised by Mr. Bob Bunting, MLC. "Tolala" says: "Hats off to the organisers of the tour. The itinerary included Wau, Bulolo, Goroka, Lae and Popondetta. Now this IS something that Australians badly need: A first-hand realistic contact with a country and its conditions so little known by the people of the Mainland. Especially is it of value at the impressive Teenage, and if Bob Bunting had anything to do with it the boys would have a good insight into true New Guinea life, not just the window-dressing which accompanies so many of these officially-arranged tours, high-lighting only what the Administration has done for the country."

nla.obj-331395660
National Library of Australia

t *soupcon* of primitiveness to phasise the general advancement the more sophisticated delegates m P-NG. It was an admirable tical move.

f course, you can't please every-, and Rabaul critics were some-t caustic about the Adminis-or's SP party in Rabaul which, trary to his past policy of sup-ting the loosening of alcoholic s, was "dry"—with tomato juice, e and lemonade predominating!

ull Dish

here's no doubt that Minister luck has had a well-filled dish digest for some months past. here was the NT Legco "strike"; Namatjira incident and the gation of judicial power; the uneram Inquiry; P-NG Taxation the subsequent stand of the o Members; the consumption a village constable by "Tiger ntry" natives in the Upper ari area. (Fortunately, not in Trust Territory, so it's none of 's business). And now the Sear en case, with its attendant icity and protests, launched by le and organisations whose rance of NG makes their ibes nothing less than farcical, ical or fanatical.

ies (the Ram), governing the logical destinies of Paul uck—he was born April 1—must had some bad aspects during period!

dlines

. Hasluck's Department never much of a go from the Press. an example of unsympathetic work take the headings of the ey papers when the Spleen "broke":

ined £150 for Slaying Native," ing Verdict. Judge Tries ner," "Judge Refuses to Jail e Killer in NG." "Fine, No Gaol, European Who Killed NG e," "Minister Requests NG h Probe," "Inquiry on NG Fine Killing."

anted, the Judge's candid com-s were unwise in face of nt-day global racial conscious-granted, also, that the ed's action contributed to the ental death of the native. Was sufficient justification for such tional headings? A "Slayer" a "Killer" is usually connected one who deliberately causes . This was not applicable to I repeat, the publicity ring in the Sydney Press was unfair and unfortunate.

one can blame the Minister he speed with which he called full Inquiry. Possible reper-ons to P-NG incidents in UNO, Union and Church quarters only too well appreciated by Hasluck and his Department, the danger lies not in the actual event, but how the event is described by political opponents, whether they be Afro-Asian Members of UNO, Trade Union Officials or Missionary organisations with a chip on their shoulder.

Developments in recent months have made many jittery over the Racial Question, but picking on the P-NG Administration for some imagined act hostile to racial integration, is not going to make the slightest difference in the global attitude towards the Colour Question. The real cause goes back long before our life-time, and these Australian political critics are offering nothing to ameliorate the general attitude.

They are years too late. We are merely carrying the sins of our fathers "unto the third and fourth generation."

The writing is already on the wall in Singapore. And what red spot on the map has been better hand-fed than that area, where they are now shouting: "Out with the Whites!"

Some Personalities

A trip to Sydney Town last month gave me a few contacts with some of the B4s who still gather at the popular caravanserai that caters to P-NG tastes:

There was big Syd Pasley from Kavieng-way, with divided interests between sporting events and Dr. Calov's consulting rooms; there was genial Vic Pennefather, looking remarkably fit considering that Vic served in the Boer War; Tex Roberts (Vic's mate) taking life easy these days. And there was Colin Marr, down from his property at Orange to attend the Sheep Show, looking as hale and hearty as ever, but reported his Dad (Sir Charles) was not in good health.

In a recent letter from Up Yonder my correspondent wrote that Bishop Wade had come out of hospital, but was to receive further treatment amongst relatives in the USA, and have a "good holiday." He left at the end of April en route for St. Joseph's Hospital, at Orange, California, which is conducted by the same Sisters as those at Haheila (Buka). If anyone is deserving of a good rest it is Bishop Wade, who for just on 30 years as Bishop of the Northern Solomons has devoted himself unsparingly to the work.

We were next-door neighbours down in Buka, before he was consecrated as a Bishop, and we tried our skill as hair-dressers on each other. I was not too hot with the shears. "Never mind," he consoled me, "what's the difference between a good and a bad hair-cut?"

I didn't know. "Three days," he replied with a chuckle.

In a letter which the Bishop wrote not long ago to another well-known Buka identity—Fred Archer —he said: "I remember you coming



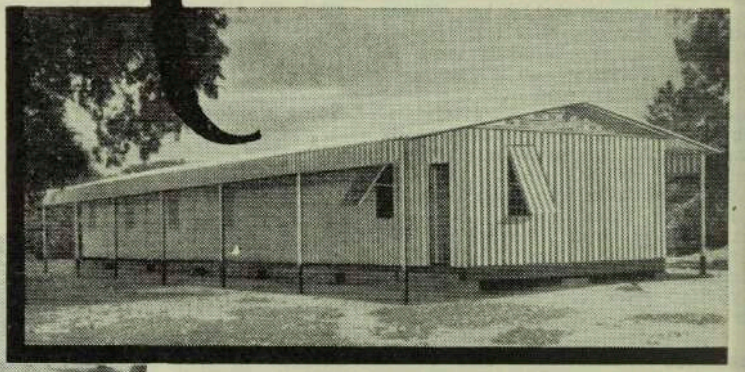
nla.obj-331395797
National Library of Australia

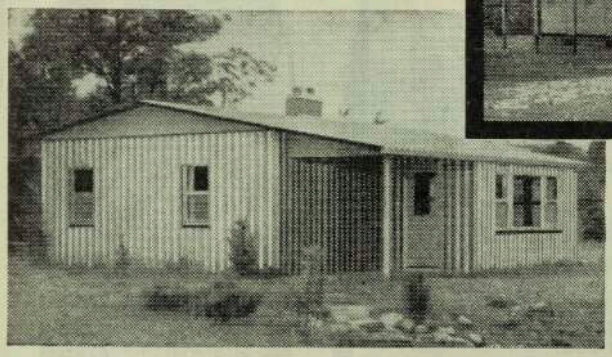
ECONO Frameless CUT BUILDING COSTS

ALUMINIUM BUILDINGS

- precision cut for simple, speedy erection
- structural members eliminated
- standardised sections give added economy
- lightweight—easier and cheaper to transport

- ECONO—Frameless Aluminium Store
- ECONO—Frameless Aluminium 5-room Cottage





Kingstrand Frameless Aluminium Buildings by ECONO are designed for erection on any level foundation, quickly and easily, by unskilled labour—a spanner and screwdriver are the only tools required. Specially formed aluminium sheet walls are load-bearing, thereby eliminating all columns, studs and framework. Constructed entirely of standard sections and parts that do not require painting means reduced material, erection and maintenance costs. And transportation costs are considerably less—a typical 750 sq. ft. unit packs into a single crate weighing less than 2,000 lbs. gross, measuring only 39 cu. ft. Termite proof, corrosion resistant, ECONO Frameless Aluminium Buildings are ideal for houses, stores, hospitals, garages, etc. Write for full details and prices.

ECONO PRODUCTS METAL BUILDING MATERIALS

ECONO STEEL COMPANY

Division of Tulloch Limited

AUSTRALIAN MANUFACTURERS OF KINGSTRAND FRAMELESS BUILDINGS

Concord Road, Rhodes, N.S.W.—UF 1231 ● 140 Robinson Road, Geebung, Q'ld.—LX 3021

DOWSETT ENGINEERING (AUSTRALIA) PTY. LIMITED, 12 Crescent St., Hunter's Hill.
Distributors for Australasia, Papua, New Guinea & South Pacific Islands.

nla.obj-331395921
National Library of Australia

Tolala Says: "Splenetics Are Dangerous"

It is time that a realistic attitude ›e adopted where splenetics, en-:aged for plantation work, are con-:erned.

For years in Rabaul I listened to nuch court evidence in various rials of "unlawful killing" when a iative worker had died from a uptured spleen, and medical evid-nce emphasised the degrees of anger which faced both the worker nd the employer. A ruptured spleen ccurs often on the slightest move-nent of the body—a twist, a turn, sudden jar. It does not require blow.

But the greatest dangers of a plenetic, insofar as the employer or overseer) is concerned, are the eneral bad temper, laziness, sulki-ess and disturbing influence mongst his co-workers which seem › be part and parcel of the suf-:rer's ailment. All these traits cause ie person in authority to become rejudiced towards the individual ith such temperamental qualities.

As a worker of native labour ›me years ago, it took me some me to discover this danger but, aving done so, I detailed these ifferers to special light duties and ied to avoid any arguments with ie gentry.

In order to protect both the ›lenetics and their employers, I ould suggest, with all due rever-nce and respect to Administration fficialdom, that when natives suf-:ring from enlarged spleens are esented for "signing-on" they › rejected as "medically unfit." hat would be a safeguard for verybody.

Buka in late 1927—a tall young an, in topee and wearing white icks and a bow tie. Your ambition as to work hard at Jame, repay ›ur debts to the financing firm, id then go and tell the manager hat *You* wanted. You aimed to t on his desk and spit on the ›or as a preliminary! Congratu-tions on having achieved your ›jective! The years are passing, ed, and few of us Old Timers re-ain".

n Top Of ie Wave

According to financial writers in e Sydney Press, P-NG is in for boom period owing to the high ice of copra and despite (or be-use of) the contemplated intro-ction of taxation with hoped-for lief from export duties. Let's all pe the optimism is justified and spanners are thrown in the rks.

Personally, I am inclined to view boom times with a certain amount of reserve.

Latest plantation flotation to receive publicity is that of Bali, a property as famed at one time in TNG (for its high copra production) as its name-sake, off the east coast of Java (for its dusky maids and their dancing).

Bali, located on Unea Island in the Witu Group was a prize plantation of the old Neu Guinea Kompagnie and if my memory serves me right, was the highest copra-producing estate in the territory at one time. When Expro-board properties were disposed of this gem went to Harold Coldham, and in years just prior to War II, Harry (Red) Murray was its manager. At one time the labour supply of Bali presented no problems, there were sufficient "locals" available as it was the only plantation on the island. What the position is now, I wouldn't have a clue.

It would seem that the good Old Firm of BP are optimistic as to Islands prospects and contemplate expansion. Their crystal ball is invariably accurate and deserving respect. I notice that Choiseul Plantations (a BP pup) is still able to maintain its 30 per cent. divvy.

Another NG company, Dylup Plantations Ltd., is getting along very nicely. And the proposed tax, as reported by Chairman Warner Shand, will not affect its profits.

LANTERNS
by
DIETZ



Burn Brighter, Steadier, Longer!

Over a Century of Unfailing Reliability

Sole Distributors Pacific Islands:

TALLERMAN & CO. PTY. LTD.

60-62 York Street, Sydney, Australia

Cable: "Freshet", Sydney. Phone: BX 3411

nla.obj-331396053
National Library of Australia

Make YOUR Holiday a Happy One

OWN YOUR OWN CAR

Buy it from us!

Each of these selected cars is covered by a written 30-day GUARANTEE—each is mechanically perfect—your costs will be considerably lower than normal hiring rates—and there is no restriction on your enjoyment.



Sell it back to us!

SAVE MONEY

Buy one of our guaranteed cars.
Drive anywhere you like.
Drive your own holiday car.
When your holiday is over

BOOTHS will buy it back!

• Use our SPECIAL HOLIDAY PLAN— it will cost LESS for that fascinating Holiday

NORMAN G. BOOTH
PTY. LTD.
(Metropolitan HOLDEN DEALERS of Monaco)

USED CAR DIVISION

259 PACIFIC HIGHWAY, NORTH SYDNEY

PHONES
XB 8049
XB 9232

The Manager, NORMAN G. BOOTH PTY. LTD.,
259 Pacific Highway, NORTH SYDNEY.
Without obligation, please send me free particulars of your
SPECIAL HOLIDAY PLAN

NAME .....

ADDRESS .....

Taubmans Fashion Colours



for outside and inside

- Sparkling Enamelised BUTEX resists sun and sea air. Lead-free!
- Luxurious practical REVELITE WALL ENAMEL lasts for years longer.
- Wonder interior matt finish GAYDEC can be washed again and again.

—and they're both lead-free.

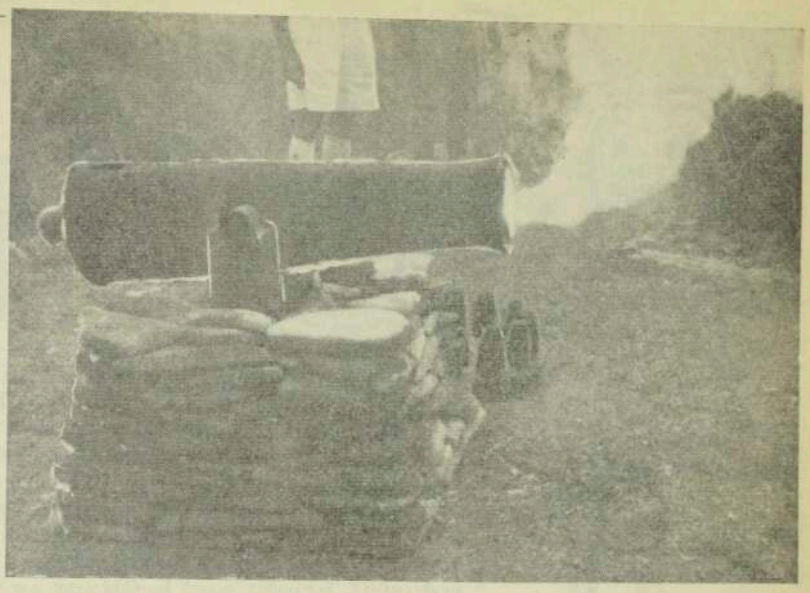
Sole Distributing Agents:

NEW GUINEA: NEW GUINEA CO. LTD. **Kavieng, Rabaul, Kokopo, Madang, Lae.**
PAPUA: STEAMSHIPS TRADING CO. LTD. **Port Moresby and Samarai.**

nla.obj-331396187
National Library of Australia

Historic Shot

A real honest-to-goodness George III cannon, loaded with grape and propelled by signal flares, was used as a salute at the opening of the Greig Memorial on Fanning Island. Below is the memorial plaque, which is seen in the bottom picture covered by a flag just prior to the unveiling. Above the flag is the bronze propeller from the schooner "Fanning".





NOW THE GREIGS HAVE A MEMORIAL



For over 100 years there were Greigs on Fanning Island — four generations of them in direct descent from the original William, who landed there and took over the island about 1857. When Hugh Greig, the last of them died in 1956, we said it was the end of an era.

IT wasn't, of course, the end of the story: As long as Pacific history continues to be recorded and read, the Greigs will have a place in it—with memory helped out now by the memorial navigation beacon built at the entrance to English Harbour, Fanning Island.

The beacon has been there now for many months—it was unveiled by Air Vice Marshal T. A. B. Parcelle, CBE (commander of one of the mysterious task-forces that operate around the central Pacific these days) last September. But mail and news travel slowly from those parts. Mr. P. F. D. Palmer, manager of Fanning Island Plantations Ltd. has recently supplied details of the memorial, which in intent is a composite one, although named the Greig Memorial.

The purpose of the truncated pyramid of water-worn beach-rock is to perpetuate the memory of:

- Four generations of the Greig family (1857-1956), who owned the atoll and saved it for the British Crown.
- The discoverer, a US citizen, Captain Edmund Fanning, of the ship *Betsy*, who saw and named the island in 1798.
- HM ships *Dido* and *Caroline* who were instrumental in the annexation and who supported the Greigs in their holdings; and to
- Captain English, the first British settler (1848-1857), after whom the harbour is named.

(Over)

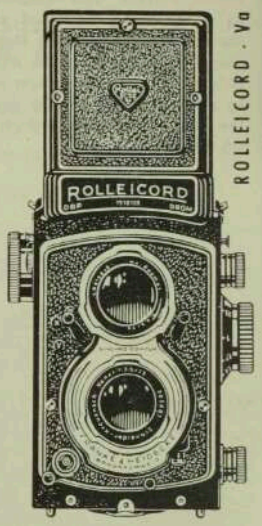
nla.obj-331396314
National Library of Australia

Taking pictures— child's play with Rollei



Taking pictures with a ROLLEI is pure joy. With this camera, no photographic problem will leave you puzzled, you take no chances when focusing for sharpness, and framing is no problem either. At all times, the superbright focusing screen renders the image of the picture-to-be in exact size and perfect sharpness: colorful, bright and brilliant as the finished picture.

You see what you get!



FRANKE & HEIDECKE · BRAUNSCHWEIG · GERMANY



W. H. GROVE & SONS LTD.

Established 1896.

P.O. BOX 490, AUCKLAND, NEW ZEALAND.

ISLAND MERCHANTS

REPRESENTING MANUFACTURERS THROUGHOUT THE PACIFIC ISLANDS

In Fiji as:

W. H. GROVE & SONS (FIJI) LTD.

Bank of New South Wales Chambers, Suva, Fiji.
Office and Sample Room

nla.obj-331396447
National Library of Australia



ith a garland of frangipanni, tuber roses and rnations presented by Polynesian Club mem-rs, Mrs. Ida Campbell, and husband Joe mpbell, recently went back to Fiji after a long holiday in Sydney.—Tele-Photos.

The memorial has, as well, a ractical purpose and shows a fixed hite light for navigational pur-oses, and a trigonometrical fix hat is visible from most parts the atoll and by ships standing f English Harbour. (The memorial in Latitude 3 degrees, 51 minutes, seconds North; and Longitude 159 egrees, 21 minutes, 52 seconds est).

The cairn is built of water-worn each rock and is 30 feet above ean tide. The construction was rried out by Rakoroa, the step-n of Hugh, who died in 1956.

The bronze diver's helmet on the est was used by Hugh to recover e severed ends of the trans-acific cable that had been cut ar Fanning by Admiral von Spee's hina Squadron in 1914. The wind-dicator on top of the pyramid was esented by the Scripps Oceano-aphic Institute field-chief, Dr. artin Vitousek; the bronze pro-llers, affixed to two of the sides the memorial, are from the otor-ship *Fanning*—the first wered interisland vessel based on nning, about the 1910-14 period.

The plaque, which is on the shore e, was designed and presented by s. P. F. D. Palmer.

There are several versions of how e first Greig, William, came to tle on Fanning; and two versions the name of his early partner. At the time of Hugh Greig's death e was a grandson of William), was stated that William's partner Fanning (and Washington) was American called George Bicknell, d that they had taken over from ptain English. In a version writ-by R. W. Robson (*PIM*, August, 1958), which was based on notes supplied to him years ago by the late Walter Gors, who was manager at Fanning for a long time, the partner's name was King.

At all events, whatever his name, it was this partner who caused the Griegs a great deal of trouble. The partner moved off, and his heirs sold their share in Fanning and Washington (which Greig had planted up) to "a man in Suva".

The man in Suva was none other than our old friend Humphrey Berkeley, Suva lawyer, whose high cost of living got him into the clutches of the shrewd Father Rougier. This particular chapter of the Greig story was told in the Robson article in *PIM* last August.

AROUND POLYNESIA WITH A LITTLE BLACK BOX

Toting his own version of the "little black box" beloved by IGY scientists, Mr. J. W. Beagley, head of the NZ Department of Scientific and Industrial Research's geo-physical laboratory at Christchurch, made a quick circuit of Polynesia in April-May with a Gravimeter as the main item of his luggage. He travelled from Auckland to Raro-tonga and Aitutaki in *Maui Pomare*, thence by TEAL through Western Samoa and Fiji, taking measure-ments of the earth's gravity at each point en route.

INSURANCE

Chief Agency for New Guinea and Papua

Old-established FIRE, ACCIDENT & MARINE Insurance Office with world-wide business, invites appli-cations from persons, firms or companies of good standing and business capacity for Chief Agency representation in New Guinea and Papua.

Company representative will visit Papua and New Guinea to inter-view principals who should address their applications in the first instance to—

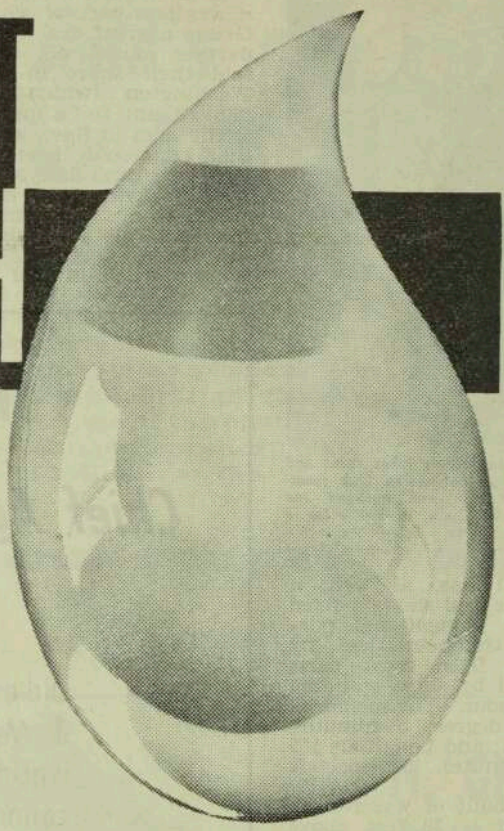
UNDERWRITER,

BOX 3408, G.P.O., SYDNEY, AUSTRALIA

All applications, which will be treated in strict confidence, should contain all background detail necessary to warrant full consideration.

nla.obj-331396578
National Library of Australia

GREAT SCOTCH



RIGHT DOWN
TO THE
LAST
MELLOW DROP

AM88-FP

Scottish Cream



BLENDED SCOTCH WHISKY

Distributed by:
AUSTRALIAN, MERCANTILE, LAND & FINANCE CO. LTD.
(INC. IN ENGLAND 1863)
SYDNEY • MELBOURNE • BRISBANE

nla.obj-331396761
National Library of Australia



The five Laughlan Island castaways, looking much healthier on their homeward trip.

THEY SAW THE DUKE, TOO

Seeing The World By Canoe

Five Laughlan Islanders recently saw a little bit of the world they never expected to see — but they saw it the hard way.

TTEMPTING to make a trade visit by canoe to an island 30 miles to the west, they finished 200 miles to the east, in the itish Solomon Islands Protorate.

The Laughlan Islands are 40 miles the east of Woodlark Island, in Milne Bay District of Eastern Papua. The island drifters, comprising three brothers aged 35, 20 and 15; their sister aged about 12, and the 7-year-old son of one of the brothers, set out for Woodlark (30 miles from their own particular island) in March, where they were in the habit of trading for sago and yams, which do not grow in their own sandy islands.

They were in a canoe fitted with a very heavy outrigger, and built with sawn planks about a dug-out. While somewhere near Woodlark they were struck by westerly squalls and driven out of sight of land.

Exhausted

Seven days and 200 miles to the east, the natives of Tapori village, on the northern tip of Simbo Island in the Solomons, sighted a strange canoe to the westward, apparently out of control.

They paddled out to investigate and found the Laughlan Islanders' outrigger drifting under sail, with its five occupants exhausted. They were suffering from privation—but they were also very frightened of their very dark rescuers (for the Laughlan Islanders were small, docile people with light brown skins and curly hair).

They were helped aboard the Tapori canoe, their own canoe was taken in tow and they were landed in Tapori, where they came under the care of the Headman.

If they had not been seen when they were, they would have drifted a lot longer without being rescued. They had been much too weak to paddle ashore even when they had sighted land.

Their canoe was in such a bad condition after the voyage that it was broken up (although not before the leader took off the shell ornament from the bow, which he regarded as a lucky charm).

All The Sights

After a week with their rescuers, the District Commissioner's vessel *Myrtle* brought the castaways to Gizo where—a week later—they witnessed the vast reception to Prince Philip, Duke of Edinburgh, when he made his first landing in the Solomons from the *Britannia*.

From there they travelled in the MV *Tulagi* to Sohano, on Bougainville, where they were guests of the Government until they got further transport to Rabaul on their long journey back to their home islands.

The leader, who had improved his Pidgin quite a lot, mentioned a previous canoe drift from the Laughlans, which ended on Treasury Island, in the Shortlands.

By now, I presume, they are safely back home, with a fund of stories of the outside world, including Prince Philip's Royal Visit, and of the care and kindness they received everywhere.—*Brett Hilder.*

These Five Lasted Thirty Days

The five Laughlan Islanders did not have it entirely on their own. Five Pulap Islanders, of the US Pacific Trust Territory, who went for a canoe trip to buy some cigarettes, were picked up in May 300 miles off course and 30 days later.

The five had been attempting to go from Pulap to Truk, but were found by an Administration vessel drifting 40 miles south-east of Ijalik Island in the Yap district. They were "very skinny", otherwise all right.



Captain Brett Hilder who here reports on the Laughlan Island castaways, privately takes an interest in native art in the Pacific—and art includes tattoo marks. So he took a note of some of the markings on the castaways, together with a design on a lime spatula which the leader presented to him. The pattern that is like a capital E (above) was on the arm of the young girl.

nla.obj-331396892
National Library of Australia

H.R.I. - the logical, practical step to an assured future

H.R.I. Successful Career Training Covers:

Accountancy — Secretaryship — Cost Accountancy and Factory Organisation — Banker's Institute Examinations — Practical Banking and Securities — Local Government Examinations — Bookkeeping (all grades) — Farm, Station and Dairy Bookkeeping — Effective Correspondence — Private Secretaries (for ladies) — Commercial Shorthand (Pitman's) — Business Fundamentals — Advertising — Salesmanship — Retail Practice and Selling — Wholesale Softgoods Course — Hardware Distributors' Course — Ticket and Showcard Writing — Business Administration — Merchandising Management — All Business Subjects.

Under H.R.I. You Make No Experiment

Merchants, Bankers and business organisations are always seeking the fully qualified man. YOU can be that man — successful — prosperous — with an assured future, simply by studying at home in your spare time. The Hemingway Robertson Institute will gladly assist you in your ambition. Since 1897, H.R.I. has been preparing ambitious men and women for successful positions in business. Tuition is practical, time-saving, modern and up-to-the-minute with the latest procedures to ensure a successful result.

Hemingway Robertson Institute

Consulting Accountants - - - Professional Tutors

126 BANK HOUSE - BANK PLACE - MELBOURNE

Offices all Capital Cities, Newcastle and Launceston

To H.R.I.—Please send me informative literature FREE!

Name..... Age.....

Address.....

Interested In..... 126/B186

✳ COTTON WASTE
✳ STOCKINETTE
✳ INDUSTRIAL CLEANING CLOTHS
✳ UPHOLSTERY & BEDDING MATERIALS

Quality raw materials, improved techniques and the modern equipment of a large factory combine to make AUSTRALIAN COTTON products the first choice of Australian industry. When you require Cotton Waste, Stockinette, Industrial Cleaning Cloths and Upholstery & Bedding Materials, always specify AUSTRALIAN COTTON. Service is prompt and efficient.

ACM COMPANY LIMITED.

AUSTRALIAN COTTON MANUFACTURING CO. LTD.

90 O'Riordan Street, Alexandria, N.S.W.

nla.obj-331397027
National Library of Australia



Prince Tungi.

Tonga Is Going Ahead

PRINCE Tungi, Tonga's energetic Premier, returned to Tonga in May after a quick look at Japan and he liked what he saw in the ast.

He visited Tokyo, Osaka, Kobe, e great tuna fishing port of Misaki d Ise Bay, where the late Mikioto established the cultured pearl dustry. He stayed mainly at Japese-style hotels.

The Japanese diet, with a prenderence of fish dishes, suited m very well.

A few things surprised him, however. One was the common Japese business practice of supplying full-time secretaries to visiting erseas businessmen of rank—cretaries able to speak the visitors' nguage.

Tongan Affairs

He had these points to make out Tongan affairs:

• A broadcasting station in ukualofa will be on the air by the d of the year if the work conues according to plan, and good ogress is being made. There will a new 5 kil. transmitter, on a quency in the standard broadcast nd which should cover the whole nga group.

• Tonga still hopes that part of e finance for a hotel in Nukualofa hich hasn't one) will be obtained m overseas' interests. Finance s "now offering", but it was a estion of deciding which interest uld be invited to join the pro-t, and on what terms. The matter is still under discussion, but should be settled soon.

• It was still the Government's intention to replace the Royal Palace "in due course". But when and where it would be erected were still matters for consideration. (Plans were drawn up by New Zealand architects a year or so ago, but nothing came of them).

• Petrol users in Tonga should have the pleasure of experiencing a drop of perhaps 5d per gallon in the price when bulk shipments commence, probably early next year.

At present it costs Tonga 1/1 per gallon handling charges to import petrol in drums from Fiji. This sum would, it is estimated, be reduced to 8d per gallon when bulk shipments commence.

Oil Storage

Negotiations are now completed with Shell Oil Co. and Vacuum Oil Co. for the establishment of oil storage tanks at Nukualofa. These tanks will be ready for use by the end of the year. The Tonga Government's oil barge, now building in Auckland, will be ready well before then. Discussions are still proceedings in regard to the delivery of bulk oil by this barge to Apia also —but this rests on negotiations between the oil companies and the Western Samoa Government, which were still in progress in May.

Main purpose of Prince Tungi's visit to Japan was to negotiate purchase of a fishing vessel. (See shipping news, and also p. 121).

Tonga's Treaty Is Now Ratified

The new Treaty of Friendship, signed last year between Tonga and the United Kingdom, was formally sealed at Nukualofa in May when the official instruments of ratification were exchanged between the Prime Minister of Tonga, Prince Tungi, and the Governor of Fiji, Sir Kenneth Maddocks, who with Lady Maddocks, paid a semi-official visit to Tonga in the government motor-yacht "Ra Marama".

Prior to the visit, the much publicised "Ra Marama" had to undergo a sort of purification.

The vessel was despatched from Suva's Rhinoceros-beetle infested shores to Levuka, Ovalau Island, a beetle-free area, to comply with Tongan regulations whereby a vessel must be more than three weeks away from an infested port before she may remain at Nukualofa wharf overnight.

Normally vessels proceeding from Suva to Nukualofa are required to move well out into the harbour an hour before sunset and not return to the berth until an hour after sunrise.

The Governor and Lady Maddocks joined "Ra Marama" at Levuka at the end of its quarantine period.

Following the Nukualofa visit and a tour of Tongatapu Island, a visit was also paid to Vavau in the north before returning to Fiji.

STOP ASTHMA BRONCHITIS

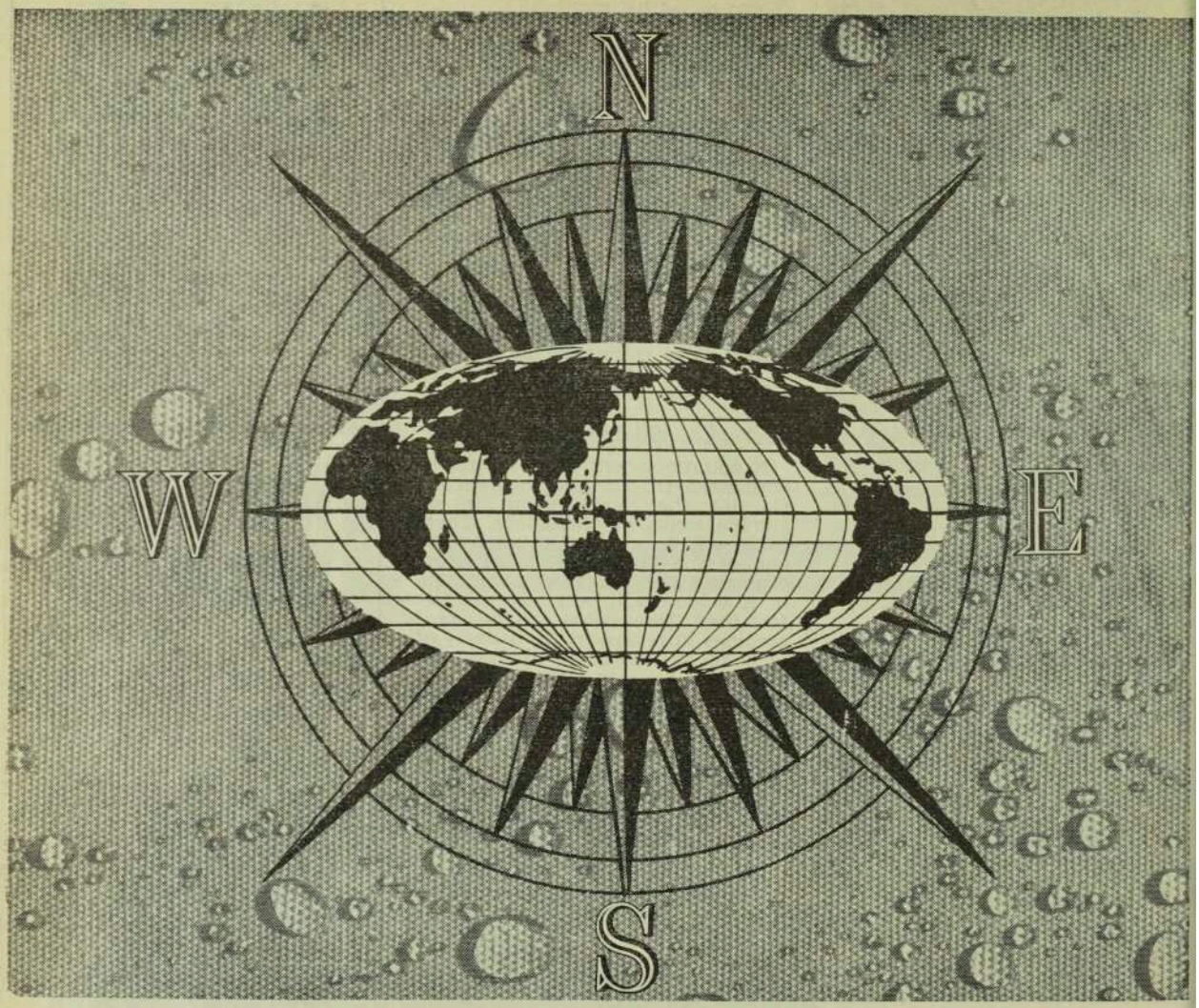
If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get MENDACO from your chemist or store today. MENDACO works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

WHEN KIDNEYS WORK TOO OFTEN

Are you embarrassed and bothered by too frequent elimination during the day and night? These symptoms, as well as Bladder Irritation, Backache, Swollen Ankles, Leg Pains, Nervousness, Dizziness, Lumbago, Interrupted Sleep, Circles Under the Eyes and a generally run-down feeling, are usually due to germ-caused kidney and bladder troubles. The very first dose of Cystex, the scientifically compounded medicine, goes right to work overcoming these troubles in 3 ways. 1. Quickly kills germs causing troubles. 2. Gets rid of poisonous acids. 3. Strengthens and reinvigorates the kidneys and bladder. Get Cystex from your chemist to-day under the guarantee of complete satisfaction or money back

FOOT ITCH HELPED IST DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles. Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to return your money if not satisfied.



Wherever it's used –

GENUINE **WARDEN** PROOFED **DUCK**

Genuine Warden Proof Duck is Australia's best protective covering. Best — because genuine WARDEN is conditioned against sun, rain and mildew. Best — because WARDEN is fully waterproof, rotproof and colourfast.

Genuine Warden Proof Duck is always available from your usual canvas goods supplier, who will advise the type of cover best suited to your job. Be sure of protection — specify Genuine Warden Proof Duck.

IT'S BRANDED **WARDEN** ON THE SELVEDGE

Manufactured by **BRADFORD COTTON MILLS LTD.**

414 Collins Street, Melbourne, Vic. 3 Parramatta Road, Camperdown, N.S.W.

4420

An Official History Written With Full Sense of Drama

At Last, A Clear Account Of The War In New Guinea

Today, after a lapse of 17 years, in a book entitled *Australia in the War, 1939-45, Southwest Pacific Area, First Year*, we get the first clear, authentic, well-documented account of what actually happened in New Guinea and the Solomons in 1942-43.

ITHERTO, it has been a patchwork story, assembled from many sources, inadequate in aces, over-emphasised in others. All we knew in 1942-43 was that e Japs, in their treacherous atck on Pearl Harbour in December, 41, without declaration of war, had aced the United States at a emendous military disadvantage, d caught the small South Pacific tions unprepared and undefended. ithin a few days, this cruel and thless enemy was sweeping down on us through the New Guinea d Solomons archipelagoes, and the ropean communities there were her prisoners or refugees.

The Japs came south in a twoonged thrust through Micronesia one prong extending into lomons and intended for Fiji and w Zealand, and the other through w Guinea, and pointed towards pua and North Australia.

Strength Crippled

America's naval strength was nporarily crippled at Pearl Harur, and she had little wherewith convoy troops to the South cific. The appearance of General tch's division in New Caledonia ly in March, 1942, was a miracle improvisation and swift action. Australia's good fighting divisions re either in the Middle East or ight in Singapore.

All we knew in those bleak days 17 years ago was that we in the uth Pacific were practically deiceless, and that Japanese land, and air forces were rolling down on us, in a terrifying way.

The picture was all confusion—ecially in the early half of 1942. We heard of battles and camgns in the Solomons, in Midway and, in Milne Bay, in the Coral , in the Kokoda, Buna and Wau as of New Guinea; but we had means of knowing if or why or w they were inter-related. All we knew was that although the Japs were hammering hard in the New Guinea-Solomons area, we somehow were escaping invasion south of the Australia-New Caledonia-Fiji line.

Presently, as 1942 passed, Americans came southeast-about in evergrowing numbers, and those excellent, battle-trained Australian divisions came home from the Middle East, and went straight into the New Guinea jungles; and our danger slowly faded.

We Weren't Told

But we never were told exactly how it all happened. Necessary censorship, on the one hand, and the very human anxiety of Top Brass to cover up its mistakes and muddling, on the other, threw a sort of veil over the whole picture.

Here is the full story, set out very clearly, every incident and development in sequence, and told in good literary style, with a full sense of its great dramatic value.

The writer is Dudley McCarthy, well known in New Guinea Administration, and now an Assistant Secretary in the Department of Territories. He worked 10 years on this book.

In scholarship, in Army experience, and in knowledge of the Southwest Pacific, he is well qualified for this historical work; and he has produced a book that should be preserved upon the shelves of every man and woman who, as civilian or serviceman, was in any way interested in this war era in the Southwest Pacific.

It is not only an authentic history. It also is a fascinating story of how Americans and Australians, in partnership, turned chaos and defeat into overwhelming victory.

We Were Expendable

Interesting angles of strategy show up in places, although not necessarily emphasised by the author.

For example, in the view of the British war-lords, we of the South Pacific were expendable—we, along with other over-run countries, would have to await liberation until the end of the war, if the war-lords considered it necessary. (Over)



This, probably the most famous photograph to come out of the Pacific War, is one of the many fine illustrations in McCarthy's War History. It shows a wounded Australian soldier, Private G. C. Whittington, of the 2/10th Battalion, groping his way to an aid station, guided by a Papuan boy. It was Christmas Day at Buna, 1942. An emergency field dressing covers Pte. Whittington's wounds, from which he later died.

TRALIAN WAR HISTORY—SOUTHST PACIFIC AREA—FIRST YEAR. By ley McCarthy, 30/-. Published by Australian War Memorial, Canberra.

nla.obj-331397456
National Library of Australia

ARNOTT'S
NEW
DOUBLE-WRAPPED
MOISTURE-PROOF
PACKETS



WHEN NOT IN USE,
KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS.

Arnott's
famous
Biscuits

There is no Substitute for Quality

X/EXS/2

Ten Yards Start Was All They Wanted

McCarthy's War History reports on many of the exploits of the New Guinea Volunteer Rifles, the militia-type battalion which had been raised in 1939 after New Guinea residents had vigorously demanded that some effort be made to arm and train civilians to defend themselves and their homes.

One of the stories is of the NGVR scout section under Forestry Officer J. B. McAdam, then a sergeant. After the Japanese had taken over Salamaua, McAdam led his section down into the area to find out what they were doing. He had asked to be allowed to pick his own men for the job, says McCarthy, and "had chosen Jim Cavanaugh, a forester like himself but younger in the service, fair haired and blue eyed; Geoff Archer, a welder with the Bulolo Gold Dredging Company and a wanderer by instinct; Bert Jentzsch, older than the others, a mine manager; Gordon Kinsey [building contractor]; Bob Day [gold miner]; and Jim Currie [gold miner]. These were all men who loved the bush and had a distinctive understanding of its ways".

McAdam began moving on March 30, 1942, and began to edge his lookouts closer and closer to the Japanese until eventually they were able to overlook Salamaua, where scarcely a movement escaped them. In their early days the nearest wireless was at Mubo, but later they brought one closer and were able to radio their information back to Port Moresby in a few minutes. To collect the information they linked their various lookouts and camps with a telephone network contrived mostly of salvaged wire taken from abandoned camps, and burnt transformers from Wau.

Records the War History: "They were continuously watching, scouting tirelessly into the very fringes of the garrison area itself. They survived by adapting themselves completely to their circumstances, with cool courage, intelligence, physical hardihood and superb bushcraft. McAdam said later, 'we only used our own tracks and we took pains never to mark the main tracks so that, whenever we saw them, they were a book telling us what the Japs had been doing . . . Our tracks were so lightly marked that it took a good bushman to find them. We left no marks in that forward country. We walked carefully on roots, stones. We had the heels taken off our boots. Where necessary we walked our natives behind us to put their tracks over ours . . . We went there with three automatic revolvers, only one of which we could rely on. We couldn't carry our rifles because they caught in the bush, so, in forward scouting in pairs, we took a pistol each, the good one and one uncertain one. Our sole defence was our speed. We could see a Jap before he could see us and if we had 10 yards' start we could get away. What I wanted was a Tommy-gun so that our forward scouts could put the Japs flat and so get a 10 yards' start on them. All the four months I was there we were unable to get a Tommy-gun. There were about six in NGVR but we didn't have one'."

After the war, McAdam was appointed P-NG Director of Forests and died in harness only three months ago.

Perhaps, in the opinion of American leaders, also, we were expendable. Possibly, the Americans did not come racing around through the Southeast Pacific to save us from the Japs because America loved us, but because Australia and the South Pacific countries were the vital jumping-off place for the attack on Japan.

We shall never know. What we do know is that, in the most critical year of our South Pacific history, most of the South Pacific countries were saved by the Americans from the horrors of invasion by Japanese. This book shows us the close relationship between the Solomons and the New Guinea campaigns—and by what narrow margins we escaped disaster in those campaigns, in the early days before the Americans and Australians had created their organisations for reinforcement and supplies.

Many people have wondered why the Japanese blundered so badly in sending their forces into Milne Bay, and why they fought the battle there so inefficiently. This book gives the answer. Much of the Japanese ear-marked for Milne Bay was diverted elsewhere, because of Japanese losses in the Solomons; and the forces which were sent there were landed ashore in the wrong place.

It is clear that the successes gained, at great sacrifice by the Americans in the Solomons, dislocated and weakened the cherished Japanese plan for the capture of Port Moresby and North Australia.

What induced the Japanese to undertake that lunatic expedition across the Owen Stanley mountains, via Kokoda? This, again, was connected with Japanese set-backs in the Solomons.

The margin between victory and defeat of the Americans in the Solomons—which actually meant the margin between invasion and non-invasion of Australia—was so narrow that we look for the deciding factors in the Solomons campaign.

The book shows that one was the grim fighting quality of the United States Marines, who battered their way into Tulagi and Guadalcanal; and another was the fact that Coastwatchers Paul Mason and W. J. Read, although hunted and harried by Jap scouts and native traitors, somehow stayed there for months in the jungles on top of Bougainville, and counted the Jap bombers flying south.

Thus the American Air Force had two hours' radio notice of what was coming; and what arrived was decimated by American fighters which fell upon them out of the high clouds.

This careful book shows, as nothing else could have done, the value of the service rendered by Mason and Read.

The hammering they received at Guadalcanal crippled the Jap effort at Kokoda and Milne Bay and Buna. Their final withdrawal from Guadalcanal caused them to try again for Port Moresby by building up their forces at Lae and Wau—there seems little doubt, in the face of this record, that the Jap High Command believed it could reach the South Coast of Papua via the Morobe Valley and Lakekamu-Bulldog route; hence that strange thrust from the New Guinea coast, via Mubo and the long-forgotten track past the Black Cat mine into Wau.

There is no more fascinating chapter in the book than the events

PHILIPS quality products designed for your country, your home, your family.

PHILIPS

Representatives in the South Pacific area:

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 Haopai, 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, Biak, Seroei.

See also advertisement on page 32.

nla.obj-331397710
National Library of Australia

JUST ONE BRUSHING WITH

Colgate Dental Cream



CLEANS YOUR BREATH



Your very first brushing with Colgate's each morning removes up to 85% of the bacteria that cause bad breath! Yes, scientific tests prove that Colgate Dental Cream stops bad breath instantly in 7 out of 10 cases that originate in the mouth! When you brush your teeth with Colgate Dental Cream, you can actually feel how smooth and clean they are.

while it CLEANS YOUR TEETH



Scientific tests over a 2-year period show a startling reduction in tooth decay for those who brushed their teeth with Colgate's right after eating! In fact, X-rays showed no new cavities whatever for almost 2 out of 3 people.

GET THE FAMILY ECONOMY SIZE AND SAVE!

STOPS TOOTH DECAY BEST



KEEPS CHILDREN'S TEETH HEALTHY

Scientific tests showed that the Colgate way of brushing teeth right after eating stopped decay for more people than ever before reported in all dentifrice history. Your teeth are whiter—brighter—and you are assured of round-the-clock protection against decay-causing enzymes.

COLGATE DENTAL CREAM IS AUSTRALIA'S LARGEST — AMERICA'S LARGEST — THE WORLD'S LARGEST SELLING DENTAL CREAM

W231C

nla.obj-331397849
National Library of Australia

Angoram Tragedy Recalled

One of the many tragic sidelights on the war in New Guinea, told by Dudley McCarthy in his War History, is of the time an assistant district officer at Angoram became mental.

In March, 1942, he refused to leave his station, and armed and entrenched with about 40 of his native police, he fought a pitched battle for more than two hours with ADO J. L. Taylor and a party, shot Taylor and drove them away from the station. A few days later District Officer J. H. Jones closed in on the station with seven other Europeans and seven other natives, but found the ADO had shot himself dead, and his police had fled.

Later some of the rebel police killed a patrol officer, three European miners, two Chinese and many natives, ravaged a wide area, fomented local uprisings and caused serious disorders amongst the natives generally before they themselves were finally killed or apprehended.

rrounding the Battle of Wau, and e description of the way the Australian gunners came straight off e big planes on Wau airfield, d began blazing away with their -pounders at the Japs, now swarm- over the Crystal Creek-Wilde antation area.

New Angles on Old Story

This is a volume of over 600 pages, d every page holds a story of inrest to every South Pacific man o lived through that critical riod. It is impossible to summarise

But here are some of the events d conditions that are clearly and thoritatively described, in most ses for the first time:

- The ignorance of the General aff of conditions on the Kokoda ail.
- The way in which the Anglican ssionaries from Gona were capred, and tortured and murdered the Japs.
- How crack Japanese troops at lne Bay were defeated in that ngle battle by inexperienced Australian militia-men.
- The way in which Commander-Chief Douglas MacArthur nagged the Australian generals, who re doing their best with untrained n and inadequate equipment.
- How Australians and Americans put through that road from e Lakekamu and Bulldog, across redible country, to the back of ie Creek—now, presumably, forten and overgrown.
- How the Kanga force, built up in the Morobe district at first from untrained, scattered Australian volunteers, grew into a deadly weapon, which played an important part in the ultimate defeat of the Japs in the Wau-Lae area.

It is generally known that some general officers, both American and Australian, broke rather pitifully under the terrific strain of jungle warfare. (When one reads Mr. McCarthy's description of the conditions under which these armies had to fight and march and sleep, one wonders that more personnel did not collapse.)

But the author says little of the failures of Top Brass. On the contrary, his book—which, of course, becomes the permanent official record of this section of a great war—presents practically all the generals in a very favourable light.

There is a little section of the book which describes General Tom Blamey as a commander of "sagacity", "strength", "ability", "greatness", and "generally unappreciated humanity." The "old man" would himself have been the first to call that a rather-one-sided picture.

This reviewer, having examined scores of war histories, would describe Mr. McCarthy's war history as the most accurate, well-balanced and readable book of the kind he ever has seen. Our congratulations to the author.—RWR.

ST. MARY'S BOARDING SCHOOL

Goroka, New Guinea

Conducted by the Sisters of Mercy, in conjunction with the Catholic Mission, Alexishafen

Children, Boys and Girls, will be accepted in their seventh year. Boys may remain until the year in which they turn eleven.

For further particulars apply to

MOTHER SUPERIOR, ST. MARY'S SCHOOL
GOROKA, T.N.G.

A. B. DONALD LTD.

AUCKLAND, NEW ZEALAND

Cables and T'grams.: "KINGDOM" Auckland. P.O. Box 1509.

Fruit, Grain & Produce Merchants. General Merchants. Shipowners & Island Traders

PACIFIC ISLANDS BRANCHES

General Merchants (Wholesale & Retail) & Shipowners
Importers & Exporters

ETABLISSEMENTS DONALD TAHITI

QUAI DU COMMERCE, PAPEETE. Telegraphic address: "DONALD, PAPEETE"

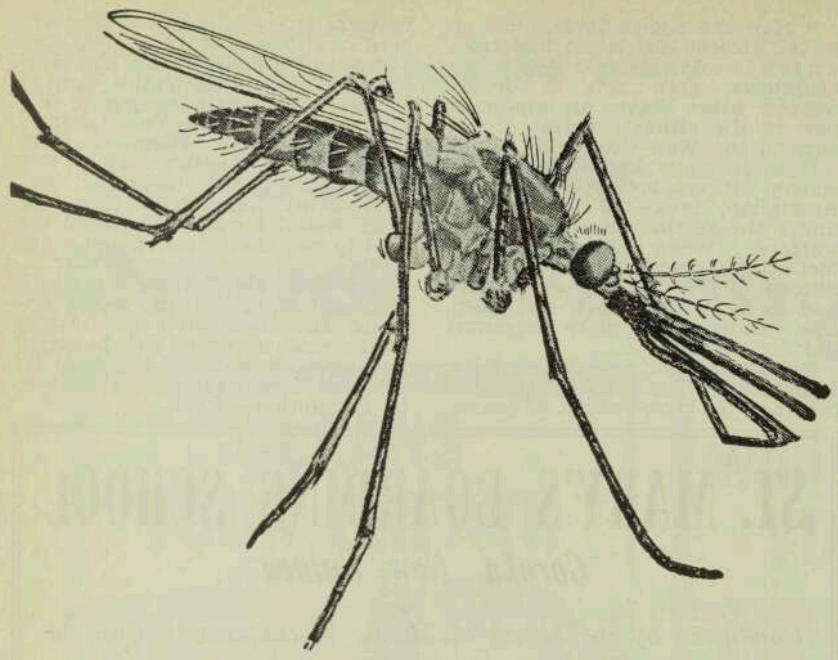
Branches throughout the Marquesas Islands.

A. B. DONALD LTD.

RAROTONGA — COOK ISLANDS

Branches throughout the Cook Islands.

nla.obj-331397979
National Library of Australia



PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

3 tablets to be taken as a single dose once weekly, or 1 tablet three times weekly.

For Children:

1-2 years, one INFANT FORMULA TABLET once weekly or half-tablet twice weekly.

3-5 years, two INFANT FORMULA TABLETS once weekly or one INFANT FORMULA TABLET twice weekly.

TREATMENT DOSE—

For Adults:

3 tablets taken as a single dose. A second dose of 3 tablets may be given in from 24-72 hours if fever has not subsided completely.

For Children:

1-2 years, one INFANT FORMULA TABLET as a single dose.

3-5 years, two INFANT FORMULA TABLETS as a single dose.

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., LTD., SYDNEY

UNO Needn't Worry

There's Peace And Family Spirit In Nakanai

The West Nakanai natives who got themselves headlines when the United Nations Trusteeship Mission visited New Guinea in March (*PIM*, April, p. 21), were only half of the story, according to Father B. Stapleman, writing from a New Britain mission station.

Here is Father Stapleman's version, which gives another side to the picture:—

PIM'S article does not make it clear, that two different groups of West-Nakanai natives aired their views before the members of the Mission.

The first group, that got all the highlights in the Press, was led by Tomuga, nominated member of the New Britain District Advisory Council. He spent 22 years away from Nakanai in the Native Police Force, returned home after serving a six months gaol sentence and then (*post hoc ergo propter hoc*) was nominated member of the New Britain DAC.

He has no standing with the Nakanai people on account of his long absence. Tomuga and two other natives showed me their petition when they called at my house on their way to Cape Hoskins Airstrip to meet the UN Mission. I told them more or less what they heard a few hours later from the Leader of the UNO Delegation and the DC, Mr. Foldi. All three are not of my parish.

The second group, not mentioned in your article at all and in the local Press in very confused terms only, had as speaker the luluai of Kasia village, Rapa. He spoke on behalf of the Nakanai Native Movement, called the Family Kivung.

"Spoke For 4,000"

He gave a report of their activities and their aims, the foremost of them, to keep peace and family spirit in Nakanai, abolish the old customs of sorcery and crude enforcement of pagan marriage laws and procure social progress for the big Nakanai Family.

He spoke on behalf of about 4,000 Nakanais. After he finished, nearly all the natives present jumped up and shouted to the chairman, Mr. Kiang: "That was our opinion, not what the three others before told

nla.obj-331398107
National Library of Australia

ou." This important fact has been ver-looked by the newspaper cor-espondents. It would have spoilt me juicy headlines.

After the hearing, the delegation nd party drove in jeeps and Land-vers to my place for an hour's rest nd refreshments.

In the meantime a big group of atives gathered under the mango ees and showed signs of great ex-tement. They were wild over the aper presented by Tomuga, the ntents of which dawned only owly on them, as they know little no English. I pointed this out Mr. Foldi and members of the elegation.

A few days later I was given the liable information, that only six atives knew of Tomuga's petition he ones with dogs, rats, dirty ouses and missing trousers), in dition to a Tolai schoolteacher, no later claimed that he was essed to do the translation from dgin English into English.

It is a pity, that so much ink has en wasted on six rebellious akanais, though I understand that r a zealous journalist they are tter headlines than 4,000 peaceful akanais, who pay their taxes with-t any hitch.

Comment

EDITORS' COMMENT: Father apleman here presents some new cts which ought to be published fairness to the Nakanai people o do not subscribe to the opinions pressed in Tomuga's petition. nd Father Stapleman says most of em don't.

It is a fact that NG correspond-ts did not report all the additional formation mentioned by Father apleman, presumably because they re not aware of it, any more, parently, than was Father Staple-an until he made later enquiries. us the Australian newspapers on is occasion ought not to be cused of suppressing facts.

Nevertheless, if Father Stapleman s been watching the slow develop-nt of New Guinea events as long *PIM*, he might concede that muga, the Nakanai who led the ssentient group, was worthy of his adline.

If any Nakanai, 25 years ago, had d the temerity to present such a tition before a visiting batch of P's it would have caused a greater nsation amongst the hard-boiled rritorians of that day than it did March, 1959. That was the in-esting point, not what the tition said—which was mostly vel, as *PIM* indicated. And the t that Tomuga has, according to . Stapleman, spent a lot of time ay from home, and some of at time in gaol, has little to do th the point at issue, either. ere are no lack of examples in ex-colonial territories, of swelled aded gentlemen, with the same nd of background, now ruling the st.

Are Fiji's Bures The Gimmick?

An idea that the Fiji Visitors' Bureau is looking into now was put forward last month by a former US Army major, William W. Lytle, head of a firm of Cleveland (Ohio) engineers. Proposal is that a reasonably cheap "package tour" of Fiji be developed to appeal to ex-GI's who served in Fiji and the South Pacific during World War II.

Mr. Lytle thinks that such a deal, with reduced round-trip air fares, some cruising among the islands, a spot of surface and under-water fishing, and a spell of living in Fijian *bures*, would be a winner.

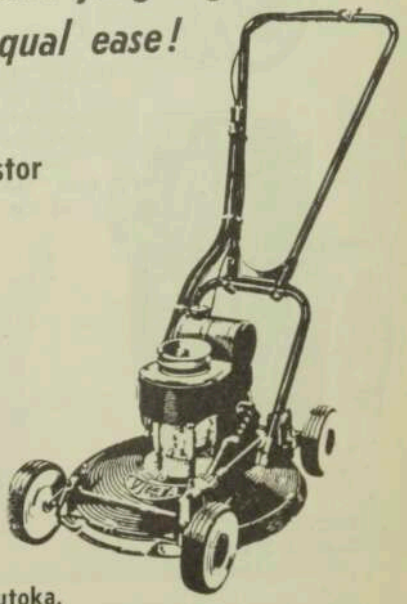
He, himself, is trying to organise a party of six or so to spend three months in Fiji and the *bure*-living appeals to him so much that he is prepared to have Fijians build them if none is available.

The success of Northern Hotels Ltd.'s all-mod.-cons. *bures* at Korolevu certainly suggests that this might be the gimmick that will bring about another Yank invasion, this time as tourists.

THE VICTA Special

Cuts fine lawn and jungle growth with equal ease!

- Automatic Height Adjustor
- Foldaway Handle
- Safety Ring Guard
- 3.6 H.P. Victa Engine



Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.
ISLAND PRODUCTS LTD., Port Moresby.
NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.

nla.obj-331398236
National Library of Australia

HASTINGS DEERING

HASTINGS DEERING
(NEW GUINEA) PTY. LTD.

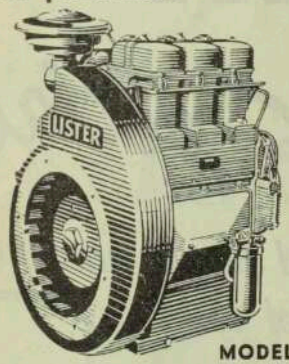
Lae : Port Moresby : Rabaul

DISTRIBUTORS FOR

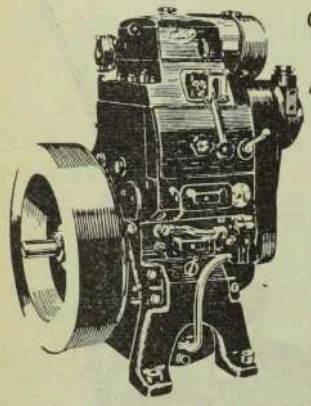
These world-famous British power units are now available to you from stock for pumping, power or lighting on your property or in your home. The Lister range as illustrated is now available as well as other models. Contact Hastings Deering (New Guinea) Pty. Ltd. for genuine Lister parts and service by trained personnel.

Lister
BRITISH BUILT

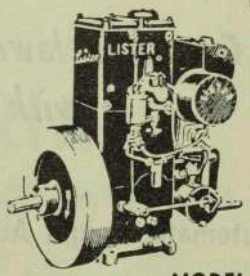
LISTER Engines have been operating in Australia for almost 50 years, providing nearly 1-million h.p. for all industries. PETROL and DIESEL in 1½ to 80 h.p.



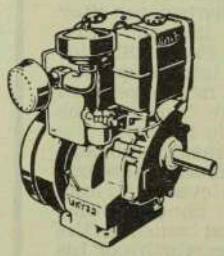
MODEL "HA3" 30 h.p. (illustrated) Aircooled Diesel. Also "HA2" 20 h.p.



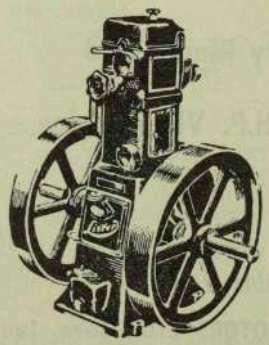
MODEL "FR1" (Diesel) 9 h.p.



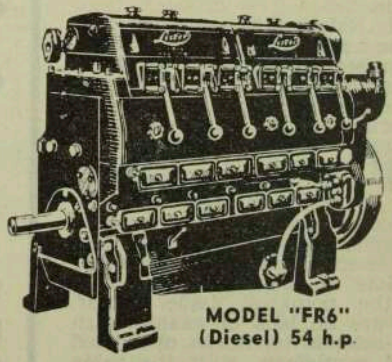
MODEL "D" (Petrol) 2 h.p.



MODEL "SL1"—4¼ h.p. (illustrated) Aircooled diesel Also MODEL "SL2"—8½ h.p. MODEL "SL3"—12¼ h.p.



MODEL "6/1" (Diesel) 9 h.p.



MODEL "FR6" (Diesel) 54 h.p.

WRITE TO HASTINGS DEERING WITH LISTER ENQUIRIES

nla.obj-331398374
National Library of Australia

What The South Pacific Conference Decided

hey Want Improved Land Laws, And Better Organised Tourism

When the 65 delegates and advisers, from 18 non-self-governing Pacific territories and the independent Kingdom of Tonga, finished having their say at the Fourth South Pacific Conference in Rabaul in May, the South Pacific Commission met to officially hear the details.

was merely an official act, because the Commissioners had been present in Rabaul throughout the fortnight's conference any-, and knew very well how things t. All of them agreed: "It was best conference yet"—or, to use more colourful expression of ference chairman and Senior tralian Commissioner, J. R. igan, "the finest flower of the mission's achievements."

he SPC meeting—its nineteenth ion—surveyed the resolutions of conference, and decided what n, if any, it would take on them. how far-reaching this action be, will depend as usual on how perative the member governts are in the three years to the conference.

hese are the main resolutions forward by the Fourth Conferduring its fortnight-long sit-, together with the comments e by the Commission after ying them at its own meeting.

The Resolutions

The conference thought it was ood idea for the Commission rain selected assistant medical ers in public health work, and ght the SPC ought to do some-g about getting the scheme ing right away.

e SPC replied that it had dy worked out a project for a ing course in preventative icine and was now getting the us Governments to comment t. The results should be ready the SPC to discuss further at 20th session in October.

The conference thanked the for its fisheries and plant inuction work and the "energetic" it had tackled the rhinoceros e problem, and suggested it up its support for the coconut rch station which is studying nut growing under atoll condi-

e SPC said it would make ier plans for all these projects ctober. The work on the rhino e had opened up "promising bilities", but it was now obvious that the SPC had to work to a plan over a number of years before the beetle could be brought under control.

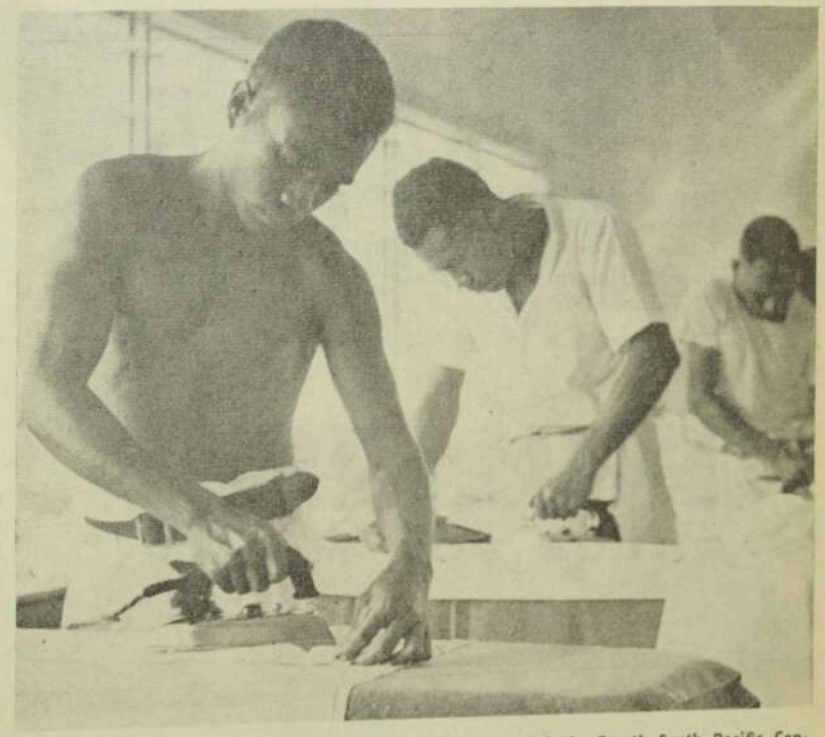
• The conference thought there was need of special training for co-operative personnel; that where co-operatives were well-established there were now possibilities of extending them to small-scale secondary industries if capital could be provided (by Government loans, perhaps); and that there was need for training indigenous people in business methods "because private enterprise plays an important part in their progress."

Co-operatives

The SPC said that following its meeting on co-operatives in Port Moresby last year it had decided to help co-operatives in many ways—by providing local training courses and material and helping co-operatives' officers to travel. But it would also, now, prepare a paper on how capital could be provided to extend co-operatives, and bring the paper to the attention of the governments. The SPC had men available to advise governments on the training of indigenous people in business methods.

• The conference was critical of the fact that some delegates weren't sent the introductory papers to the agenda items in time to study them properly, and said this "prejudiced" the effectiveness of discussion. It added that, in future, papers should be put in simpler language.

The SPC had a watertight excuse. It blamed the situation on the lack of co-operation from some of the governments. It said the rule of the conference laid down that governments should supply the SPC with the papers in time for it to circulate them at least eight months in advance. The agenda for this conference had been circulated 12



The big crowd of delegates, observers and others who attended the Fourth South Pacific Conference in Rabaul in May presented a big problem for the local laundry boys, particularly as most of the conference people "lived in" at the Malaguna Technical Centre, where the talks were held. But the technical students themselves volunteered to help out—and with the aid of a battery of washing machines and ironing boards they gave a first-class same-day service. Here are some of the students putting their best arms forward—in the interests of education, no doubt.

nla.obj-331398506
National Library of Australia

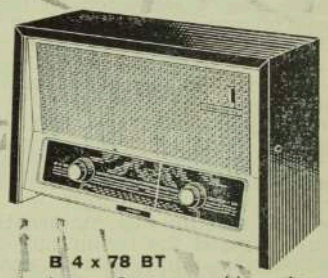
Luxury

and quality in
every priceclass of
PHILIPS radio



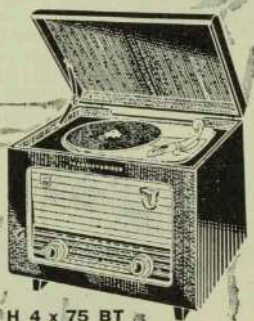
L 3 x 78 T
All-transistorized portable

No matter what you consider the most important property or function of a radioset, Philips, in designing and manufacturing the set have seen to it that **your** requirements are satisfied.



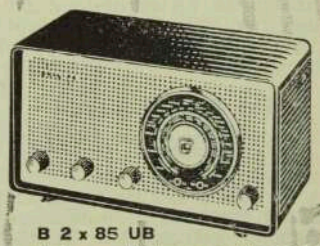
B 4 x 78 BT
Luxury Battery world-receiver

In Philips sets of every priceclass you'll find Luxury in tuning comfort



H 4 x 75 BT
Transistorized Battery table-radiogram

Luxury in accoustical qualities
Luxury in appearance
Luxury in exclusive features like
Infinite electrical bandspread
Lowpriced Luxury!



B 2 x 85 UB
Mains or Battery world-receiver

PHILIPS

PHILIPS

VALUE FOR MONEY!



L 1 x 75 T
Personal (pocket) portable.
All transistorized.

Names of Philips' Representatives can be found on page 47

"SPC Should Have More Money"

(Continued from previous page)

nths in advance, with a request papers, but some had not turned until three weeks before the conence.

The SPC had nothing to say about conference's request for simpler guage, which is a pity. Here is a nple sentence from the introtory paper on land tenure, pred by the P-NG delegation: aras (1) and (2) above describe efly the position of large bodies people throughout the tropics, or to the impact of external tems of administration bringing v concepts of law and social reonships, and to the impact of the hange economies from the oute world that have either accomied or preceded these administions."

whole paper written in this le, as this one was, can be hard ng.

There should be prepared a es of graded readers with a ific setting, for all primary school groups, the conference said.

he SPC thought this a good idea l will examine it with member ernments. It said that meanwhile Pacific Reader suitable for the 15 age group (recommended by Third Conference) was now well anced and that this could well part of the series.

The conference said it "reted" the limitations imposed on SPC by its restricted budget, asked that the contributions he governments be increased; it stressed the value of more and e personal visits to territories by officers.

More Finance Perhaps?

he SPC said this view about the budget would be sent to the ernments.

That it did not say, but discussed fficially at its meeting, was that e could soon be a review of govnent contributions. The Ameris are anxious to make a larger ribution. At present America rides 12½ per cent. of the budget percentages are: Australia, 30 cent.; Netherlands, NZ, UK, 15 cent each; France and America per cent). [See page 20].

he American contribution was down before America intoed the US Trust Territories into SPC. When the SPC was first blished, the only American terri- connected with it was East oa. A review of percentages ld naturally concern all governts, and presumably involve some ical wrangling.

The conference made a whole s of resolutions involving land lems—a paper on which was most important matter discussed during the fortnight. The debate on it at times became almost political. The conference recognised that one of the big dangers of traditional land tenure systems in an altering society was that they could hinder the advancement of natives attempting to become progressive, or independent of the herd. These are the resolutions:

(a) that where changes are necessary, they must come from the community itself, and should only be instituted after full investigation of the community's views;

(b) that to facilitate the progression of unskilled labourers to the stage of skilled labourers, and to facilitate the acceptance of these necessary changes, higher level education should be instituted; such education can be promoted through the establishment of agricultural schools, experimental stations and extension services;

(c) that governments should establish a land and genealogical registry system and provide the machinery to deal with cases where communities are willing to exchange their traditional form of tenure for a modern system, accompanied by an equitable redistribution

25 Thoughts On A Changing Pacific

What are the problems that occupy the minds of intelligent South Sea islanders? There is a clue in the following list, which comprises 25 proposals which the Fourth South Pacific Conference delegates thought should be discussed by the Fifth Conference to be held in three years time. The site has not yet been selected, but it will most likely be Pago Pago, American Samoa. The agenda for the conference will probably be selected from this list.

(1) Methods of training Pacific islanders in business methods and practices.

(2) The value and feasibility of exchanging indigenous on-the-job trainees among territorial administrations in such activities as introduction of new plants, improvements in fishing methods and practices, improvement of poultry and livestock breeding, control of animal and plant pests, and other similar projects.

(3) A study of the role of artificial trade barriers in restricting inter-island commercial development among inter-related Pacific areas.

(4) A recommendation that governments be encouraged to give support on marketing problems and cropping programmes.

(5) The problem of inter-island transport systems within the Pacific area and their rationalisation.

(6) Industrial and private fishing: possibilities of economic and social role of fisheries.

(7) Improvement of the quality of produce (copra, cocoa) by rational methods of preparation and by the establishment of a sound system of processing.

(8) The promotion of inter-territorial trade within the Pacific region as a necessary step towards more effective participation in world trade.

(9) The changing role of women in the South Pacific territories.

(10) The role of witchcraft in the lives of the indigenous peoples of the South Pacific.

(11) The influence of occidental medicine on the lives of the Pacific peoples.

(12) The building of strong and healthy houses in the villages.

(13) Causes and consequences of alcoholism among the population of the Pacific.

(14) How to keep a reasonable balance between social advancement and territorial economy.

(15) The influence of modern entertainment with special reference to picture shows on the indigenous youth of the South Pacific.

(16) The place and development of the Press in the South Pacific.

(17) The influence of tourism on the lives of the indigenous people of the South Pacific.

(18) The importance of organised adult education schemes in South Pacific territories.

(19) The desirability of establishing inter-territorial youth organisations and tourist hostels as a means of fostering better understanding among South Pacific peoples.

(20) The function and role of teacher training centres in the lives and development of South Pacific peoples.

(21) Problems of over-population in territories of the South Pacific with special reference to those resulting from improving social services and immigration, together with consideration of possible solutions.

(22) A study of the role of mission, church, or other religious activities in the social and economic development of South Pacific peoples.

(23) Labour, wages and working conditions, the incidence of unemployment in urbanised areas, and the function and role of trade unionism in the economy and social life of the Pacific peoples.

(24) In relation to the study of the problems retarding the successful progress of co-operative societies in the South Pacific, consideration of the development of private enterprise and co-operative societies with special attention to the need for credit facilities.

(25) The importance of relating agricultural and technical education to the needs of each territory.

nla.obj-331398951
National Library of Australia

there's no gin like Gordon's



★ Because of the superb quality, drinks never taste thin with Gordon's Gin. The secret of masterly distilling, maintained through the years, is the reason why to-day, as ever, Gordon's Gin stands supreme.

IMPORTED FROM LONDON, ENGLAND

6597

W. H. GROVE & SONS LTD.

Established 1896.

Island Merchants

16-18 FANSHAWE ST., AUCKLAND

Telegraphic and Cable Address: "Grove," Auckland. P.O. Box 490, Auckland, New Zealand

Entrust your requirements to the firm with more than 60 years' practical experience in the Island trade.

REPRESENTING MANUFACTURERS THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCTS SPECIALLY PREPARED FOR THE ISLAND TRADE

WE HANDLE ALL KINDS OF ISLAND PRODUCE

IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED

Office and Sample Room: Bank of New South Wales Chambers, Suva, Fiji.

nla.obj-331399200
National Library of Australia

of land to permit progressive methods of farming;

d) that where appreciable, every effort should be made by governments to provide for the settlement of progressive farmers on individually owned holdings outside the traditional system of tenure. Governments should take into account the availability of land suitable for specialised agriculture, including tree crop farming, having regard to the effects of population pressure in various areas;

e) that where traditional forms of land tenure provide for the purchase or exchange of land amongst indigenous people, provision should be made for the recognition of such purchases or exchanges in the laws of the country concerned and their legal registration;

f) that where planting of perennial cash crops is to take place on land owned according to traditional tenure, active extension work should be carried out in both the technical and social fields to ensure that the crops are planted in the best way.

The Conference further recommends

g) that the Commission undertake a study of land tenure systems in the Pacific area and other parts of the world and make full information available to governments and invite them to consider sending experienced, indigenous, territorial representatives to selected territories to study the position on the spot with a view to helping them to reach solutions to their own problems, and that the Commission facilitate inter-territorial visits for the purpose of gathering information insofar as territories will ask for them.

The SPC agreed that modifications f land tenure systems might be ssential in some cases, and will get he Secretary-General to consult overnments on the conference reso- utions and report back to the SPC.

Pacific Tourism

• The conference decided that ne advantages of Pacific tourism sually outweighed the disadvant- ges, and suggested establishment of rritorial tourist offices; exchange f information between territories nd the organisation of joint travel ours; establishment of catering hools; and the consideration of ws to protect territories from me of the disadvantages of tour- m—such as danger to customs, arts nd crafts and property.

The SPC will pass this on, and ill ask governments how it can elp.

• The conference said it wanted rritories to establish, increase or nprove broadcasting services and ive more emphasis to the use of ne vernacular. Broadcasting was owing in importance in the Pacific.

The SPC agreed, and said it was lready doing something to help, ith the circulation of recorded ilks and Pacific music.

South Pacific Games

• The conference listed a number f points which it thought should e considered in selecting and train- g leaders in aided self-help pro- rammes, and suggested the com- ission should prepare a booklet giving details of successful schemes elsewhere.

The SPC said it would try to do something about the booklet.

• The SPC should investigate the chances of organising an inter-territory sports tournament every three years, said the conference. It would be a kind of South Pacific Olympic Games.

The SPC will look into this, and also the question of finance—whether the tournaments could be financed by sports bodies in the Island administrations, or even by the SPC.

• The conference pointed out that evolution towards industrialisation was inevitable in the South Pacific, and that this affected existing social structures and meant that some natives would have a problem to adapt themselves. It recommended that governments encourage new industries while at the same time recognising the problems. Subsistence economies should not be overlooked, but developed by new methods. The conference added that governments could do something to pool their resources and establish advanced schools to train natives in modern industry—as the Central Medical School was training them in medicine.

The SPC did not buy into any of this. It said these matters were ones for the governments, although the SPC would continue to look for ways to help.

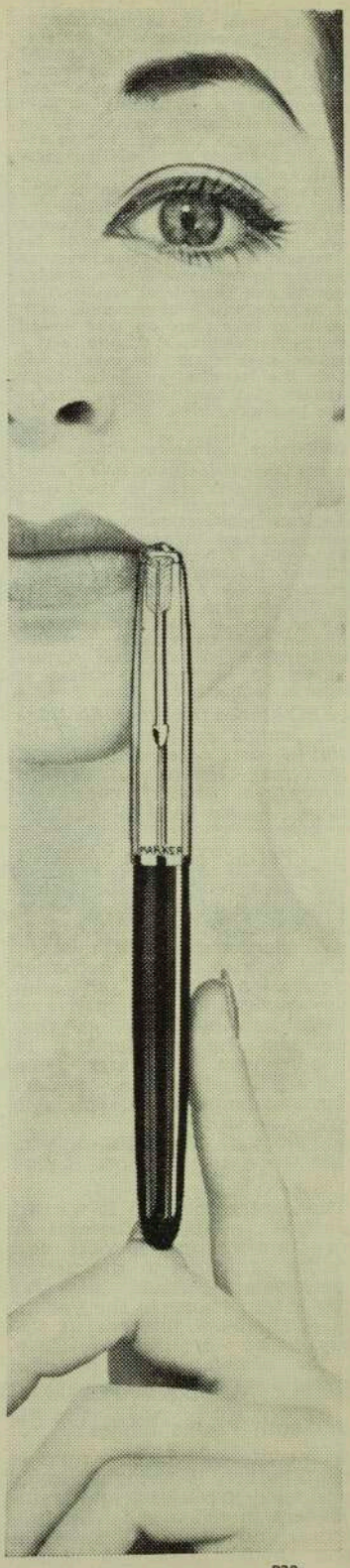
• The conference wasn't very happy about the fact that resolutions touching on infant and maternal welfare problems, moved at the Third Conference, had not



nla.obj-331399423
National Library of Australia

It's beautiful

and it's beautifully made : What I like best about my Parker "51" though is its personality. I've never had a pen so individual before. Ten years from now I shall still be writing with it and every time I use it I shall remember that my Parker "51" was one of the nicest presents I was ever given.



Parker "51" Rolled Gold Cap Pen: 177/6. *Pencil:* 103/9.; *Ballpoint:* 90/-. *Parker "51" Lustraloy Cap Pen:* 135/-. *Pencil:* 61/3; *Ballpoint:* 55/-. *Parker "17" Pens from* 58/9 *to* 90/-. *Parker Lady:* 48/3; *Parker Slimfold:* 48/3. *Other Parker Pencils and Ballpoints:* 32/6 *to* 50/-.

Distributor and Repair Service Station:
Brown & Dureau Ltd., James Arcade, Port Moresby.

A PRODUCT OF THE PARKER PEN COMPANY

P29a

nla.obj-331399701
National Library of Australia



Portrait Of Two Men In A Taxi

In Pago Pago, American Samoa, last year, a touring "PIM" man had trouble with a taxi. He wanted this taxi to take him, and an affable American companion, up a hill, but the taxi wouldn't. It started off all right, but half-way up the hill the taxi—or perhaps the Samoan driver—gave up in a cloud of steam. In the next ten minutes quite a lot was done to encourage that taxi—or perhaps the driver—to get up that hill; but it was of no account. The "PIM" man and the American walked. The "PIM" man's comment was, "I thought America had plenty of good transport. This wouldn't happen even in New Guinea!"

He was wrong, of course.

The two men who are not riding in a taxi in the above picture are Americans—Harold J. Coolidge, Executive Director of the Pacific Science Board of the National Academy of Science, Washington, and Dr. Alexander Spoehr, Director of the Bishop Museum, and a US Commissioner for the South Pacific Commission. They were photographed by the same "PIM" man as the three of them were walking —up a hill 20 miles outside of Rabaul in May, where they had been attending the South Pacific Conference.

The taxi is not exactly in the picture because it is a mile or two at the bottom of the hill. The taxi had started off all right, but half-way up the hill it—or perhaps the New Guinea driver—gave up in a cloud of steam.

The Americans didn't say anything, yet the moral of this story could probably best be put in the American language. It is: "Don't shoot your mouth off too early, son!"

Furnished Serviced Suites

In Sydney

Kanimbla Hall, 19-29 Tusculum St., Potts Point, 5 minutes city, next Kings Cross, modern, 9 floors, harbour views, restaurant, S.C., furn. serviced suites with separate Lounge, Bed and Bath Rms. and Kitchenettes. Refrig., H.W., from £2/15/- daily for 2, from £3/15/- for 3. Under new management. Write or Phone: FL 4141 (9 lines); after hours, FL 4149. Telegrams: "Kanimblahall", Sydney.

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, **your power and memory often improve amazingly.**

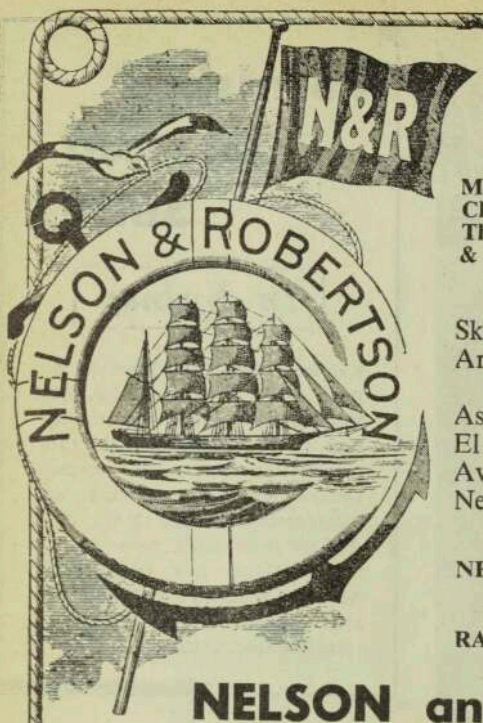
And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take **the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.**

Vi-Stim To restore Vim and Vigour

…en acted upon by governments. It …id it still wanted a comparative …luation of the various infant and …aternal welfare programmes in …e Pacific Islands.

The SPC requested the Secretary-General to prepare a plan for this evaluation, submit it to governments with a request for comments, and prepare a project.

nla.obj-331399966
National Library of Australia



Over 60 Years Experience as
SHIP OWNERS — ISLAND MERCHANTS — IMPORTERS & EXPORTERS

Merchandise Purchased For Clients From All Parts Of The World At Best Factory & Wholesale Prices.

Cocoa Beans, Coffee, Trocas Shell and All Island Produce Sold on World Markets At Best Prices.

Original invoices supplied—Quotations on request.

SOLE AGENTS FOR:
Skandia Diesel Engines.
Archimedes Outboard Motors.
Aster Canned Fish.
El Trust Shot Guns.
Avrika Axes.
New Hudson Bicycles.

DISTRIBUTORS OF:
- Trade Blankets.
- Bush Knives.
- Cotton Piece Goods.
- Rayon Piece Goods.
- Copra Sacks.
- And All Trade Requirements.

Take Advantage of Our Branch Office:

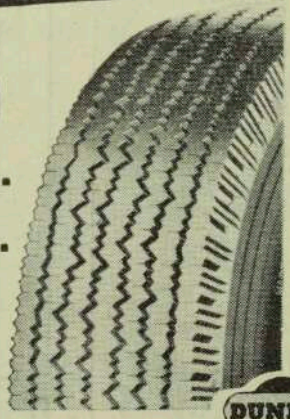
NELSON & ROBERTSON PTY. LIMITED, Stanley Street, South Brisbane—Cables: "Ivan," Brisbane.

or our N.G. Representatives

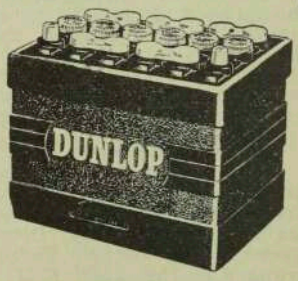
RABAUL TRADING CO. LIMITED, Rabaul and Lae, New Guinea—Cables: "Ivan", Rabaul; "Ivan", Lae.

NELSON and ROBERTSON PTY. LTD.
PLANTATION HOUSE, 197 CLARENCE ST., SYDNEY. BOX 5316 G.P.O.
Cables: "Ivan", Sydney.

No other tread looks like it... grips like it... wears like it...



100% FRESH power-packed DUNLOP Dry-charged BATTERY



The life and guarantee do not begin until your dealer adds the acid. **Can't get old before it's sold.**

DUNLOP

DUNLOP B5
COLD RUBBER Tractive Tread!

Only B5 has it — **Tractive** Tread, the active tread that puts more rubber flat on the road, beating slide and wheel spin, ending fear of skids. See DUNLOP B5 tyres at your service station or tyre dealer today!

High Quality Oxfords for men and boys
DUNLOP "WELDONS"



Sturdy, long wearing shoes with pressure welded soles that will not scuff at the toes. Black or Tan.
Men's sizes 5-11
Youths' 2-4

6915/A

nla.obj-331400223
National Library of Australia

TRANSOCEAN STARTS SOMETHING

And How Are The Airlines Faring?

Most people in Fiji, or elsewhere, are apparently unaware that at present it is — theoretically — possible to visit American Samoa on a flight to Honolulu — or on a flight from, say, Sydney to the United States — a saving of more than $100 on the direct Nadi-Honolulu tourist class fare.

THIS situation has come about through Transocean Airlines of Honolulu establishing a "non-scheduled" Honolulu-Pago Pago tourist class service with Boeing aircraft in recent months. Transocean has been doing a roaring business. The service opened on a monthly basis, then became fortnightly and in May there was a waiting list of over 100 passengers for Pago Pago.

Transocean's service could have a curious effect on Pan American Airways' Nadi-Pago Pago fortnightly service.

This was established several years ago to provide an air connection for American Samoan residents with Honolulu and the US. A lot of those residents are now indicating that they are prepared to accept tourist class conditions, save time, forego a look at Fiji, and pocket the change by taking the direct Transocean flight.

To date, people in Fiji and southward have not realised the situation, but it could be that Pan American might find itself acting as a feeder service for Transocean rather than for its own transpacific main-line service. Conversely it could be said that Transocean might develop into a feeder service for Pan American's shuttle service, especially if Transocean clears the Pago Pago bottle-neck by operating daily flights, as a Suva report says could happen soon.

Some Pitfalls

However, while there *may* be a substantial saving by passengers travelling between Fiji and Honolulu via Samoa, there are some pitfalls which intending passengers should be aware of.

At the moment, Transocean has adjusted its flight days to connect with PAA at Pago Pago and thus save passengers the necessity of any-stop-over there. But if a stop-over is involved, and that certainly is possible if either carrier fails to operate on the day promised due to weather or other causes—the cost of accommodation at Pago Pago could eat heavily into the saving in fare. Then there is the question of a landing permit for American Samoa—and these are not handed out on demand.

There are also problems associated with through-bookings. Scheduled airlines cannot, under existing agreements, arrange through-bookings where a non-scheduled operator is included in part of the passenger's proposed route.

Most traffic from Fiji or southward would be bound for destinations beyond Hawaii, where through-bookings with connecting services would be desirable.

Allowing these problems, developments along the Nadi-Tafuna (Pago Pago)-Honolulu route should be worth watching in the months ahead.

Experienced Airline

Transocean, though an "irregular" operator, is no fly-by-night concern.

It provides passenger services throughout the US Trust Territory of the Pacific Islands. It was formed by a group of civilian pilots for the Air Transport Command who happened to find themselves on Wake Island at the end of World War II and decided to exploit opportunities they foresaw.

The company has wide Pacific experience, having provided crews for Philippine Air Lines and Japan Air Lines when those firms started. It has also provided American



They're Getting Steeper and Tougher

New Guinea's Wau airstrip, long famous because the bottom end of it is 200 ft. lower than the top end, thus giving plane passengers an uphill ride, has lost out to Omkolai, in the New Guinea Highlands—which is shown in the photograph.

Omkolai strip, only recently completed, is 250 ft. lower at one end than the other—and in addition the slope in between is almost twice as steep as Wau's.

Wau is 2,620 ft. long, and has an 8 per cent. slope. But Omkolai is only 1,800 ft. long and has a slope of 13.4 per cent., or 1 in 7. Both Wau and Omkolai are one-way strips—the planes come in at the bottom end and go out the same way.

Omkolai perches on a mountainside at an altitude of 5,500 ft. It's in the midst of rugged country. One side of the strip drops sheer away 1,500 ft. to the Wahgi River, which flows through a gigantic gorge at that point.

In the photograph, the Qantas Otter is parked sideways on a specially levelled area dug out of the top of the mountain. It had first touched down at the bottom of the strip, seen in the distance. On the left-hand side of the strip is the 1,500 ft. drop into the gorge.

Tapini, on the Papua side of the P-NG border, is the only other Territory strip with a special claim to slope fame. It is 2,150 ft. long and has a 7 per cent. slope. But the strip has a hump, so that sections of it probably have a much greater slope than 7 per cent.

According to the Aeronautical Information Publication put out by the Australian Department of Civil Aviation as a pilot guide to airstrips, Kagua strip in the Southern Highlands has a 13 per cent. slope, which puts it into the Omkolai class.

But one surprised pilot who landed there decided he must have got into the wrong place—it was almost flat. The printers of the AIP had dropped a point. It should read 1.3.

nla.obj-331400487
National Library of Australia

SINCE 1924

Rich Creamy

"COLUMBINE" CARAMELS

made by

MacRobertsons

The Great Name in Confectionery

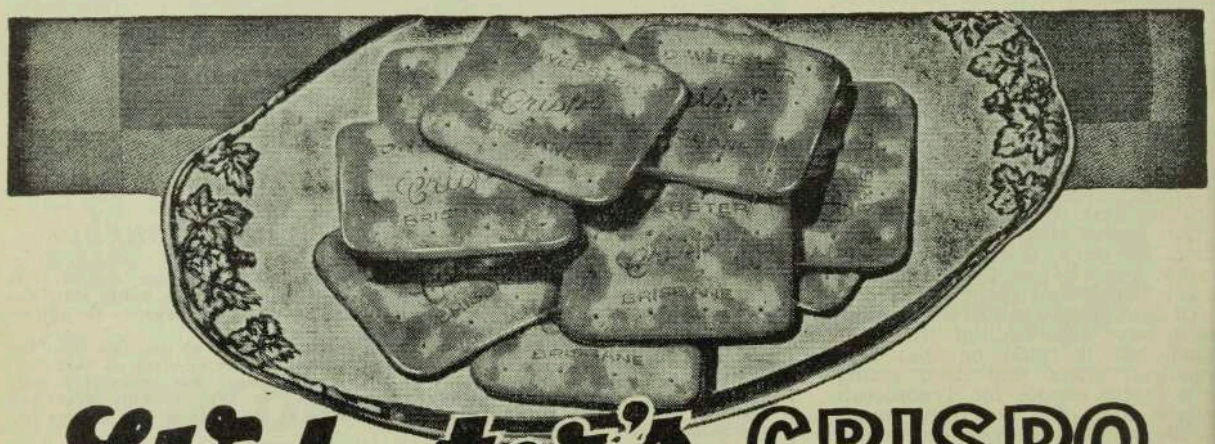
Factory Fresh. Available at all leading Stores
and
Confectionery Bars Throughout the Pacific

Export Agents for Pacific Islands:

S. E. TATHAM & CO. PTY. LTD.

178 COLLINS STREET, MELBOURNE Cables: "Set", Melbourne

★ *Buyers and Shippers* ★ *Pacific Island Traders*



Webster's CRISPO

Reg'd Trade Mark



THE CRACKER BISCUIT

exactly right in size, shape and crispness
for perfect savoury servings

Made by DAVID WEBSTER & SONS PTY. LTD.,
Annerley Rd., Sth. Brisbane. Phone: J 1253.

nla.obj-331400802
National Library of Australia



What's the big flap about," six-months' old raura Tinirau of Aitutaki, Cook Islands, must e asking the cameraman who snapped her in ie arms of TEAL hostess Joan Mitchell after ith had alighted from the TEAL flying-boat at aucala Bay, Suva. With her parents, Uraura was on her way to New Zealand.
Photo: Stinsons.

ight crew for Lufthansa, Air ordan, Pakistan Airlines, the enezuelan and Iranian airlines.

A San Francisco report says the re saving is even greater on the ew route for anybody wanting to y from Honolulu to Pago Pago.

Previously, passengers have had fly from Honolulu to Nadi via PA, PAA or Qantas, then await ie TEAL service to West Samoa the fortnightly PAA service to merican Samoa.

The fare was $352 one-way, first ass, compared with the new direct ute fare of $149 for tourist class. his is the only fare schedule fered, although the 65 passenger rcraft being used have both tourist id first class accommodation.

Short of Aircraft?

The Transocean company has en using Boeing Stratocruisers quired from BOAC, but it is not o sure if it will be able to produce weekly or fortnightly service when e Pacific and Atlantic tourist rush ally starts.

A Transocean official said in San ancisco last month, "We've got 10 ratocruisers, but only six have so r completed certification by the deral Aviation Agency. We've got enty of business for those planes our Atlantic runs and our US-awaii-Far East runs for the mmer. We will certainly maintain onthly services, but fortnightly ns to Samoa will depend on avail-ility of aircraft."

Meanwhile, there has been little ogress towards establishment of ner South Pacific air routes.

Hawaiian Airlines, which provides inter-island services with Convairs and DC3's, and which has sought permission to serve the US West Coast, Hawaii, Tahiti and/or other South Pacific territories, is still waiting, and is likely to be for another 18 months yet. This is the length of time expected to be taken by the US Civil Aeronautics Board in reaching a decision on air services involving the whole of the Pacific.

The Board has already started hearings, but a lot of airlines and would-be air services are involved, and routes touching all parts of the Pacific, north and south, will be discussed. The US Government has initiated the inquiry. It apparently wants to find out just which of its airlines can do what, so that it can be ready when foreign carriers start to bargain for landing rights on American territory in exchange for others in the Pacific.

New Routes

Hawaiian Airlines' application involves a number of routes.

The South Pacific ones would operate from Los Angeles and Honolulu, and take in Tahiti, and possibly include American Samoa, Fiji, Noumea, Auckland and Sydney. It is doubtful if the airline would have any luck in getting as far as Auckland and Sydney, but it would probably be happy enough with the Tahiti route.

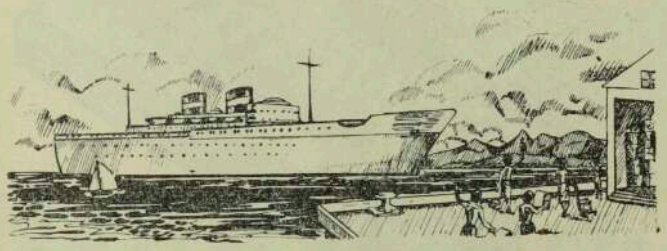
(Over)



G.B.HARI's



special service at normal prices



Your suit or slacks can be made within six hours of your placing the order. When passing through Suva, call at G. B. Hari's and select your materials from their wide range. Mail orders are also promptly attended. Send for samples and self-measurement chart.

Cables: "NIVAS", Suva.

G. B. HARI & CO. LTD.
RENWICK ROAD, SUVA, FIJI

G.P.O. Box No. 170, Suva.

nla.obj-331401413
National Library of Australia



While Fiji Airways aircraft sat bogged down at Nausori Airfield during Suva's wet weather in mid-May, Air Viti's amphibian, barred from stepping into the breech on the Suva-Nadi main service, was busy operating from the pontoon outside the Harbour Master's office to other points in the Fiji Group.

Hawaii plans, at this distance, yway, to use jets on the South cific routes.

Last year Hawaiian Airlines was peful of running a direct Hono-u-Tahiti service, using a permit it had been granted to South cific Air Lines, which had no table aircraft. There was talk of merger, but that arrangement y appears to have fallen through. ith Pacific doesn't have the nch part of the permit any more, y the American part, which is ut as good as having a plane hout wings. South Pacific's three ents, bought in the UK and Aus-ia, are meanwhile wasting away the Oakland and San Francisco ports.

outh Pacific, owned by the lar steamship interests, was to e access to a Super Constellation ed by another Dollar firm, but apparently has fallen through,

nother American firm which ears to be making no headway the air is Samoan Airlines, of o Pago.

Airline, But No Route

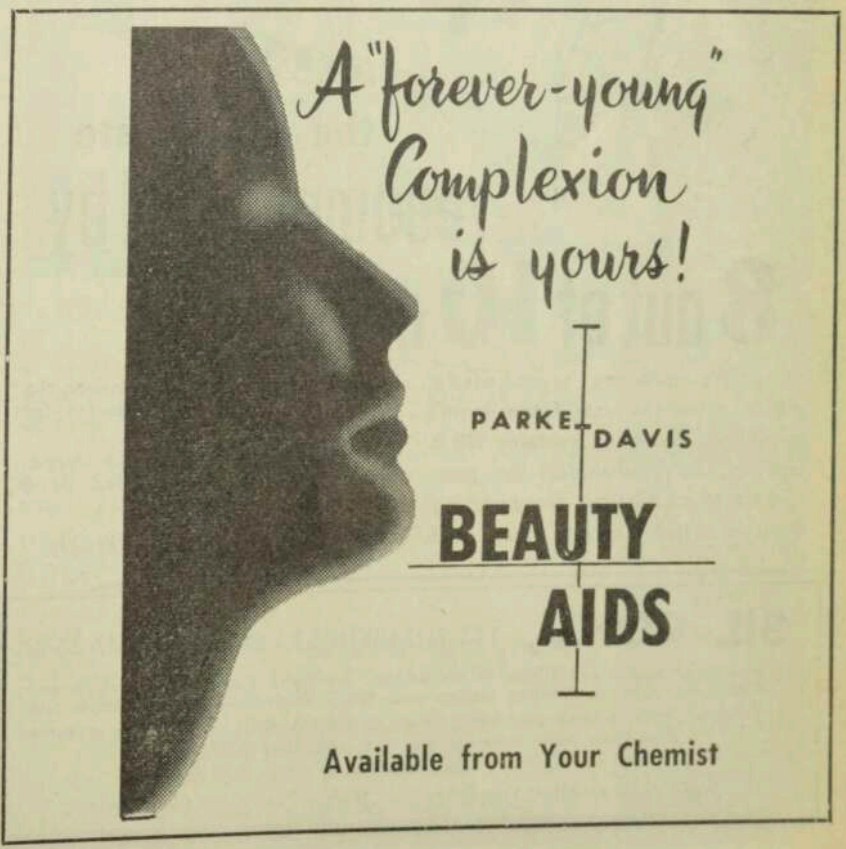
he company has had a DC3 er charter since January at a re reported to be in the vicinity $2,000 a month, but it hasn't ied any fare-paying passengers veen East and West Samoa yet. DC3 is still sitting at Tafuna. any airline interests are in-ued as to why anybody would t to charter an aircraft and set in the airline business without confirming the route he was going to fly, but that apparently is what has happened.

Lots of people would be pleased if one day soon Samoan Airlines really does begin flying the much-needed Pago-Apia service. At the same time, they won't be surprised, either, if that chartered DC3 goes back to Honolulu without having gone into business.

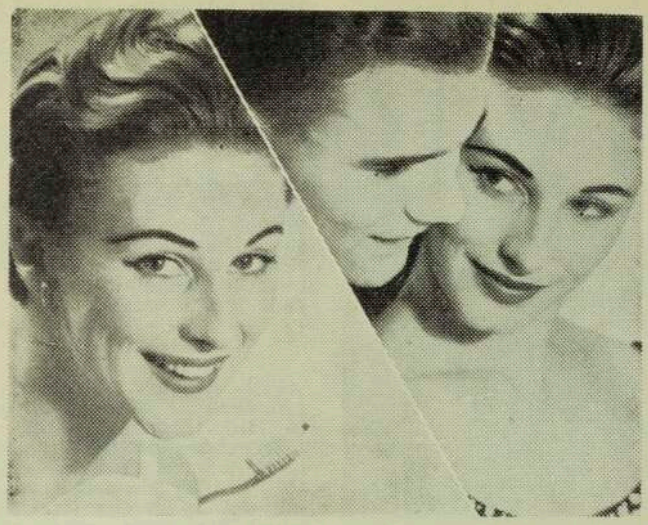
Fiji Airways

Fiji Airways' aircraft were grounded at Nausori for a period in May through flooding. Shortly afterwards the Fiji PWD commenced to strip off a thick layer of mulch that has for years been accumulating on top of the steel matting—which has been inches below the surface. Stripping is unlikely to be a cure-all for this airfield, but it might help under moderately wet conditions, assisting in the drying of the strip.

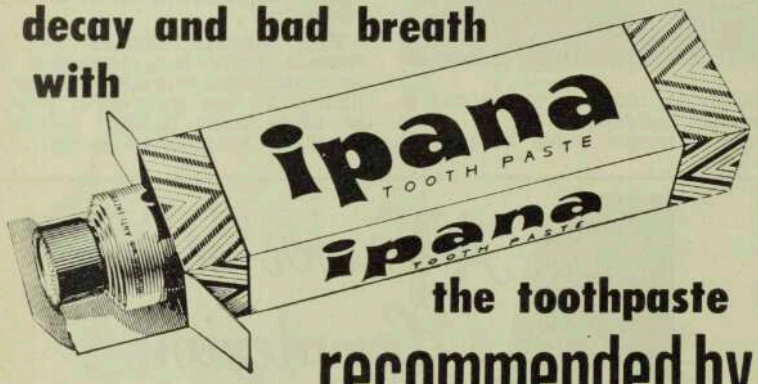
Fiji Airways seemed to turn thumbs down on a suggestion that an amphibious aircraft could be the answer to the Suva-Nadi problem at times when Nausori airfield is "out". An amphibious aircraft, they



nla.obj-331401881
National Library of Australia



She's wise . . . she fights tooth decay and bad breath with



the toothpaste recommended by 8 out of 10 dentists

Yes, she's following sound advice indeed when she uses **Ipana** tooth-paste, because **Ipana contains WD 9** (sodium lauryl sulphate)—the anti-enzyme which destroys decay-causing bacteria better than any other. And Ipana's refreshing flavour leaves the mouth clean and breath sweet for hours.

Be wise and always use Ipana, the toothpaste recommended by 8 out of 10 dentists.

A product of Bristol-Myers.

BM.12.57

SIL ROHU, 143 ELIZABETH ST., SYDNEY — MA 3540

To our many Friends and Clients in the Islands. We invite you to consult us in your problems and wants in Shooting requirements—Rifles, Ammunition and Accessories, etc. Also Fishing Tackle to tackle your fishing—large or small. Queries, etc., promptly answered. Underwater Spear Fishermen also very adequately catered for.

Mail Orders Our Speciality — Write For Our Catalogue

An Embarrassment of Decorations

ALWAYS IN THE WARS

When the top men of the Re turned Soldiers' League of Papu and New Guinea decided recently t award Life Membership to Ser geant-Major John W. Cox—bette known to the present generation a a New Guinea roadbuilder rathe than a soldier—they overlooked on important thing. There already ar so many ribbons on the veteran' tunic that it will be difficult to fin room for the gold badge.

Back before World War I, John was a thin six-footer in the Roya Munster Fusiliers. He was a born soldier; and when the Battle o Mons developed, with the Fusilier in the front line, he already wa a corporal. The British, retirin at Mons, in 1914, were charged re peatedly by the Uhlans; and John was involved in hard fighting, an got immediate promotion to ser geant, and the Mons Star.

In 1916, on the Western Front, a Givenchy, the Fusiliers got int savage hand-to-hand fighting; an Sergeant Cox and Corporal Michae O'Leary together attacked two Ger man pill-boxes, and took them both, killing the 22 occupants. Th famous O'Leary was awarded th

(Continued from previous page)

indicated, could not be a profitabl proposition.

Whether it was or not, the showed no disposition towards let ting Air Viti demonstrate that th public interest could be served b supplying some charter work fo their amphibious Cessna during th Nausori wash-out in May.

Throughout the bad weather, Ai Viti continued to operate its non scheduled flights to nearby islands

Fiji Airways let it be known however, that they were discussin the possibility of bringing in a d Havilland Beaver of the wheele type. They can be fitted with float or floats and wheels to provid amphibious operations. They ar capable of operating on very shor airstrips with a full load of seve passengers, and this one would b used to provide connection wit small airstrips—in existence or t be built—throughout Fiji.

Its arrival, if decided upon, woul apparently not ease the Nausor problem, as this wheeled versio would still have to use that airstri which is Suva's only land airport

nla.obj-331402275
National Library of Australia



John Cox.

toria Cross and a commission in field; the less conspicuous Cox the Distinguished Conduct dal.

oon after that, in the Somme le, Cox crawled out into No-n's Land and carried in some nded comrades. He somehow ped enemy fire, and was awarded Military Medal.

ox got mixed up with more t-line stuff at Hill 60 and sines, and collected a lungful of a Mention in Despatches, and scharge.

e was a roadmaster in New nea when the Pacific section of ld War II started; and, of se, an experienced Sergeant-or and native-labour director d many ways of being useful.

1944, John was in the North neo-Sarawak area, with FELO, he spent some time in behind Jap lines there, training Dyaks Borneo Malays in a special ation.

Headhunters

ese Dykas are natural head-ers; and when they found that long, thin Munsterman would them £3 for each Jap head de-ed, business really flourished. 's supply of sovereigns ran out, he had to reduce the rate to er head; but still the heads in.

ry few people—not even John's ades—knew of what was going and everyone looked innocent Japanese HQ furiously de-ced this "barbarous" method of ng war. John, meantime, was n the back country, in charge vo 38-ft, twin-engined motor-, with which they hunted Jap port canoes up and down the Baram River—hiding by day and operating at night.

Just after the Jap surrender, in 1946, John was sent by Commander (Black Jack) Proud, of FELO, with a US Task Force to observe the surrender of a truculent Jap garrison of 3,000, on Seli Baba Island, 90 miles north of Moratai.

The Americans took along some Nisei Japanese to inform the infamous Colonel Koba that Japan had surrendered and that the Emperor had ordered a cease-fire. Koba could not understand the Niseis, and prepared for battle. Cox then went forward and, in his best Hakadote dialect, helped by local Malay, he persuaded the Japs that the war really was over. The Americans, in gratitude, gave John the Colonel's sword.

Colonel Koda was later hung for atrocities committed upon English and Australian soldiers, and for his extremely brutal treatment of Javanese.

From this war, John collected two more decorations.

John Cox now has the usual lot of campaign ribbons, plus the following special decorations: Distinguished Conduct Medal; Croix de Guerre (French); Mons Star; Military Medal; Bar to Military Medal; Mentioned in Despatches.

Under a new water-saving law in Rarotonga, the occupier of a property and not the actual servant responsible, will be liable to penalty for wastage of water through any tap being left running on that property.

1st Prizes
Royal Show
1957 & 1958
for
sponges
& scones

won by

FOUNTAIN
SELF-RAISING FLOUR



The high prize-winning standard set at last year's Royal Easter Show is maintained in special triple-sealed-for-the-tropics 2-lb. packets and in 2-lb. and 7-lb. tins.

Try this Prize-winning Recipe for Scones:

3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter
½ pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

FOUNTAIN

W. C. Douglass Limited, Foveaux St., Sydney, Australia

OTHER FAMOUS FOUNTAIN PRODUCTS

Rich, Red Fountain Brand Tomato Sauce is vacuum sealed to retain its freshness of flavour.



Vitamin-filled Fountain Brand Tomato Juice, served chilled, is a delicious, thirst-quenching drink.

nla.obj-331402580
National Library of Australia

Fresh because it's VACUUM PACKED



VACUUM PACKED, your Capstan fine cut Tobacco is always fresh in the new Vacuum Sealed Tin.

TO OPEN, TWIST A COIN. The patented sealed lid is easily opened by merely inserting a coin and twisting.

...it's dependable

CAPSTAN

FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA TOBACCO

fiji talanoa

VAKATAWA TALKS OF THIS AND THAT

After years of complaint that the shortage of hotels has been crippling the tourist trade, the recent sequence of events left Fiji somewhat staggered.

LANS for an expanded Grand Pacific Hotel at Suva; plans for a new tourist hotel at maka to replace the Fiji Mocambo Nadi Airport; plans for a new xury resort hotel (with cheaper tages for Fiji people with modest rses); revived plans for a hotel Saweni beach—all were an-unced within a few days of each ier. Then a week or two later, Australian group arrived with scheme for another Suva city tel, incorporating the Waimanu ilding, opposite the Lilac theatre.

Cathay Hotels Ltd., who have ten over the GPH, have long been ablished in Singapore and one of terms for the tender for the PH, acceptance of which triggered the Saweni beach hotel project, h promise of more to come, was t the immigration authorities re to allow the company to bring inese from Singapore to fill key ts, and to train local staff.

The idea of a hotel at Saweni ch (about half-way between utoka and Nadi airport) is not v. Last year, a group of indus-l consultants visited Fiji and pared detailed plans for the con-eration of potential investors in nada. But things moved slowly, l when Cathay showed interest. Northern Club, of Lautoka, ich held the lease of an essential tion of the beach, was able to nsfer negotiations from the nadians to the Singapore com-ny.

The sale of the lease is a wind-for the club. There were iodical murmurs from some mbers in past years that the se—which was designed to give club a beach recreation spot—an unnecessary luxury. Now an xpected £8,000 is added to the b's assets and a long-talked-of mming pool at the club house omes a possibility.

The price paid by Cathay puts new value on the lease of the ch and the Fijian owners will efit by getting a higher rent in ure.

Hotel Drought Becomes Hotel Flood

Hotels of the Crown Colony of Fiji Ltd. were among the unsuccessful tenderers for the Grand Pacific Hotel. They had planned a three-link chain—the GPH at Suva, a resort hotel at Yanuca Island, Cuvu, near Sigatoka, and a hotel at Namaka, overlooking Nadi Airport.

Not getting the GPH did not affect the plans for the other two hotels.

The Namaka project is designed to fill the gap which will be left when passenger accommodation is no longer available on Nadi Airport. The Fiji Mocambo, converted from the war-time officers' quarters, has provided food and bed for many thousands of travellers through the airport, but it was never intended to be a permanent affair. With the conversion of Nadi into a jet-handling airport and the construction of a new terminal building, the Mocambo group of buildings will go.

Mr. Barry Philp, who has had the Mocambo concession for most of the post-war years, has had in mind for a long time a hotel on Namaka hill.

He is associated with an American financial group assembled by Mr. Carl Rehnborg, head of the Nutrilite Corporation, who fell in love with the South Pacific on a visit to Tahiti, bought Les Tropiques hotel, and conceived the idea of a chain of hotels from Tahiti to the New Hebrides.

This plan hung fire for a time, but has moved into new life with the Fiji scheme for Namaka and Yanuca Island.

Yanuca is one of those lovely palm-covered islands with reef-fringed white beaches that bring moon, soon and swoon to Tin Pan Alley lips, and Paradise to the pens of the writers of South Seas travel folders.

It has some special advantages. It is separated from the Queen's Road section of the main Viti Levu highway by only 100 yds. of reef and easily-bridged sea. It has sheltered waters for swimming and boating and it is on a coastal strip that has one of the best climates in Fiji.

Korolevu, in the same strip and with similar attractions of reef and beach, has earned a world-wide reputation which keeps a steady



Bowling has plenty of followers in Fiji. Here Sir Kenneth Maddocks, Governor of the Colony, and Lady Maddocks are meeting members at the opening of the new Tamavua Bowling Club. Left to right: Mr. L. Barnett, Mr. J. B. Stinson (through whose efforts the new club was established), Mr. Bruce Lawler shaking hands with Sir Kenneth, Mr. A. Beddows, Sir Kenneth and Lady Maddocks, and Sir Hugh Ragg. Photo: Stinsons.

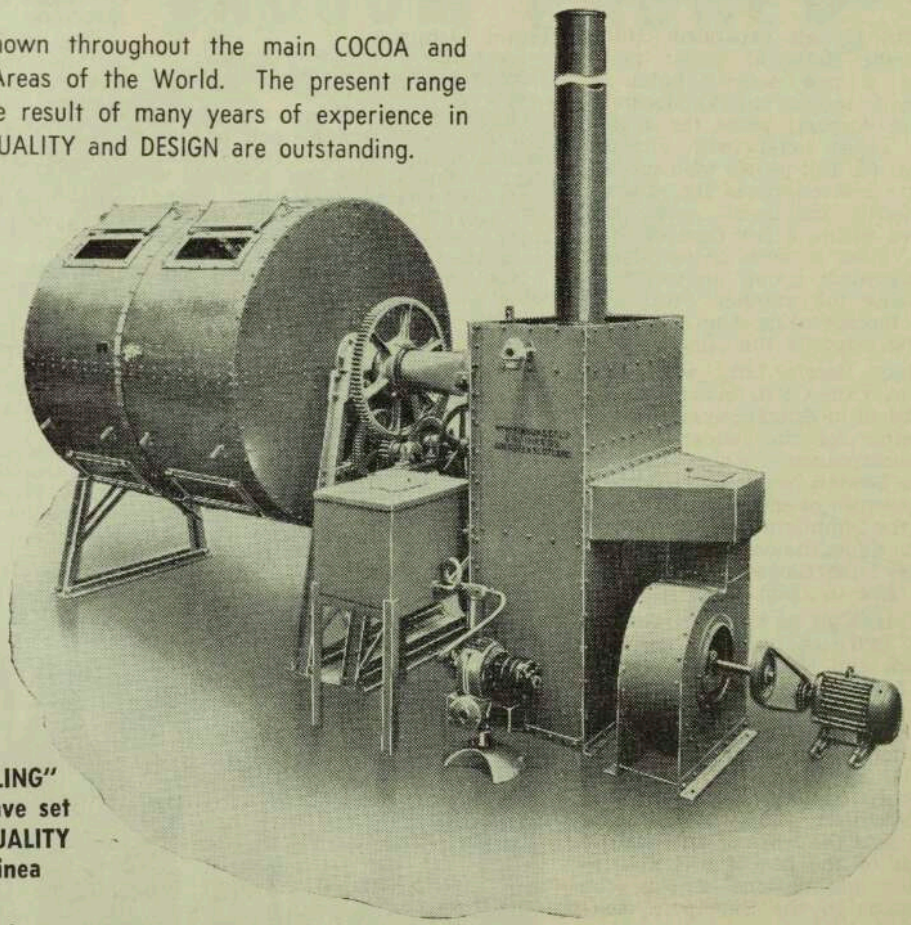
Looking for the best? *Then invest wisely . . .*

McKINNON'S
COCOABEAN AND COFFEE MACHINERY

Manufactured by: WM. McKINNON & CO. LTD., Aberdeen, Scotland
(Established since 1798)

McKINNON'S MACHINERY IS NOT A NEW MANUFACTURE

Its efficiency is known throughout the main COCOA and COFFEE Producing Areas of the World. The present range of machinery is the result of many years of experience in this field and its QUALITY and DESIGN are outstanding.



McKinnon "STERLING" Cocoabean Driers have set the Standard of QUALITY for the New Guinea Market

For full particulars of McKinnon's COCOA and COFFEE Machinery consult your nearest representatives:—

NEW GUINEA CO. LTD. at Rabaul, Madang, Lae, Kavieng and Kokopo.
ISLAND PRODUCTS LTD. at Port Moresby.

Or the Agents:

W. R. CARPENTER & CO. LTD.

"THE WALES HOUSE", 27 O'CONNELL STREET, SYDNEY

Cable address: **"CAMOHE"** Telephone: **BL 5421**

nla.obj-331403757
National Library of Australia

tream of visitors flowing into that otel, even in the off-season.

If the prophets are right and *if* he jet age is going to bring urists to the South Pacific in ever-ncreasing numbers in the next few ears, *if* Fiji has a permanent urist future—then the faith of the lanners of the new hotels and the ith of Sir Hugh Ragg, who, by loughing back Northern Hotels rofits year after year has built a ain of well-run, comfortable hotels und Viti Levu, will be more than stified.

But all this is high-priced, tourist commodation. There are plenty of eople—and I'm one of them—who are a sigh for the old days when u could get full board in Suva for a month!

igh Cost of

he Right Thing

The recommendations of the cDougall report on the finances of e Fijian administrative system ve now nearly all been translated to law.

The central purpose is clear. To engthen the finances of the jian administration, and in par-ular to open the way for Fijian ovinces to control their own fairs.

Since the war, the Fijians have come used to the special copra x of £10 a ton, from which the jian Development Fund has been ilt up. This fund has given in-vidual Fijians, and Fijian com-unities in the copra areas, cash sources of a size they seldom naged to accumulate previously.

Following a McDougall recom-endation, and with the agreement the Council of Chiefs and all the ovincial Councils, the scheme has w been extended to enable taxes be levied on practically all forms agricultural produce, including gar cane and bananas, and on ber royalties and the rent of tive land.

t is undoubtedly a good thing any local body—and Fijian ncils occupy a position roughly ivalent to County Councils over-s—to be financially self-support-. But anything which requires re money from Fijians in general, rs with particular force on wage ners—and particularly the lower ge earners—in the main towns.

he gifts in kind, demanded by ian custom for the entertain-nt of guests or for such things funerals, were in simpler days vided from food gardens or the

low, when a call comes from a ne village or from a family in name of custom it has to be swered in the form of expensive ds bought from shops—kerosene, p, flour and the like.

he call cannot be denied, but for family man with few, or no, ings it is difficult to meet. A solution is found usually by borrowing from employers or friends, or at high rates from a money-lender, but there seems little doubt that at least some of the periodical cases of embezzlement have their origin in the heavy financial demands of custom.

An introduced custom which is becoming a particularly heavy drain on Fijian cash resources is that of the expensive wedding. It is not hard for the number of guests at a Fijian wedding to reach out of hand proportions, and when food—and sometimes drink—has to be bought for the occasion the cost can become a very great burden.

Recent reports from India have told of a move by some of the younger men and women to do away with elaborate weddings and so cut down the heavy financial load forced on families in the past by age-old custom.

There is something there for the younger Fijian people to ponder.

All His Own Work

It is sometimes possible to point to an institution or organisation and say, "That is the work of one man". This can be said of the newly formed Fiji Crippled Children's Society.

The "onlie begetter" is Dr. A. H. Sahu Khan, of Lautoka, a nominated member of the Legislative Council.

He has had the idea of such a society in mind for over a year. His enthusiasm has been infectious and so he gathered a strong committee together. His planning has been thorough and so the society should be effective.

The need for such a society was made clearer by the poliomyelitis epidemic last year, which increased the number of crippled or partially-crippled children in hospital.

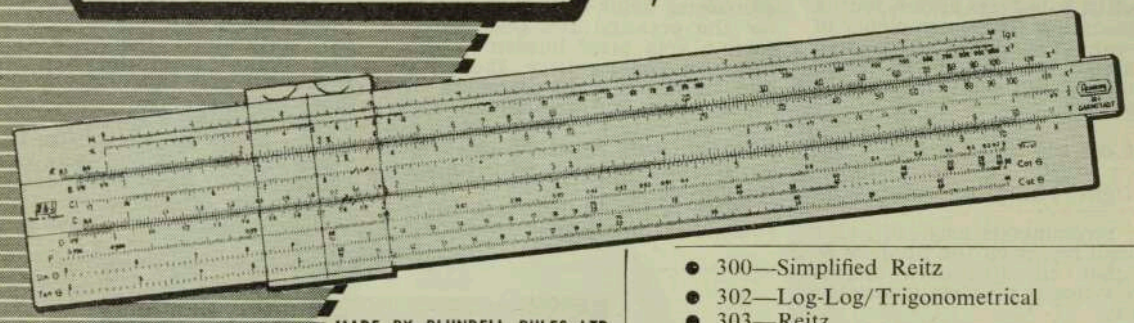
(Over)



nla.obj-331404205
National Library of Australia

Academy Series

REGD TRADE MARK



- 300—Simplified Reitz
- 302—Log-Log/Trigonometrical
- 303—Reitz
- 304—Darmstadt
- 305—Electricians' System

MADE BY BLUNDELL RULES LTD.,
LYNCH LANE,
WEYMOUTH, ENGLAND.

Sole Agents in New Zealand and South Pacific:

THE D. J. ROBERTSON COY. LTD.

P.O. Box 2454, Auckland, New Zealand



Designed specially for the outside

Tested and Used for many years in the Tropics

Dulux Hi-Gloss House Paint is the hardest-wearing, longest-lasting paint you will ever use. It resists tropical sun and rain . . . flows on easily and smoothly . . . retains its rich colour and gloss for years and years.

nla.obj-331404548
National Library of Australia



W. R. Carpenter and Co. (Fiji), Ltd., moved into their new Suva headquarters in Rodwell Road in May. The building is a handsome addition to Suva's many new buildings. The street-level finish is red tiling and glass with timber panels in natural finish. Above the verandah are vertical blue sunshade louvres on the Rodwell Road frontage. The upper portions are in pastel shades of pale green and grey-blue. Photo: Stinsons.

Dr. Sahu Khan has pointed out, owever, that there are many more villages scattered throughout Fiji a number of them possibly ctims of earlier epidemics which tracted little notice because edical services and news services ere not as well organised as they e today.

randfather's Taxes
s Well As Today's

For more than 70 years, merchants d others engaged in various oney-making occupations in Fiji ve been paying fees each year for siness licences. The rates have en changed from time to time, t the general distinction between ose for "town" and "country" has en preserved.

Meanwhile, Suva has become a y; towns and townships have me into being in the former ountry"; and local rates have en added to Colony-wide taxes.

Apparently, nobody has thought asking why the business licence stem has been continued—nobody, at is, until Mr. Jim Crawford, co-oprietor of the Phoenix Theatre Suva wrote to the *Fiji Times* a nth or two ago and enquired why ms had to pay for business ences when they already paid unicipal rates on their property d income taxes on their profits. He asked what special services re rendered in return for the ence fee, and, as an afterthought, asked who started this licence siness anyhow, and why.

There has since been resolute ence from the Government Build-gs, but rumour reports that a rch is going further and further k into the archives to discover y a baker, a butcher, an aerated water manufacturer, a chemist, a cinematograph theatre owner, a pawnbroker, a tailor, a surveyor, a photographer, an architect, an auctioneer, a waterman, a keeper of a kava saloon or a hop beer saloon; an operator of a shooting gallery or a public billiards table should have to pay widely varying rates to carry on business.

There is the question, too, as to why a hawker (general) is charged three times as much as a hawker (wild birds).

In 30 years of moving about Fiji I have not seen a hawker of wild birds nor a hop beer saloon and the formal trade of waterman is not the most widely practised in the Group.

It seems pretty obvious that the business licence system is a survival of the days of Fiji's commercial and fiscal youth, when there were watermen and hawkers of wild birds, and when revenue was raised through specific fees instead of the more flexible modern forms of taxation based on income or the value of property.

One licence which causes constantly recurring irritation is that payable by an agent for a foreign firm. Business men coming to Fiji to explore the possibility of expanding the Colony's overseas trade, find it particularly annoying to be greeted at airport or customs shed with a sudden demand for £7/10/- for the privilege of doing business in Fiji.

Agents with permanent offices in the Colony see no reason why, if they have to pay fees, these short-period visitors should not do so, too. This an entirely understandable point of view but a more reasonable question would be that posed by Mr. Crawford, "Why should an archaic form of taxation be continued at all?"

The Pacific Islands Society
(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

Address for correspondence:—
THE PACIFIC ISLANDS SOCIETY,
Box 2434, G.P.O., Sydney.

AIR PHOTOGRAPHS

Every city and town in New Zealand, including rural and scenic areas.
Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs, Rabaul, Port Moresby, Lae.
Size 10 by 8 inches—7/6 (N.Z.) ea., plus 1/- pack and post. Enquiries invited for colour or larger sizes.
WHITES AVIATION LTD.
P.O. Box 2040, Auckland, New Zealand.

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)
Assets Exceed £12,500,000
Head Office:
QUEENSLAND INSURANCE BUILDING, 80-82 PITT STREET, SYDNEY.
Specialists in South Sea Fire, Marine & Accident Insurance

Apply to:—
FIJI.—Branch Office: J. F. Drury, Manager.
Burns Philp (South Sea) Co. Ltd.
NOUMEA.—W. Johnston.
VILA.—Burns Philp (N.H.) Ltd.
SANTO.—Burns Philp (N.H.) Ltd.
NEW GUINEA.—Manager for the Territory of Papua and New Guinea, R. D. Kennedy.
PORT MORESBY—SAMARAI—LAE—MADANG—KAVIENG—RABAUL.
Burns Philp (New Guinea) Ltd.
Resident Officer at Rabaul: K. Johnson.
Resident Officer at Lae: D. J. Granter.
PAGO PAGO.
Burns Philp (South Sea) Co. Ltd.
G. H. C. Reid & Co.
OTHER SOUTH SEA ISLANDS
Burns Philp (South Sea) Co. Ltd.
Also to any of the Company's Offices in Australia or N.Z.

nla.obj-331404998
National Library of Australia

SIMPLE EFFICIENT

Speech communication



TELERADIO 5A

RADIO TELEPHONE

ON LAND

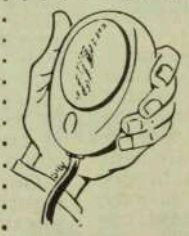
The A.W.A. Teleradio 5A breaks down the barrier of isolation in outback areas. In the remote islands of the Pacific, or in the many undeveloped areas of the world, the 5A can be an invaluable help.

AT SEA

Small ships engaged in any trade can benefit by fitting the A.W.A. 5A radiotelephone. There is a widespread network of shore stations available for speech communications. Trained operators are not required.

The Teleradio 5A uses the most modern valves and design features to provide simplicity of operation and efficiency.

Further information gladly given



BATTERY POWER
The 5A works on a 12 Volt battery. Only 3.2 Amps. drain when receiving.

SIZE
In one attractively finished case, 9" x 16" x 20".

SIMPLICITY
Only six controls, no technical skill required.

COMPLETE SERVICE
A.W.A. provides a complete equipment ready for connecting to the battery. Full details given on aerials.

RECEPTION
High - performance receiver tunes over a useful portion of the short-wave band, to provide general entertainment.

Manufactured and Guaranteed by —

AMALGAMATED WIRELESS (AUSTRALASIA) LIMITED

47 YORK STREET, SYDNEY

ES 27-57

nla.obj-331405385
National Library of Australia

GPH'S NEW MANAGER

She Was Too Dangerous For The Japs

From a Staff Writer in Suva

Taking over a big hotel in a stant country is no simple task – especially when there is a ossibility of all the furnishings eing whisked away at short no- ce if negotiations for their pur- ase from the previous tenant eak down.

HAT was the situation when I called on Mrs. Margaret Webb, MBE, manageress of Suva's and Pacific Hotel, early in May. t that sort of situation is well thin Mrs. Webb's capabilities and perience.

Born in Kuching, Sarawak, Mrs. ebb is a third-generation mem- r of the Brodie family, founders the major export-import Borneo mpany. She was educated in rneo and at Singapore and speaks r dialects of Chinese—Cantonese s spoken by most South Pacific inese), Hakka, Hokien, and ochew—as well as Malayan. Her sband, Mr. G. W. Webb, has re- ntly retired after 29 years in the layan Civil Service.

For many years Mrs. Webb was retary of the women's and girls' tion of Singapore's government cial Welfare Service. The un- rried mothers, the abandoned phans, and the girl delinquents re her care and interest.

When war broke out she was man- ng the government home for phans. Had she fled when the panese Army arrived, most of se orphans would have starved death, as the Japanese weren't erested in them, and made no vision for their care. They seemed pared, however, to let Mrs. Webb ain in the home, and to tramp city begging food—which was perately short—from business ns, produce vendors, or whoever uld help.

Driven Out

oon she was joined at the home three Irish nuns of the Good epherd Order who had been ven out of their own orphanage. aring identifying arm-bands. s. Webb's indicating that she s an enemy internee, and the h Sisters' indicating that they e neutrals, the group would pre- t themselves to a Japanese cer each day to get a permit to chase rice for the home, or to



Mrs. Margaret Webb.

obtain possession of other foodstuffs.

They were invariably made to wait outside the office for two hours or more, then, when admitted, to stand for another quarter-hour while the officer studied papers on his desk and ignored them.

If they were lucky they might get the permit—but they still had to find the means of obtaining the food, which was never sufficient. Even when canned milk could be obtained for the infants, the necessity of using different brands and grades was the cause of constant digestive ailments and, indirectly, the death of many young babies.

After ten months of this the Japanese declared Mrs. Webb to be "too dangerous", mainly through her linguistic abilities, so she spent the remainder of the war as an inmate of Changi Gaol and Sime Road internment camp.

When released, she got busy once again reorganising the women's and girls' section of Social Services, continuing in that work until 1952.

In 1948, Mrs. Webb was awarded the MBE, the first women in Singapore to receive this honour post-war, for distinguished social service. In 1954 her husband was transferred to Penang, and later to Kuala Lumpur and she went with him. It was in 1956 that she was offered the management of the 62-room Ocean Park Hotel in Singapore —one of the two hotels owned there by the Cathay organisation. From there she comes to what will soon be Suva's largest hotel—when the planned extensions to the famous old GPH have been completed.

Late in May, Mr. Webb, and daughters Margaret, 17, Rosemary, 12, and Eleanor, 8, will arrive in Suva to settle—but the responsibility of managing the famous GPH will rest with Mrs. Margaret Webb, MBE.

wrap up..

. . . your packaging and protecting troubles in economical Sisalkraft—the only material that protects against **all** conditions. In the home, in industry, Sisalkraft uses are limited only by your ingenuity. Take home a roll to-day!

SISALKRAFT

At leading stores everywhere.

nla.obj-331405772
National Library of Australia

GENERAL MERCHANTS PLANTATION PROPRIETORS SHIP OWNERS

for service

Direct Exporters of Cocoa, Coffee, Trocas and green Snail Shell to world markets

Agents for
The China Navigation Co. Ltd
New Guinea Australia Line
The Hong Kong New Guinea Line
Lombard Insurance Co. Ltd.
Union Assurance Society Ltd.

Distributors of
Chrysler Cars, Dodge Trucks
Humber and Hillman Cars
Commer Trucks
Willys Jeeps, Trucks
V.B.W. Tools
Coventry-Victor Engines
Bentall Coffee Machinery
British Ropes Ltd.
Pental Soaps
G.E.C. Refrigerators
Charles Hope Refrigerators
Primus Appliances
Erres Radios
Vaughan Radio-Telephones
Sherwin-Williams Paints
Robbialac Paints
Killrust Paints
Lodge Spark Plugs
Nordex Hardboard
Panelyte
Ushers Green Stripe Scotch Whisky

COLYER WATSON (NEW GUINEA) LTD.

RABAUL, MADANG, GOROKA, LAE

Associated with

COLYER WATSON PTY. LTD., Sydney, Melbourne, Brisbane, Fremantle

COLYER WATSON & CO. LTD., Wellington, Auckland, Christchurch

Lager as you like it!



How refreshing to sit at ease with a glass of sparkling cool K.B. Lager . . . truly "lager as you like it" . . . truly the favourite of men and women everywhere!

Tooth's KB Lager

BREWED AND BOTTLED BY TOOTH & CO. LIMITED

KB.155.HP

nla.obj-331406128
National Library of Australia

TRAYS, BOWLS AND TOTEM POLES

Problems Of A New Fiji Industry

From a Staff Correspondent in Suva

There's a unique dollar-earning industry struggling along here in Fiji that might one day help make Fijian arts and crafts famous — that is, if Japanese competition doesn't beat it at its own game.

T all started when the late Harold Gatty, always interested in new business enterprises, saw the ossibility of establishing an ex-ort trade in wooden trays, fruit owls, salad bowls and servers, coffee ables, and other items manu-actured from attractive timbers.

During his visits to Hawaii he had oted the brisk tourist trade in ese lines, manufactured from the mber of what is known there as e Monkeypod tree, and he had a unch that this same tree, under n alias, might be found in Fiji.

He took careful note of the variety -there are several—being used in onolulu, and he discussed the pos-bility of supplying the Honolulu arket from Fiji with Mr. Lawrence . Judd, Jr., the "king-pin" in this dustry in Hawaii.

Back in Fiji, Gatty spotted a stand the trees, known to the Fijians Vaivai-ni-vavalagi ("tree of the hite man"—or non-indigenous ee) and to Europeans as Rain ree, at Navuso Methodist Mission ear Nausori.

Which Were They?

But which of the two common pes were they; the yellow flowered, the desirable pink flowered riety? Mr. John McFadyen, who d been associated with Gatty in s earlier fishing ventures, was legated to keep a watch on the ees, which eventually flowered one o v e m b e r and proved to be parently identical to those on ich the Hawaiian industry was sed.

This small stand of trees was quired and felled—but no local ll would handle them. They were g logs, with knarled and twisted ain, and they had grown over a rbed-wire fence with strands of re embedded deep in their trunks. So they had to be pit-sawed by nd on the spot, and the slabs re shipped off to Lawrence M. dd, Jr.'s Hawaiian Lumber Com-ny for a report on their texture. could have been that these trees, own in a somewhat different mate to that of Hawaii, might t have all the same desirable aracteristics in their timber.

The shipping of these slabs con-ued through 1955-56, and mean-while Gatty organised an aerial search of Viti Levu for more such trees. Originally from India, their dark g r e e n wide-spreading branches above very irregularly shaped trunks, are fairly easily identified from the air. A mature tree averages about five feet in diameter.

Tests Satisfactory

The Honolulu tests of the timber proved satisfactory and late in 1956 Fiji Woods Ltd. was registered in Suva. It was substantially owned by Hawaiian Lumber Company, which then sent down the machinery for a mill established at Lami, near Suva.

When Harold Gatty died in August, 1957, his death slowed up the establishment of the industry.

What interest he had in Fiji Woods Ltd. was taken over by the Honolulu company which, early in 1958, judged that the time had come to establish the manufacturing side of the business in Fiji and not merely the milling of the logs.

Machines—lathes, routers, a n d sanders, and the various special tools required—were shipped in to Lami early in 1958, and late in 1958 Mr. Paul A. Blackford, an American, better known in *PIM'S* yachting news columns as a former owner of the yacht then called *Kona*, became managing director of Fiji Woods Ltd.

Training Craftsmen

With the arrival of the special tools the work of training craftsmen is now continuing. This side of the business is not something that can be handled quickly, even with the full play of American efficiency —for the men on this work are craftsmen with an artistic sense as well as with skill of hand and eye. Some men have proved quite unsuitable. All racial groups—Chinese, Indian, Fijian, and other Islanders —have tried their hand.

Some have been skilled cabinet-makers, but they all find this type of work very different, and more exacting. So the period of training will be prolonged, and to keep the kettle boiling slabs of timber are still being shipped out to Honolulu.

Japanese Competition

Another major problem for the company has been that the trees are mostly in very small stands in widely scattered areas, which means that their felling and hauling out is costly. At present, most logs are coming from the Tailevu area. Rain often halts the bush work, the ground being too soft for hauling out work.

And now, as a further problem,



The sour expressions on the faces of these Tikis could be expressive of the trouble that this Fiji enterprise is having at present. These three—and the one on which the Fijian craftsman is still working with an adze—are part of a special order for an American client in Hawaii. They are not painted—the outer sapwood of the logs is a lighter shade than the deep brown heartwood.

nla.obj-331406391
National Library of Australia

BRONTE
COLONIAL

Your Best Buy in Canned Meats





"BRONTE" & "COLONIAL" BRANDS

SPECIALLY PACKED FOR THE PACIFIC ISLANDS

CORNED BEEF
CORNED BEEF with CEREAL
MINCED BEEF LOAF
ROAST BEEF
CURRIED BEEF

CORNED MUTTON
ROAST MUTTON
CURRIED MUTTON

SHEEP TONGUES
OX TONGUE

Available in 12-oz., 16-oz. and 2-lb. cans.

Products of

THE COLONIAL WHOLESALE MEAT CO. PTY. LTD.

Canning Factory:

STATE ABATTOIRS, HOMEBUSH, SYDNEY
N.S.W., AUSTRALIA

TELEPHONE: UM 8436. CABLES: "WOOLMILL," SYDNEY

nla.obj-331406841
National Library of Australia

nother company has entered the g market, sending the logs to pan as the raw material for a nilar industry there, which may ll compete with the Fiji industry. The price of the logs has gone , Fiji Woods at present pay- g 40/- per 100 superficial feet for s delivered to the Lami mill. Only ghtly over half of this quantity of nber is usable.

The company is now seeking from e government some kind of pro- tion from the Japanese competi- n, maintaining that the industry, ich currently employs about 25 n at Lami and others in the ld, could develop into a greatly panded dollar earner once crafts- n have been found and trained. ere is also the claim that the pply of logs in Fiji is limited.

The form of protection that could given poses something of a blem. If the export of unsawn s was prohibited the other ex- rters would, no doubt, saw the s into slabs before shipment. d if the export of slabs was nned this would deprive Fiji ods of much needed income from waii during the training period.

To further aid in keeping the npany on its feet in this costly tial stage it has taken a contract make fabricated buildings for the utoka wharf contractors in asso- tion with another company, Beco l., which is owned by Mrs. Black- d, and in association with Mr. S. Herrington, another American merly connected with the United mber Co. of Suva. Beco is also plying shingle to the Nadi Air- t and Lautoka wharf contractors.

n May, Lawrence M. Judd, Jr., expected in Suva to discuss the blems of Fiji Woods with the i Government. It would be a y if this promising industry is wed to die after all the hard k that has been put into it.

nd HE'S Staked His Faith In Fiji

ast September Mr. G. Walkerden, Australian by birth, was in the troplating business in Sydney n a friend of his, returning from rip to Fiji, told him that there med to be an opening for a ting business in Suva.

he picture painted of Fiji must e been a bright one, because Mr. lkerden was in business in Suva November—and there seems to every reason to suppose that he not regret the move.

hen in May a *PIM* staff corre- ndent visited his works—Fiji In- trial & Plating Co.—occupying t of a new building in Suva's Walu Bay industrial area, re was an air of quiet confidence ut manager Walkerden.

here are no plush offices yet; just one big workshop with a triple row of large oblong tanks brimming with acid solutions, and further back a row of grinding and buffing machines where three men were busy preparing metal objects for the plating process.

"Naturally we're having our problems, and also our surprises," Mr. Walkerden said. "First of all, the boys here have to be trained; and in spite of the fact that there's a lot of unemployment around at present, it isn't always easy to hold men.

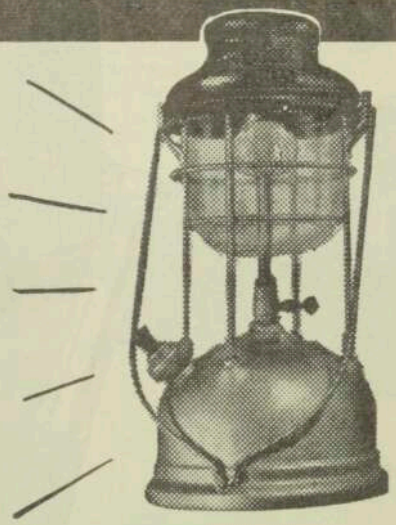
"Then there's the very humid climate which introduces a few minor problems. Before any item can be plated it has to be absolutely clean and free from rust—and rust will appear here in hours."

Until this industry was established, all plating work had to be sent to New Zealand or Australia at considerable cost. It's establishment could open the way to other new businesses.

One suggested by Mr. Walkerden is the manufacture of tubular steel furniture. It could, he thinks, be produced for the local market at a price well below the imported product, and provide employment for tradesmen. No expensive machinery is involved.

As such industries spring up all concerned should benefit from this plating industry, which is at present set up for plating in chrome, nickel, copper, and silver.

KEROSENE TILLEY Regd. PRESSURE



lamps burn brighter longer!

★ 100% BRITISH.
★ SOLID BRASS CONTAINER.
★ HIGHLY-POLISHED PLATED FINISH.
★ BURNS 12 HOURS ON 1½ PINTS OF KEROSENE.
★ 300 BRILLIANT CANDLEPOWER.
★ FEW SPARES NEEDED.

If you have any difficulty in obtaining TILLEY Products, please contact your nearest representative for further information.

REPRESENTATIVES
FIJI:
Mr. K. WITHERINGTON, 2 Burns Philp Buildings, SUVA.
AUSTRALIA & NEW GUINEA:
T. H. BENTLEY Pty. LTD. 1092 Mt. Alexander Rd., Essendon, Victoria

nla.obj-331407259
National Library of Australia



Page 80
nla.obj-331407803
National Library of Australia

Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

Tie-time in Suva!

OME of Suva's residents are still unfamiliar with the ground-rules in the city's comparatively w Club Hotel. At the hour when ew Zealand's hotel bars are hoing with the cry "Time gentle-en, please!" a discreet card is ing proffered to clients in the ub's elegant cocktail bar advising em that it's six o'clock and that s are now called for.

An American guest receiving the rd one recent evening, bridled mewhat, surveyed the room, inted an accusing finger at a al couple who had also been ken unawares.

"Say, how about them?" the man m America demanded firmly and dly of the card-tenderer.

While the accused hastened to th the tourist with the explana-n that they were drinking as fast they could and then getting out, tray with a selection of ties rived and the hard-currency n, still snorting, was fitted out cording to the rules!

Suva's Hibiscus Festival Now Established

HE business-promotion gimmick of the annual "festival" is now firmly established in Suva, ere organisational work is already full swing for the fourth cessive Hibiscus Festival sche-led to take place from September to October 3.

The Adelaide Steamship Co. is ning a special cruise to Fiji from stralia this year to coincide with big event. The cruise ship *noora*, 11,000 tons, will be in Suva r the last three days of Septem-.

Events will include a barbecue ht at Nukulau Island when there l be a major exodus from the city join the fun. The little island l be flood-lit and two dance nds will dispense music to suit mood.

Numerous other events, from ht and power-boat regattas to npetitions and parades of all ts, and special Fijian and Indian hts in Albert Park will arantee an almost non-stop po. The Festival will end with ball and the election of Miss biscus 1959.

The Governor, Sir Kenneth Maddocks, is patron. Mr. Reg Spowart, of the reporting staff of *Fiji Times*, has been appointed organiser, and Mr. Peter Tourell, deputy Town Clerk, is secretary.

Never Send A Boy On A Man's Job

THERE'S a tale that came in from New Guinea the other day that we'd like to hear the finish of. It's the story of the native constable who was given the job of escorting an indigene from one of the coastal corrective institutions to a calaboose in the Highlands.

When the pair got to the airstrip, the purser reported that the aircraft was overweight and there was only room for one on the Highlands flight.

So the constable took the seat himself.

Two days later, after a walkabout in strange surroundings, the foot-sore and hungry indigene presented himself at the District Office and asked what happened next. . . .

These Robbers

This is not an Islands story. But it is written by veteran Islander Christopher Wager; and it wins a place herein because of the humour of it:

I USED to call, a few years ago, on a man who had an office in a building handy to one of the big Sydney newspapers.

On one call, I had that day's paper open at the page showing details of the current cricket match "Find the Ball" competition where the newspaper had removed the flying ball from a cricket photo-



What are they all searching for? The weekend joint, that's what. The scene is a regular one at Mt. Hagen, 5,000 ft. in the NG Highlands, where there is no road to the coast. If you want your weekend meat supply you order it from one of the stores on the coast and have it flown in with the mail—that is, if the airstrip isn't "out", or the airline doesn't offload it, or the store doesn't forget to send it in the first place. Anyhow, root about among those packages on the strip, and you'll soon know!

nla.obj-331408196
National Library of Australia

NG Lament

They tax us and we've got no reps,
How far will Hasluck go?
I wonder how worse off we'd be
Under that chap Soekarno?

—Tui

graph and the reader had to put it back.

My friend asked me if I was putting in for it and said:

"Let me tell you something. I know a bloke in the office over there. I got to know him at the pub on the corner and, every day, we used to have a yarn over a few beers.

"One day, he asked me if I wanted to win £350 and, when I said 'Too right', he said he could bring a copy of the untouched photograph over to me during the lunch-hour with the ball still in it, if I would undertake to put in and go halves with him.

"I jumped at it, and the photograph was duly produced. We got to work on it with a pair of compasses, measured it carefully and got the ball absolutely on the spot, on one of the forms.

"Although I put in fourteen of them, most of them just missing it, and one or two right off it, just to make it not too glaring. Seven bob it cost me, and I never got a cracker.

"Don't you touch it," he added. *"The Bloody Game's Crook!"*

First Highlands Council Is a Mouthful

IN the presence of the visiting UN mission and 5,000 natives, the Agulizakiva - Gwivahani Council, first Native Local Government Council in NG Highlands, came into being at Goroka recently, when District Commissioner H. P. Seale presented badges of office to newly-elected councillors.

With a population of 10,000, the Council area covers 190 square miles in Asaro Valley, mainly north-east and south-east of Goroka township. The unwieldly name was selected because it combines the word "leader" in two prominent local dialects.

Not since last year's agricultural show (*PIM*, July, 1958) has Goroka seen such a colourful, ceremonial occasion of dancing and feasting. It represented, too, the slow but continuous blending of new customs and old in the Highlands—each councillor wore neat khaki shorts and shirt or tailored *rami*, while half the huge concourse of native spectators wore European-style clothing and half the traditional elaborate head-dress and dance garb.

Not overlooked in the excitement of the new council, retiring village officials (*luluais* and *tultuls*) received certificates recording their services, when they handed in their badges. The DC thanked them for their work in preparing the Asaro people for the new system of local government.



Mr. Chiping H. C. Kiang, leader of the recent UN Visiting Mission to New Guinea, believes in efficiency plus comfort. This was his garb at Goroka, before visiting the Local Government Council. With him is Inspector F. Hoeter and District Commissioner H. Seale—both wearing something longer. Photo: E. Bolton.

How To Assimilate Them

TWO P-NG Administration blokes were talking about plans for new native liquor laws, according to the story that we heard. The two couldn't come to an agreement on whether it was sensible that only natives living permanently "after the European fashion" should be allowed to drink.

"How can anybody tell whether they are going to live that way permanently?", demanded one chap, leaning on the bar.

"I can give you 47 names right now!" said the other bloke, eyeing him off coldly.

"They're serving life sentences in New Guinea boobs!"

CROSSQUIZ

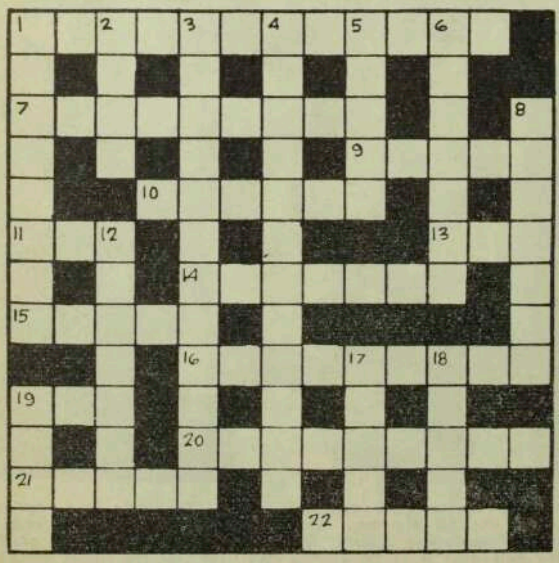
(Solution on page 95)

— ACROSS —

1.—In Shakespeare's will, who received only his second-best bedstead?
7.—Who was the first man to fly solo across the Atlantic?
9.—What is the term for a hole at golf played in two strokes under par?
10.—What, in popular belief, are considered to be birds of ill-omen?
11.—Which river does the Tay Bridge cross?
13.—What is the name of the broad, gaily embroidered sash worn by Japanese women?
14.—Who was the star of the film "Modern Times"?
15.—What musical term means "unaccompanied"?
16.—What phrase describes helium, neon, argon, krypton and zenon?
19.—What type of animal do you associate with Kilkenny in Ireland?
20.—About whose Cabin did Harriet Beecher Stowe write?
21.—What is osteology the science of?
22.—What is the only living representative of the giraffe family except the giraffe itself?

— DOWN —

1.—What legendary continent is believed to have existed centuries B.C. in the Atlantic?
2.—How many Muses were there?
3.—What writ ensures that a person is not imprisoned without official enquiry into the legality of the detention?
4.—In ancient Rome, from where were persons guilty of treason hurled to death?
5.—Since 1882, what have England and Australia been fighting each other for?
6.—What city in France was the seat of the Papacy in the 14th Century?
8.—What sheep were first introduced into Australia by John Macarthur in 1796?
12.—What peninsula in Central America divides the Gulf of Mexico from the Caribbean?
17.—What nationality was Homer?
18.—A type of vessel seen in pools?
19.—Which island is the largest of the West Indies?



nla.obj-331408566
National Library of Australia

"There She Blows! There's Our Lunch!"

HARPOONS AHOY—AT A SHILLING A POUND

By J. EDWARD BROWN

The old whaling days have passed — today's whales are caught by expensive, scientifically equipped commercial expeditions. But not in Tonga. In that mid-Pacific Kingdom, a glimpse of spouting whale vapour, the swirl of foam and a grey hump on the horizon are the signal for excited shouts from the native crew of a tiny sailing boat — which promptly gives chase.

HERE is nothing commercialised about Tongan whaling. The Tongans catch whales for the ple—whale meat is a popular item Tongan menus—and many ales are caught by primitive thods during a season lasting m about June to September. en the whales are passing Tonga their annual migration from the ith to the warm tropical waters. The whales are chased in a sail- cutter and harpooned by hand the old-fashioned manner—ex- t for one modern touch—a stick explosive tied to the harpoon d. The fuse is lit before the poon is thrown, and the charge lodes inside the whale.

The whalers, of which there are groups operating from Tonga- u, the main island, are allowed catch as many as they can get. The blubber which contains the uable oil is disregarded—only the at is wanted. But even so, ndreds of pounds, mostly in four lling notes, are made from the e of meat in each whale.

Sews Up The Mouth

Whales are caught just off-shore, i the first task after the whale dead is to keep it afloat. So nebody leaps overboard and sews its mouth.

The cutter hoists a black flag and s the whale in to the beach. It sn't matter whether it is day or ht, but news soon spreads that hale has been caught.

Tongans in hundreds flock to the ch with their containers—baskets le of palm fronds, enamel basins, anised iron buckets and even cases, or just a piece of stick ch is stabbed through the flesh wo people can carry it off.

is a picturesque night time t to see the whalers cut into blubber and flesh by the light flaring gasoline lanterns. More erns dot the beach and the reef people wait impatiently while amateur butchers slip and slide ss the carcase to produce nks of fatty looking meat.

The meat is sold at about 1/- a pound, far cheaper than imported fresh or tinned meat. But there are no scales and the "salesman" grabs a chunk of meat in his hand, calls out "four shillings", or whatever he thinks it's worth, and willing hands wave money in his face.

Trucks loaded with meat roar out to sell to the remote villages.

That Old Familiar Smell

If the wind is blowing in from the sea, people who live along the beach front have to live with the smell of whale—an oily, musty smell.

Also, no matter how much trouble the whalers take to prevent it, sections of blubber drift off and come ashore on the beach. This blubber is free, and is said to make good cooking fat. I've seen a boy riding a horse along the road with a chunk of white blubber a couple of feet square, and nearly a foot thick, resting in front of him.

The whalers have to work fast on the beach, for they are only given a limited time by the Health Department to sell the meat. It soon deteriorates in the tropical heat.

When they've sold all they can, the stripped skeleton is towed to sea and then the sharks have their turn.

But shark meat is also popular with the Tongans, and fishermen in launches wait around the drifting carcase with poised harpoons for hungry sharks, and take them ashore to sell.

A good sized shark is worth anything from £6 to £10 as it lies on the beach.

If the fisherman doesn't want to bother with selling the shark piecemeal, some astute Tongan will usually buy it off the fisherman, chop it into pieces and make £10 for his initiative.

What The Royal Eye Sees

Prince Philip, Duke of Edinburgh, is a man who says what he means.

In his recent tour of the Gilbert and Ellice Islands Colony he was having a talk with some New Zealand guests at a reception aboard the *Britannia*, when he drew attention to the ex-servicemen's association badges they were wearing. The badges were ones which carry a clip indicating the year the association's due were last paid, and these were sadly out of date.

"You are unfinancial," said the Duke, to the men's embarrassment. "You are not entitled to wear those badges!"

Later, the Duke was heard saying in an aside to somebody: "I always like to look at badges. It's surprising the things you find people wearing!"

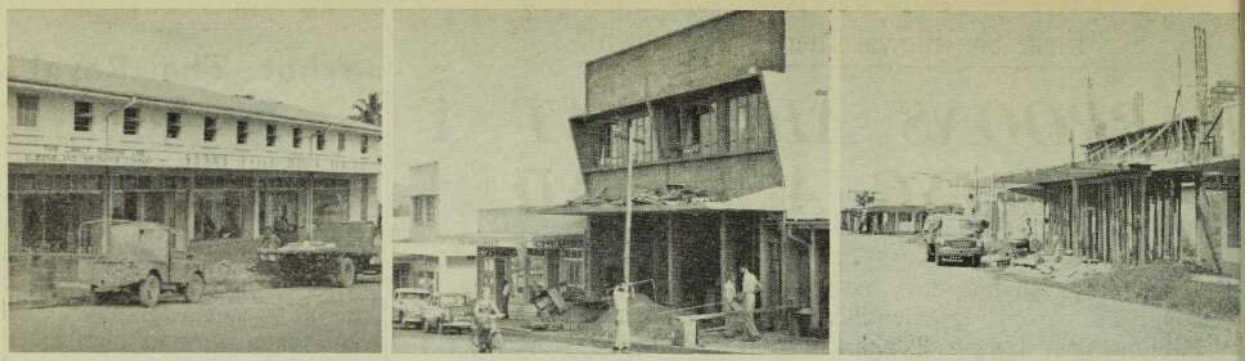
Will Tongan Whaling Go Commercial?

May is the month when the migratory whales start to move north from the Antarctic to the tropics, and early in May the whale-men of Tonga—one of the very few places in the world where whales are still hunted in open boats and launches—were busy sharpening their harpoons and knives.

Though Tongan whaling is still operated only for the local dinner table—and for the production of some home-made soap, there is a feeling in Tonga that it will not be long now before Prince Tungi, currently in the process of establishing a tuna fishing industry, will turn his attention to the potentialities of a proper commercial whaling industry and the export of whale oil to the world's markets.

Meanwhile the Tongans are eating their whales, and extending their operations for this purpose. For many years whales were only fished from Nukualofa. Several seasons ago interest sprang up in some other areas of the group, and last season 37 whales were taken off Haapai as compared with 25 off Tongatapu. Friendly rivalry exists between the separate whaling units, and this year the men of Tongatapu will be out to regain the honour of best catch for the season.

nla.obj-331409139
National Library of Australia



Business is dull along the Slipped Disc Route at present, but the buildings still go up. Here are some new ones. Left, Burns Philp's new Ba headquarters. Centre, the new Motibhai building—a store—at Varoka, Ba township. Right, two new buildings being erected next to the Bank of New Zealand at Tavua. Nearest is a store for Wong On.

Off The Badly Beaten Track: From Nadi To Suva Via The Slipped Disc Route

From J. P. SHORTALL

"Everyone" travels from Nadi to Suva via the Queen's Road — the south coast road via the tourist resorts — according to the tourist people. But a few still travel, for good reason or bad, the King's Road via Raki Raki, though it might at present be better named the Slipped Disc Route.

There are people who pit themselves against mountain peaks or deep limestone caves, but the same kind of stamina—in shorter bursts—is called for in an Indian bus on the road to Raki Raki, where the dust comes in choking clouds and the sweat flows freely, and a certain memory of a neighbour's curried lunch or well garlicked dinner rends the air. This is not top-class tourist stuff, but it's all experience, and after all, don't tourists want something different?

THERE is no one more obstinate to change than the designer of the Fiji bus. The wooden straight-backed seats close-spaced, the canvas side screens let down to flap loosely when it rains, are still there, as they were 20 years ago. But at least the main-line buses now run to timetable, supervised by the police, and at least there appears to be some check on mechanical condition.

There is progress, too, in the signals system. Where before you shouted for a stop, there is now a bicycle bell mounted on the roof near the driver, with a nylon fishing cord extending aft above the centre alleyway. The bell is usually of the double type which rotates when rung. Bathing beauties are painted on either dome.

And More Progress: The larger varieties of live-stock are now generally confined to a screened-off luggage compartment at the rear and not accepted as equals in the passenger section, though the odd sack of produce is *persona grata* there, depending on the particular driver's ideas on the subject.

In short, the Fiji bus—always Indian operated—has made some progress this century. The engine and chassis are generally stronger and better fitted to climbing the corrugations and pot-holes on the King's Highway—but whether the frail-looking CSR bridges have progressed with the size and weight of the buses is a moot point. It is always a tense moment when a heavily laden bus falls from the crest of the last corrugation onto the patchwork decking of one of these bridges.

The Big Crop

After two poor years, it is very evident that this year's sugar cane crop is a bumper one all along this north coast. The road is a narrow channel cutting through the dense cane fields which stand eight and nine feet high—blocking the view and the breeze on the flat areas.

At intervals in this sea of cane, and with no visible reason for their existence, shabby Indian stores stand at the roadside.

The bike bell jangles, the bathing beauties do a loop, and the bus grinds to a halt to unload some Indian farmer or his wife, and as the bus takes off again the late passenger disappears up some narrow, stifling lane through the cane crop to an almost hidden farm house. The bus makes a sudden side-slip onto another cane-railway bridge, then resumes its course parallel with the railway through the waving sea of cane.

In this area progress across streams is almost always by courtesy of The Company. Just now there is little rail traffic, but when the mills start up the cane trains will take priority.

Worry In The Ricefields

Though the sugar crop seems at its best right through this area from Nadi to Raki Raki, all is not well with the rice crop which provides a part of the staple diet.

Wherever the cane fields pause to give way to rice the Indian farmers riding the buses broke into animated conversation as they scanned the rice plantings. Many areas of yellow, dying rice stalks were evident amongst the green and in a few places damage was extensive. In Lautoka the District Agricultural Officer, Mr. Norman Williams, said that after a lull since about 1952, "Rice Yellow"—as the pest is loosely called—reappeared in the North-West last May and at present is increasing in that area.

Liquid Refreshment

As everywhere in the tropics beer is always an acceptable topic of conversation—and a touchy one at Ba, where it costs 1/2 per 8 oz glass to those who drink it across the bar of the only hotel. That's why business is brisk at the club where they sell it at 9d per glass. But everyone still sneaks in for one across the bar now and again.

A feature of the non-alcoholic liquid refreshment situation in recent years has been the appearance of clean, well-run iced-drink bars

nla.obj-331409461
National Library of Australia

"Why Don't They Sell Fresh Juice?

(Continued from opposite page)

perated by Chinese in these northern towns.

Still remaining, however, is the mystery of why no local fruit juices re ever available here or anywhere lse in Fiji and why they could ot be dispensed at a lower cost han canned juices.

Call for a glass of iced pineapple juice and out of the freezer ill probably come a can of Queensand juice. It will certainly not be resh juice from local fruit, of any ariety, at any time of the year.

"Wouldn't it pay to crush local ineapples?" "No, we need a speciál xpensive machine—and we couldn't e sure of getting the pineapples."

Well then, how about other fruit t different times of the year, deending on what was in season. No, easier to buy the canned uice."

So that's the way it is, and that's ie way it's going to be, until some right boy comes in from overseas show them in Suva how to sell esh fruit juice to a sweltering ty with an increasing number of urists who expect this as one of ie more fundamental items of he Islands.

New Buildings Go Up

"Try to get us a comprehensive ioto of each of the towns of Ba, avua, and Vaileka" had said the ditor of *Shanti Dut*, the Suva ndi newspaper, before I left. But nyone who has visited those places ill know that short of aerial assistance a comprehensive photo is mpossible. These towns have grown patchwork form, with gaps beeen.

Gradually, however, these gaps are ing filled, and although business this part of Fiji is probably ller than it has been for a long time past, quite a number of new buildings are going up. All of them are a good deal less jerry-built than the type of building of a few years ago. But, for the present anyway, the multi-level footpaths and the open drains remain dangerous night hazards.

One old block of wooden buildings right in the centre of Ba, close to the town bridge, was in the last stages of demolition, and a new store building will be replacing it soon for Lum Lock & Sons, on what is presumably one of the most valuable business sites in the town.

Other new buildings there, now going up or recently completed include Burns Philp (SS) Co. Ltd.'s handsome new establishment. Probably, for its size, more building is going on in Vaileka than in any other northern town. Easily the most handsome building in the town area there is the new furniture factory with attached residence built by and for Shru Narayan.

First of the Season?

Surprisingly, Fiji's youth have been slow in accepting the bodgie-widgie fashions of the outside world —and many are grateful for that; but in Ba a brace of something closely approaching the female version were parading the town and causing some twisted necks. Could it be that the cult is seeping in from the north side of the island, all unawares?

Though Fiji has few bodgies it does have some hooligans, and Vaileka was in the throes of an outbreak. It was taking the form of stone throwing and of jostling passers-by in the unlighted main street at night. A stone was thrown

(Continued next page)



Korovou from the air—the Tailevu Hotel is on the hill at the left of the river.



Yank In Honiara

MR. ALVIN J. BLUM, well-known businessman of Honiara, in the Solomons, was born in New Jersey, USA in 1912. He spent 10 years in the Southern States, as a commercial traveller, mostly at the now famous town of Little Rock, Arkansas.

When war broke out he joined the American Army and became a Sergeant in the Medical Corps, serving four years in the Pacific campaigns. This took him to New Zealand, New Caledonia, Santo, Guadalcanal, Finschhafen, Manus, and Hollandia, and to Takloban and Manila in the Philippines.

After the war he married Gertrude Gewertz, of New York, and when their daughter Keithie was born at Little Rock they moved to New Zealand and entered the "Rag Trade".

In 1953, the Blum family set out on a tour to Ceylon, India, Pakistan and Israel, being interested in the traditional religions of those countries. The next move was to Honiara, where the family arrived on March 1, 1954, in the "Malaita". During the past five years they have established a laundry and dry-cleaning service, a bakery and a general store. They also make aerated waters and are about to establish a small oil mill to extract oil from peanuts or copra for local consumption.

The firm of Blum has taken Mr. & Mrs. John Mills as partners, and is extending its activities to Auki, on Malaita Island, where they are erecting a picture theatre and a general store.

The Blums and the Mills are members of the Baha'i World Faith, and it was partly on this account that Mr. & Mrs. Blum were in May on a visit to Australia and Fiji. Mr. Blum is a member of the Honiara Town Council and the Public Health Committee. In all his activities he has had the untiring assistance of his wife.—BRETT HILDER.

nla.obj-331409791
National Library of Australia

Raki Raki Is Famous To The Hams

(Continued from previous page)

through the closed window of the living quarters of the District Administrative Clerk, striking him on the back of the head as he lay asleep. This was within a short distance of the police station. There was talk of the local movie house closing if the trouble continued.

To meet the problem there were proposals to form a youth club in the town. A soccer club had just been formed, and a hockey team was forming.

Towards A Union

It was obvious that there was also something else doing in Vaileka. Groups of Fijians were in conversation everywhere and then there was a general movement towards the administration buildings.

There, District Officer D. S. C. Levie explained that the 80-odd registered Fijian cane growers in the district had asked him to discuss with them the technicalities and problems of forming a growers' union.

Its objects would include the establishment of unity amongst the Fijian farmers, the assurance of fair cane quotas and the proper use of cane land reverting to native ownership, to ensure that cane is grown on this land and that no drop in quota results. The court-room meeting was fully attended and all points were discussed. This is a new trend, so far as Fijian farmers are concerned.

Tavua residents—or some of them—are feeling a little guilty about the state of Garvey Park, opened by Sir Ronald not long before he left the Colony. It may be that the football season had not then opened and that there would be a general clean-up when that happened, but weeds were well above waist-high in places on the football field in mid-April and perhaps it is fortunate that a photo of Mr. G. Cathcart, manager of the nearby Tavua Hotel, standing in the middle of this wilderness, could not be satisfactorily reproduced.

They Know of Raki Raki

Raki Raki may be somewhat off the present tourist circuit, but a lot of people in a lot of overseas places know a good deal about its existence—thanks to Fred Carter, manager of the pleasant Raki Raki Hotel.

In his spare time, Fred is splitting the kilocycles from his quarters in a handsome big *bure* nearby. He's a radio "ham", and any night of the week, whether you live in Chicago or Scott Base you'll hear him signing to the name of Victor Roger Two Charlie Charlie—his radio call-sign.

Every Sunday morning at nine, Fred will be well to the fore in the Fiji Round Table, the weekly powwow by the local "hams" on 7 megacycles. The conversation is mainly of pie-couplers and SX-28's and other such mysteries, but occasionally a rhinoceros beetle or the outlook for the sugar crop, or some such more earthy subject, creeps in for a while, and in time of trouble Fred and his cobbers can prove mighty useful when regular communications are down.

Streamlining The Dairy

Down the road apiece at Korovou, H. S. Faddy, late of New Guinea, is in command of the Tailevu Hotel, perched on its pleasant hillock as a happy landmark to weary bus travellers.

By now their lower jaws have adopted a sort of rhythmic snapping reminiscent of the facial move-

(Continued on page 99)



ON THE JOB

This is Norman Mullins, of the P-NG Administration, stationed at Goroka, where I met him. He and District Officer Ian Holmes had just paid a visit to Omkolai, and while there they saw a native woman who was due to give birth, but couldn't. They decided to take her out with them in the next plane—a three-passenger Cessna—for hospital attention. But the plane was late.

When it finally turned up, they left the patient for a minute to speak to the pilot. When they returned, the woman was giving birth to a son.

They were, to say the least of it, very relieved, because it's difficult to deliver a baby in a three-passenger Cessna. But they weren't embarrassed.

"After all," explained Norman Mullins, poker-faced. "This is up my alley. I'm a Native Labour Inspector, aren't I?"—S.I.

Do You Remember?

"What now in New Guinea?" asked "PIM" of June, 1939. "New Guinea finances are such that there must either be reduced Government expenditure or increased taxation. Is there to be an increase in customs duties—or an income tax?" Now, 20 years later, NG is about to get both.

Here are some more extracts from that issue:

"PIM" was filled with photos of the official opening by Sir Harry Luke of Suva's new Government Buildings, facing Albert Park. Very nice they looked—no dirty grey stains of the kind that spoil them these days.

* * *

A young Tongan ex-clerk of the Tonga Treasury was in serious trouble for stealing money from the Treasury, and for forgery. He was given 10 years, but not before Chief Justice Stuart had gravely censured the Treasurer, Hon. W. G. Bagnall, for failing to take proper measures to prevent the shortages.

* * *

It was announced that New Caledonia would get a new Governor—M. Pierre Pages, who would be about the 20th Governor in about 10 to 15 years.

* * *

The Solomons was in the grip of "gold fever"—at least Melbourne Exchange was, with all kinds of companies speculating on gold on Guadalcanal, and a whole jumble of quotations. But the bubble soon burst. One group of shares dropped suddenly from £26 to £1/10/-.

* * *

NG was having a labour shortage—in fact a crisis was approaching, said "PIM". The Administration was suffering as much as private planters and goldminers, and some employers were advocating introduction of Asiatics.

* * *

Suva was working on "defence plans", but wasn't giving out any details. An official said Port Moresby was "foolishly" giving out every detail of her fortifications, but Fiji wasn't that silly. But the Fiji Chamber of Commerce suggested it was possible to be too secretive, and the civilian population would like to be told how it could co-operate.

* * *

"PIM" reported that during a row in the US Congress about whether America should convert Guam into a big navy base, the State Department was asked what information it had about the Japanese mandated islands surrounding Guam. The Department assured Congress that as far as it knew, Japan had not fortified the islands. But a "PIM" Honolulu correspondent reported that the US Navy knew a lot more about what was going on than the State Department apparently did.

* * *

Canned beer—from Melbourne—appears to be a fashionable Islands drink these days. But canned beer isn't new. "PIM" in the issue of 20 years ago advertised "Pabst Canned Beer—in genuine Keglined non-refillable cans—in two-dozen cartons, sold throughout the Pacific".

nla.obj-331410185
National Library of Australia

SOME NEW LIGHT ON A COLOURFUL CHARACTER

"PIM" has occasionally written about George McGee Murdoch, ne-time Gilbert Islands' trader, and "a sort of manager" for the otorious Abemama king, Tem Binoka. But these references have painted nly a sketchy picture of the real man. Now, an old Islands' hand who new Murdoch, presents a more detailed account, which rightly gives urdoch credit as a remarkable man.

George Murdoch: The Man Who Arrested Pirate Mortelmans

BY "SUPERCARGO"

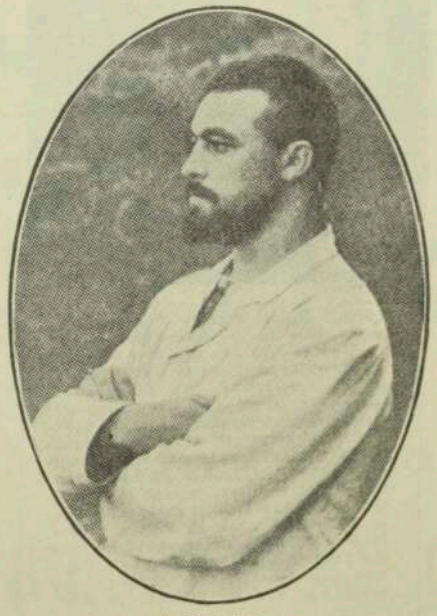
George Murdoch probably was the most able District Officer ever to serve in the Gilbert and Ellice Colony. His efficiency was probably due to the fact that he did not join the service until he had gained much experience of that archipelago as a trader.

THINK he was originally selected for administrative work by Swain, the first Resident Commissioner there, and to my personal owledge he was held in high eem by W. Telfer Campbell, ptain John Quayle Dickson and Carlyon Eliot, all of whom lowed Swain, in that order.
About the year 1892, Murdoch, l his friend Peter Garrick, of aian, went to Guatemala as rseers in charge of a party of bert Islands labourers, who had n engaged to work on the coffee ntations. Murdoch had married girl of Tabituea, and they had children, Agnes and Charles, l they accompanied him to atemala.
n their way back, the Murdochs t to San Francisco, and they left es at a convent near the ramento River, in California, to educated.
n her way home to the Gilberts, es Murdoch arrived in Sydney the *Ventura* on December 7, 1901, George Murdoch and his wife e to Sydney to meet her. They went home by the *ss Brunner*, ch had been chartered by the ific Islands Company, and which arted in January, 1902.
y now, her father's position r the head of the G. & E. inistration was well established, Agnes, as his attractive, well-cated daughter, became well wn in that area. Murdoch was l in such high regard that nger officers appointed to this ice—like Wakeman, Davies, nble and McDermot—were sent im for a period of preliminary ning. On occasion, he acted as stant Resident Commissioner.
urdoch had had a sound educa-, and his handwriting was like t. Because he knew the language and the people so well, he could understand the working of the native mind—to the chagrin of many a native offender who had to appear before him in court.

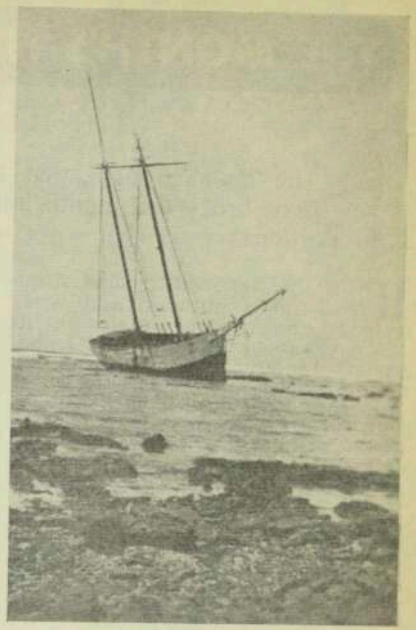
He Arrested Mortelmans

He was singularly successful in the lay-out of villages. They were well-planned and hygienic—a model for the District Officers—and they were built long before the first Health Officer (Dr. Alex Robertson) arrived in 1906.

Murdoch came from a good family. He told me that he thought his cousin was first officer on the *Titanic*, when she struck the iceberg and sank in April, 1912.



Joseph Mortelmans.



The wrecked schooner "White Rose", as she lay on the reef at Abemama—from a photograph taken 50 years ago.

It was Murdoch who arrested the pirate Mortelmans on board the *Louise J. Kenny* at Tarawa; and Agnes was with her father at Abemama when he inspected the wrecked pirate schooner *Nueva Tigre*, or *White Rose*.

The story of Mortelmans, the pirate and murderer, is one of the most remarkable in the Pacific records.

He was a big, brutal Belgian, and an English lad named Skerritt and he were the crew of a little 45-tons schooner called *Nueva Tigre*, trading on the coast of Peru. One day in November, 1907, Mortelmans suddenly attacked and murdered both captain and mate of the schooner, and forced Skerritt to assist him in dumping the schooner's cargo, and sailing her westwards, towards Australia.

They were two months at sea, during which they painted the schooner white, and changed her name to *White Rose*. On January 24, 1908, they piled her up on the reef on the east coast of Abemama, in the Gilberts.

The Gilbertese magistrate there arranged that Mortelmans and Skerritt should go as shipwrecked mariners on the *Louise J. Kenny*, a trading schooner, to Tarawa. Mortelmans decided to seize the *Kenny*, made ready to murder the three white men, and gave Skerritt certain instructions. He suspected Skerritt, and never let the youth out of his sight.

(Continued on page 95)

THE MONTH'S NEW READING

WITH JUDY TUDOR

The book drought that has persisted almost since the new year, broke this month into a flood of near-pre-Christmas proportions.

HALF the new books come from well-known authors, and with the exception of one—a light novel about contemporary India by an Indian author—present no unusual styles, and few eccentricities.

John P. Marquand is back; so are Jon Cleary and Alistair Maclean; the new-comers write like veterans and everything is right in the best of worlds. Or as near as darn it.

The Matriarchal Stranglehold

Perhaps things would be a little less confusing for his readers if John P. Marquand, like Graham Greene, divided his books into "entertainments" and novels.

Marquand has two distinct phases: The Mr. Moto type of thriller (*Stopover Tokyo*); and his serious novels in which he turns a jaundiced although slightly indulgent eye upon the American way of life.

Women and Thomas Harrow is of the latter type and although Mr. Marquand seems tied up and a little ponderous with his own weight of words at the beginning, the story develops under the sure hand of a master into one of the best American novels for a considerable time. For once in a while we can endorse the decision of that disembodied voice, the Book Society, which made it their "Choice".

Harrow was brought up by relatives after the death of his parents, and latterly by a spinster aunt in a New England country town. Without too much effort he became, while very young, a successful playwright.

Harrow is devoted to his work—or his art, if you like that better. It is, as with most men and few women, the real core of his existence. But he also has all the desires, urges, native curiosity and talent for dalliance that beset the male. Women, therefore, impinge themselves upon the existence of Tom Harrow and although they may still not touch that inner core, they effect enough of the outer casing to alter the whole sequence of events.

When the story opens, Harrow, in late middle age, is living with his third wife, in a period-piece house that he has set up in the New England town where he once lived with his aunt.

Due to over-generous divorce settlements on wives One and Two; and a complete disregard of economic affairs in general, he finds himself at this stage of his life virtually on the verge of bankruptcy, and haunted by the idea that, as a playwright, he may be on the downward grade.

From the portrait of wife Three, there emerges a woman who is completely unsure of herself but convinced that as Number Three instead of One or Two, she has managed to get the worst of the Harrow bargain.

Of wife Two there is little recorded, beyond a general opinion in the Harrow circle that she was a bitch.

Of wife One, Laura, there is a great deal, as most of the narrative is in retrospect and she is the love of his life. There is, of course, a tremendous effort on the part of Harrow, if not Marquand, to rationalise Laura's extraordinary obsession with security into some form of fine character, when she is, in fact, no more attractive as a person than wife Three, and distinctly less honest than wife Two.

If Laura is supposed to represent any kind of peak in the hag-ridden American social pattern, the state of that Nation is even worse than we thought.

In a more civilised country than America, Thomas Harrow's various escapades would not have led inevitably to matrimony and thus he would have escaped most of physical and economic consequences that threatened to wreck the thing with which he is most concerned—the writing of plays.

The American preoccupation with marriage is extraordinary. As a sacrament it must lose most of its value after three or four trials and easy dissolutions; and even as a legal contract it has value only for the female partner in that it gives her a weapon with which she can extort blood-money of one sort or another.

Maybe when the American male can get the better of the American female he'll do a better job of dealing with more complicated human mechanisms — like Mr. Khruschev and his friends.

(WOMEN AND THOMAS HARROW. Published by Collins. Australian price 20/-.)



Frank Foufou Hegotule Rex is aged seven. Here he is looking out across the land he will one day own on Niue Island, where he is one of eight children of the Rex family. His father, Mr. Leslie Rex, posed this photograph at Frank's request because Frank had seen a similar photograph, of another young fellow on another island, in an old copy of "PIM". That might have been the end of the story, except that fond father Rex had Frank's photo with him in his wallet when he visited Rabaul in May as sole delegate from Niue to the South Pacific Conference. A "PIM" man saw it—and thus seven-year-old Frank may now see HIMSELF in print.

The Bastard Country

ALTHOUGH Jon Cleary has never been our very favourite Australian writer, we'll go so far as to say that his latest—*Back of Sunset*—gets highest marks yet for readability and makes a great deal more sense than his previous effort (*Green Helmet*) which was about the life and loves of a professional racing-car driver.

Film rights of the new novel have already been bought by Paramount, who should be suited admirably as the story has all the angles, the incident and drama necessary for a successful movie. It is based on the Flying Doctor Service, a piece on Australiana which has won a lot of deserved attention, although not previously from any of Australia's best writers—too many of whom are concerned with producing artistic novels, rigorously purged of the gum-tree element which in our highest cultural circles is something too unspeakably parochial to think about.

Cleary's story is of a young Macquarie Street specialist who goes to Winnaminka on a whim, and be-

nla.obj-331410888
National Library of Australia

GENERAL MERCHANTS, GENERAL AGENTS SHIPPING, CUSTOMS

Known everywhere as **BP** The sign of service

DISTRIBUTORS OF:

Trucks, cars, motor-cycles and all auto-motive equipment.

Tractors, machinery fertilisers and chemicals for production and processing copra, rice, coffee, peanuts, cocoa, rubber.

Building Materials.

Tools, radios, stationary engines, motors, lighting plants.

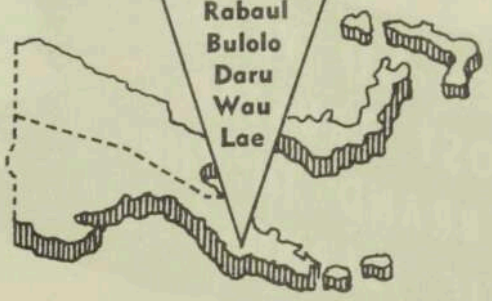
General hardware

Photographic materials, piecegoods, drapery and native trade lines.

Wines and spirits and groceries, etc., etc.

HEAD OFFICE: PORT MORESBY,

BRANCHES:
Port Moresby
Samarai
Madang
Kavieng
Kokopo
Wewak
Goroka
Rabaul
Bululo
Daru
Wau
Lae



AGENTS FOR:
Burns Philp (South Sea) Co. Ltd.
Burns Philp (New Hebrides) Ltd.
Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
The Shell Co. of Australia Ltd.
Lloyds of London.

AUSTRALIAN AGENTS:
Burns, Philp & Co. Ltd.
All States

LONDON AGENTS:
Burns, Philp & Co. Ltd., London House, 35, Crutched Friars, London, E.C.3.

SAN FRANCISCO AGENTS:
Burns-Philp Co., of San Francisco, 510 Matson Building, 215 Market Street, San Francisco 5.

Exporters of Island Produce

COCOABEANS, COFFEEBEANS, PEANUTS, RUBBER AND TROCAS SHELL

OVERSEAS TRADE ENQUIRIES INVITED



BURNS PHILP (New Guinea) LTD.

nla.obj-331411311
National Library of Australia

A. H. BUNTING LTD.

SAMARAI and POPONDETTA

Buntings

LAE and GOROKA

WHOLESALE AND RETAIL MERCHANTS — SHIPOWNERS — IMPORTERS AND EXPORTERS, PLANTERS — SHIPPING, CUSTOMS, AND INSURANCE AGENTS

SAMARAI & POPONDETTA

Vacuum Oil Co. Pty. Ltd.
South British Insurance Co.
National Mutual Life Association.
Webley & Scott Ltd.
Ecko Radio.
Davison Paints Ltd., N.S.W.

LAE

South British Ins. Co.
Ecko Radio.
Webley & Scott Ltd.
Davison Paints Ltd.

GOROKA

Vacuum Oil Co. Pty. Ltd.
Mandated Air Lines.
South British Ins. Co.
Ecko Radio.
Webley & Scott Ltd.

Agents: **BUNTINGS BISCUITS LTD.** RABAUL

FOR OVER 50 YEARS THE MOST TRUSTED FLOUR BRAND IN THE PACIFIC ISLANDS...

Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletion is a special new purifying process which reduces the risk of insect infection).

GILLESPIE'S

ANCHOR FLOUR

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY
Cable Address: Gillespie, Sydney. G.I.97

nla.obj-331411703
National Library of Australia

re he can do much about it finds mself with the job of local Flying octor in a practice as large as rance but somewhat less popu- ted.

It was, as he was told by every- ne within his first 24 hours in innaminka (which has a lot of e characteristics of Derby, WA) bastard of a country. He ll thought so, even when he de- led that it offered something more tisfying, if less lucrative, than acquarie Street.

It is said that Cleary will write s next novel with a New Guinea tting. This should be interesting, only to see if he has learned ything since he wrote his first *he Climate Of Courage*), and lieved scrub typhus was a con- gious disease.

BACK OF SUNSET. Published by lins. Australian price, 18/9.)

gger Than Life, d Twice The Fun

ROBABLY the book critics will be full cry after Alistair Maclean for having turned out hriller again (*The Last Frontier*) tead of another grim documentary *HMS Ulysses*, the book that de him famous overnight.

But if the new novel does not ain those first dizzy heights, at st it gets as far back along the d as *The Guns Of Navarone* (the ond Maclean) and blots out the rd (*South By Java Head*) that peared merely silly.

t is a great advantage when read- of strange countries and in- dible happenings not to know y much about either. It is pos- e, therefore, that to anyone liv- in Hungary, *The Last Frontier* ld be as clearly ridiculous as *th By Java Head* was to any- who had lived out the war rs in that part of the globe.

's a cinch, anyway, that Maclean n't have too many readers be- d the Iron Curtain, and all the ers will probably find it exciting ugh to forget whether it is lible. People with logical minds uld stick to reading philosophy leave thrillers for those whose ginations have the required unt of airlift.

r. Jennings, a gifted scientist, has e over behind the Iron Cutrain it becomes the task of Michael nolds to snitch him back. The ne set for the snitching is a ntific congress held in Budapest the goings on that take place ween the time Reynolds gets into gary and when he returns safely ss the border, on the last page, enough to boggle the imagina- .

t as Jimmy Edwards might say, t's wrong with a good old le now and then?

HE LAST FRONTIER. Published by ns. Australian price, 18/9.)

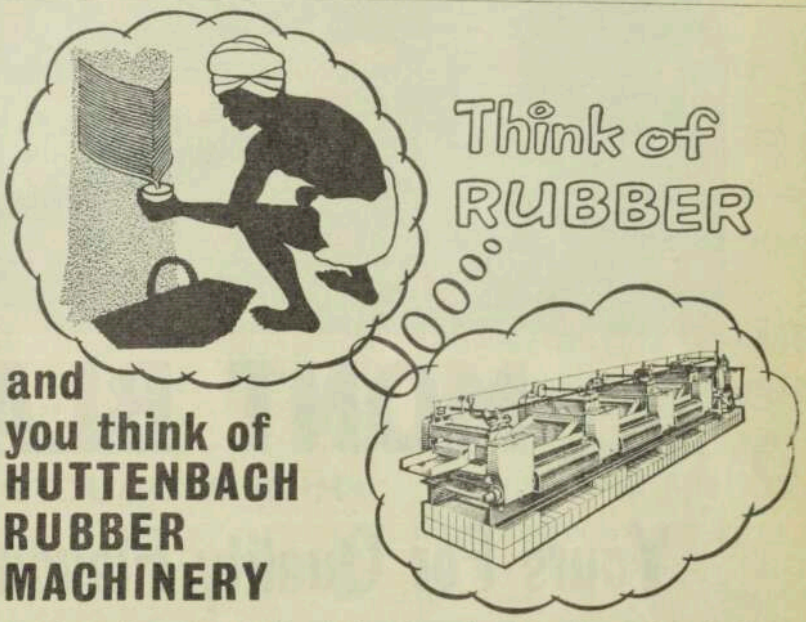
Something to Tempt the Appetite

LIKE a good Parisian gown, *The Tangerine* has flair, sophistication, cut and line—and a basic down-to-earth practicability.

Most novels written in one language lose something when translated into another, but if this one does it shows to no discernible extent—for which we can perhaps thank the good craftsmanship of the author, Christine de Rivoyre, and the sensitive understanding of her translator, Norman Denny.

The Tangerine has the particular kind of craziness that Anglo-Saxons dismiss as "French", for want of a better description; the kind of zany sophistication that set apart *Gigi* from most of the other motion pictures produced in the last 12 months.

Like Gigi's family, the *menage Boulard* was two sizes larger than life, unconventional, extraordinary and wholly delightful. All except Georges, husband as well as cousin of Severeine, for he was all realistic French hotel-keeper, and also kept the family equilibrium. Georges, however, is rather the surprise-packet of the piece and produces in the end a fine appreciation



and you think of HUTTENBACH RUBBER MACHINERY

Producers throughout the Tropics have learned to depend upon Huttenbach. They know that *Huttenbach Sheeters*—hand or power driven, high or moderate speed—all work on the same principle: to produce the thinnest, toughest sheet rubber in minimum time.

COPRA PRODUCERS!
"Chula" Copra Dryers give purer copra and cut labour costs. Power, Natural Draught and Oil Fired.

Huttenbach can help you, too. Sheeters are constructed to suit all sizes of plantations. *Creping Batteries*, and *Dryers* for crepe or sheet rubber, also give high grade results in less time, for less money.

TYNESIDE FOUNDRY & ENGINEERING CO. LTD.
SKINNERBURN ROAD, NEWCASTLE UPON TYNE, 4, ENGLAND

Agents:
PAPUA: The B.N.G. Trading Co. Ltd., Port Moresby.
NEW GUINEA: Burns Philp (New Guinea) Ltd., Port Moresby, Rabaul, Lae, Madang and Kavieng.
FIJI, SAMOA, TONGA: Morris Hedstrom Ltd., Suva, Fiji.
SOLOMON ISLANDS: Mendana Enterprises Pty. Ltd., P.O. Box 73, Honiara.

nla.obj-331412111
National Library of Australia



MONT BLANC

MILK PRODUCTS

Yours For Quality Flavour and Value

Pasture fresh Products from one of Australia's most modern Milk Food Producers.

MONT BLANC and JERSEY COW Sweetened Condensed MILK.
Prepared from pure, creamy cow's milk, keeps its wonderful flavour right to the bottom of the can.

MONT BLANC Evaporated unsweetened MILK.
It's richer, creamier and retains all its smooth, farm-fresh flavour right to the last drop.

SWEETENED condensed MILK in TUBES.
Stops waste. Just the thing for picnics, boating, camping. Keeps for a long period, stays fresh.

MONT BLANC. Natural pure whole MILK.
Use straight from the can. Sterilised for added purity and long lasting qualities.

MONT BLANC CHOCREAM.
A delicious blend of milk and chocolate that may be used for iced drinks or as a topping for Ice Cream or desserts.

MONT BLANC Reduced Cream.
It's rich—it's pure—it's wholesome—Serve it straight from its flavour-saving gold-lined can.

TONGALA MILK PRODUCTS LIMITED
MELBOURNE AUSTRALIA



Associate of **BERNESE ALPS MILK CO., SWITZERLAND**

TMB/240

nla.obj-331412460
National Library of Australia

life *a la Boulard* which must unique in the annals of holy trimony, even when it's with a ench touch.

Making love made Severine ngry; that is why she frequently t Georges to sleep it off while e descended to the big kitchens the hotel in the small hours of night. These early morning sts became family social events which younger brother and sister d Grandmama made frequent pearances to eat and drink glori- ly until the morning.

To one of these parties, bidden re by young sister Baba, came ni, a Spanish duke, who was a st at the hotel. Toni and erine seemed destined by Fate to lovers, and the fact was gener- accepted, particularly by Toni d Severine.

ut fate had already been at work, k in Spain a few months previ- ly, when Toni and Baba had a very brief encounter, un- unately, with permanent results. ba's expected baby may not have nged Toni's habits but it changed thinking, with far-reaching ct on the Boulard family.

he climax of the whole story es when the tribe accompanies a to the "best nursing home" in is, and having routed the two ched nurses and the doctor, take session of the labour-ward and st Baba to be delivered of her d.

there is a moral in this story s probably that strong person- ties like Grandmama and erine can sometimes be short in chology.

oubtless nothing like *The gerine* could happen except in rench novel; but it is pleasant his dull world to just imagine, etimes, that it could.

HE TANGERINE. Published by Hart- s. Australian price, 18/9.)

re l'Amour

Tahiti

TER all the millions of words that have been spilled about Tahiti it is a surprise to have w author, Robert Langdon, say he was inspired to write a on the same subject because hiti's varied and colourful story never been told before in a le book."

hat wasn't a surprise was the of the book—hold your breath wait for it—*Island of Love!*

hat this reviewer has been ing for, for years, of course, is ok about Tahiti which does not ain, somewhere in the title r the word "love" or the word adise".

1953, so the story goes, Lang- visited Papeete for the first as a fireman on a New Zea- ship. From that chance en- counter, Tahiti become something of a hobby and the present volume resulted. Langdon does not, of course, write like a ship's fireman, and it is unlikely that he is one, except in so far as it helps him to get from here to there.

Apart from the title, which is a matter of personal prejudice, there is nothing wrong with his book.

It is a well-written, easy to read, chronology of Tahiti from the time that it was discovered by Europeans up to the present. It even does what the author says he set out to do in the beginning (and which this severe critic thought impossible), that is, unearthed new facts about Tahiti and collects just about everything that had ever been known about the island into one book.

The research that Mr. Langdon undertook to do this must have been prodigious, and although one suspects that he was not very long in Tahiti himself he has managed to winkle out from somewhere exhaustive details of certain incidents of Tahiti history that are little known even to students of Pacific history. For example, he goes fully into the Prichard affair, a *cause celebre* that at the time brought France and England almost to the brink of war.

Tahiti produces things other than love. Phosphate, vanilla, coconuts—for instance. But so far as the rest of the world is concerned, it might just as well not. The pattern of things was set from the moment Captain Wallis discovered Tahiti in June, 1767.

It took a few days for things to be straightened out between the sailors and the natives, but from there on, according to George Robertson, master of one of the two vessels in the expedition, everyone caught on very well.

The sailors could not "help feasting their Eyes with so agreeable a sight" as the young girls, and perceiving this, and to help the *entente cordiale* along, "the old men made them stand in Rank, and made signs for our people to take which they lyked best and as many as they lyked. And for fear our men have Ignorant and not know how to use the poor young Girls, the old men made signs how we should behave to the Young Women. This all the boat's crew seemed to understand perfectly well, and begd the Officer would receive a few of the Young Girls on board. At the same time they made signs to the Young Girls that they were not so Ignorant as the old men supposed them."

Which all goes to show, of course, how useful sign-language can be when travelling in a foreign country.

But thus encouraged, an Irishman had soon set up shop—the price, as Master Robertson put it, being one small nail "each time".

It was perhaps to be expected that a certain amount of fame

YOUR NEXT LEAVE

Modern up to the minute homes between Dee Why and Palm Beach available to Island Residents for Holidays.

Write for information to:—

J. T. STAPLETON PTY. LTD.,

ESTATE AGENTS,

133 PITT STREET, SYDNEY.
BL 5305, BL 1737

or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.

Introducing

CORRASCOPE FILMS

in Beautiful Colour!

50 ft. (8mm.) £Stg. 2.5
100 ft. (16mm.) £Stg. 5.15

60 DIFFERENT SUBJECTS

Japan — Hong Kong — Macao — Formosa — Bali — Bangkok — Angkor — Malaya — Singapore — India — Suez — Riviera — Paris — Rome — Venice — Spain — Coronation England — Switzerland, etc.

Catalogues Upon Request

FILMO DEPOT

313 Marina House, Hong Kong

Maintain your plantation equipment efficiently!

Let Power Farming and Better Farming Digest assist you with your technical problems.

Box 1813, G.P.O., Sydney Aust.

37/6 per annum (Aust., N.Z. and Pacific Islands); **43/-** per annum elsewhere.

nla.obj-331412800
National Library of Australia

Cable:
"Tangerine", Sydney.

BUSH

Also at
Melbourne, Brisbane,
Adelaide, Perth.

W. J. BUSH & CO. (AUST.) PTY. LTD.
129 Parramatta Rd., Five Dock, Sydney, Australia.

For

World Famed Quality

ESSENCES

Lemonade
Creaming Soda
Kola
Raspberry

COLOURS • ESSENTIAL OILS • PERFUME COMPOUNDS

FREE TECHNICAL SERVICE
Don't Hesitate to Write Immediately on all your Technical Problems.

Orange
Grenadine
Sarsaparilla
Ginger Ale

Islands Representatives: DEMKA PTY. LTD., 2-12 Carrington Street, Sydney.

STEAMSHIPS TRADING COMPANY LTD.

PAPUA, PORT MORESBY and SAMARAI

Wholesale & Retail Merchants, Shipowners, Planters, Sawmillers, Slipway Proprietors, Engineers Cordial Manufacturers, Bakers and Pastrycooks, Cold Store and Ice Manufacturers, Shipping Customs and Insurance Agents.

MANAGING AGENTS for:
COCOALANDS LTD.
ACME BAKERY COMPANY
MARIBOI RUBBER LTD.
RUBBERLANDS LTD.
KEREMA RUBBER LTD.

AGENCIES:
NEW GUINEA-AUSTRALIA LINE
CHINA NAVIGATION CO. LTD.
LOLORUA RUBBER ESTATES LTD.
HARVEY TRINDER (N.G.) LTD.

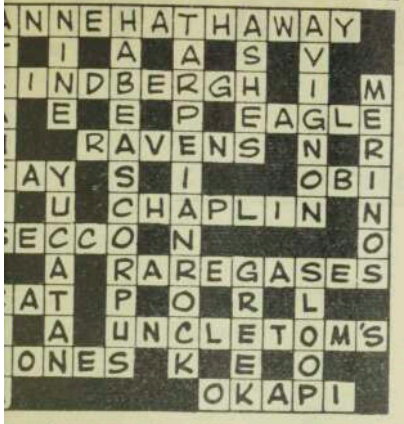
SOLE DISTRIBUTORS for:
ARMSTRONG-HOLLAND PTY. LTD.
Earth Moving and Logging Equipment.
FOWLER ENGINEERING PTY. LTD.
Transportation and Material Handling Equipment.
WILLYS-OVERLAND EXPORT CORPORATION
Jeep Vehicles.
HILLMAN, HUMBER AND SUNBEAM CARS

INTERNATIONAL HARVESTER CO. OF AUST. LTD
International Motor Trucks.
International Industrial Tractors and Equipment
McCormick-International Farm Tractors and Equipment.

Australian Agents:
NELSON & ROBERTSON PTY. LTD., 197 Clarence St., Sydney and Stanley St., South Brisbane

nla.obj-331413192
National Library of Australia

OSSQUIZ SOLUTION FROM P. 82



road should accrue to Tahiti
er the men of Wallis' expedition
t back home and spread the news
ound; what is more surprising,
rhaps, is that the fame has
owballed down the centuries until
hiti has become no more and no
s than the astral manifestation
some masculine dream-state, out
all proportion to the small
nd's economic and strategic im-
t upon the world.
Langdon's book is not particularly
ncerned with love; it might better
described as a short, and quite
ellent, history of the Island and
ne of its more famous visitors.
t publishers these days have a
y exact idea of the cash value
title and dust-jacket—and the
ics who think love in the South
s is much the same as love any-
ere else are outnumbered by
usands of avid book buyers who
ow better.

SLAND OF LOVE. Published by
ell. Australian price, 27/3.)

e Girl Who Had
ht Luck Signs

HE fact that it is the alien
poppy amongst this month's
crop of more orthodox wheat,
ld mark *Music For Mohini* out,
ny event, but the story has its
merits, simply as a novel.
the last few years there have
dozens of books by Indians,
t Indians, and Africans, most of
ch have earned praise from the
ics, if for no other reason than
the critics were not sure what
were about, or understood little
he strange idiom in which they
presented. Primitive art has a
of appeal to certain people.
here is no mistaking Bhabani
ttacharya for a Western writer,
his story of Mohini, the young
an girl caught up in the
ggle between old and new
a, is essentially a *story* and it
t necessary to enter some extra
nsion in order to appreciate the
t of it.

Although Mohini at 17, was a radio singer, daughter of an enlightened University professor, all the ancient devices had to be employed in order to arrange her marriage. There followed the bride-viewing, the long and intricate pre-nuptial rites, the comparing of horoscopes and the "luck" signs, and finally the marriage and the journey to the husband's Big House by train, ox-cart and palanquin.

Although the journey took a couple of days in time, Mohini's journey in effect is back through a couple of generations to a household ruled by the old-fashioned orthodoxy of a mother-in-law. However, this is no story of a spiritless child-wife forced to conform to the ancient patterns. Mohini is a charming heroine with a mind of her own. Time marches on, even in India, although the immediate result often is, as elsewhere, compromise.

(MUSIC FOR MOHINI. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

Sex Fiend
In the Epicerie

AS it remarks on the dust jacket that *Dominant Third* is the first time that Elizabeth Hely has ventured into this field of writing, it is obvious that she has written also in some other *genre*—as they call it. She does very nicely with her first venture with a psychological thriller, however, and so far as we are concerned, she may continue.

The psychological thriller may be distinguished from the common-or-garden Whodunnit by the fact that it is not necessary not to know who did it. So, it is clear, early in the piece who strangled Laura, and so changed the life and character of her husband Mark Needham.

The story then resolves itself into what Needham is going to do about it; what Antoine Cirret, of the Surete, is going to do about it; what Andree, who is half in love with Mark, and Alec Trevor, do about it.

Finally there are the reactions and thought-processes of sex maniac Jean Theodore Bondet, on the surface, the ultra respectable grocer of the eighth *arrondissement* in Paris.

Most of the action of the story takes place in Paris—probably because such a large band of eccentrics feel more at home with that background. *Dominant Third* has all the characteristics of a good thriller—suspense, pace, action and plot. It also has wit and excellent characterisation.

(DOMINANT THIRD. Published by Heinemann. Australian price, 18/9.)

The End of
The Rainbow

ALTHOUGH it has a theme that a Reader's Digest editor might have conceived, Ralph Allen manages to deliver *Peace River Country* without slopping over into sentimentality, and in so doing presents a North American way of life as different from Mr. Marquand's as the moon is from green-cheese.

This is not a story about the Peace River Country—apparently a large tract of land in the Canadian Rockies. But is the story of an unattainable land of milk and honey that Peace River came to mean to Bea Sondern and her two

The Man Who Arrested Pirate Mortelmans

(Continued from page 87)

However, Skerritt managed to whisper a few things to the cook-steward, and the latter warned the captain and supercargo. They grabbed Mortelmans, and tied him up in a cabin, and sent word ashore as soon as they reached Tarawa, on February 15, 1907.

Got Life

The man who came aboard, and put Mortelmans in irons, was Chief of Police George Murdoch, with five native policemen. At that stage, the only evidence was the unsupported word of Skerritt.

Many months later, the Supreme Court in Suva sentenced Mortelmans to penal servitude for life. Skerritt, with witnesses from Callao, provided a complete case. No one ever has explained why the then Chief Justice, Sir Charles Major, did not impose the death sentence. The full story is told by Gilchrist Alexander, formerly a magistrate in Fiji, in his book, *From the Middle Temple to the South Seas*. Alexander was sent from Suva to South America to get the evidence which convicted Mortelmans.

Agnes Dolores Murdoch, who was born in 1885, eventually married a member of the native royal family of Abemama, and her son was the nominal king there about the end of World War II. She died in 1951, aged 66. (The story of Agnes Murdoch was told briefly in *PIM* of June, 1958.)

Her brother, Charles Murdoch, travelled with us in the *Titus*, from the Gilberts to Sydney, in October, 1903, to be educated.

He was a successful student, and he later joined a firm of engineers.

nla.obj-331413588
National Library of Australia

BURNS PHILP (SOUTH SEA) CO. LTD.

Registered Office: SUVA, Fiji
Code Address: "BURNSOUTH."

GENERAL MERCHANTS AND SHIPOWNERS

BRANCHES:

Fiji:–
Suva. Levuka. Lautoka. Labasa. Savu Savu.
Ba. Sigatoka. Tavua. Rotuma Island. Taveuni.

Samoa:–
Apia. Pago Pago.

Tonga:–
Nukualofa. Haapai. Vavau.

Norfolk Island. Niue Island.

Agents for:—

- **Queensland Insurance Co. Ltd.**
- **Burns Philp Trust Co. Ltd.**
- **Shell Company (P.I.) Ltd.**

— ALSO AGENTS AND REPRESENTATIVES FOR: —

- N. V. Appelton Pty. Ltd. (Naco Sunsash Louvres).
- Ardath Tobacco Co.
- Brush International Ltd.
- A. J. Caley & Sons (Confectionery).
- Dunlop Rubber Co. Ltd.
- General Motors-Holden's Ltd.
- Charles Hope Ltd.-Cold Flame Refrigerators.
- Hercules Cycle & Motor Co. Ltd.
- Huntley & Palmers Ltd. (Biscuits).
- Joseph Lucas (Exp.) Ltd.
- Massey-Ferguson (Export) Ltd.
- S. Maw Son & Sons (Surgical Dressings).
- McAlpine Refrigeration Ltd.
- McLeay Duff & Co. (Whisky).
- Mullard (Overseas) Ltd. (Radios).
- O'Cedar Ltd. (Oils & Mops).
- S.F. Appliances Ltd.
- Slazengers (Aust.) Pty. Ltd.
- Sleepmakers Pty. Ltd.
- Standard Motor Co.
- Stewarts & Lloyds (Aust.) Pty. Ltd.

Shipping, Customs and Forwarding Agents

Shipping Agents for

THE NEW ZEALAND SHIPPING CO. LTD.
(Regular First, Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

SHAW SAVILL & ALBION CO. LTD.
(Regular First Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to the UNITED KINGDOM, via PANAMA; and via AUSTRALIAN PORTS and SOUTH AFRICA.)

PORT LINE LTD.
(One Class Passenger Services from NEW ZEALAND PORTS TO UNITED KINGDOM, via PANAMA.)

BLUE STAR LINE
(Regular One Class Passenger Service to UNITED KINGDOM.)

CUNARD LINE
(General Passenger Agents for Trans-Atlantic Services, Canada and U.S.A., to and from Europe.)

COMPAGNIE DES MESSAGERIES MARITIMES
(Regular First Class and Tourist Class Passenger Services from FRENCH OCEANIA to MARSEILLES, via PANAMA.)

BANK LINE LIMITED

BRITISH INDIA STEAM NAVIGATION CO. LTD.

Also INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for
QANTAS EMPIRE AIRWAYS LTD. :: TASMAN EMPIRE AIRWAYS LTD.
TRANSPORTS AERIENS INTERCONTINENTAUX

nla.obj-331414026
National Library of Australia

ildren; and to a lesser extent, to
r husband, Chris.
Perhaps the best thing about this
ory is its portrayal of human
silience. If Allen had treated it
nother way, he could have had all
s characters as subjects for the
ychiatrist's couch: They all had
asons enough.
Chris Sondern was a compulsive
inker, and although they all loved
n, Bea was convinced that they
d to leave him. Chris, for his
rt didn't mean to follow them,
t he usually did and when he
ught up, they moved on again.
They moved on across the route
the Canadian Pacific Railway,
ways towards the Peace River
untry, through a string of un-
ely prairie towns indistinguish-
le one from the other, except by
ir utilitarian names — Elevator,
ose Jaw, Dobie, etc.
Kally, aged 10, was the natural
rovert; Harold, at 11 suffered the
tures of hell in his buffetings
h life (but would likely have
fered similarly should he have
ed the fur-lined life of a
llionaire's son); Bea's super
imism was out-distanced only
her lack of talent on the prac-
l side.
Her obvious helplessness black-
iled the ladies of one town into
ing her their washing—and they
e morally terrorised into con-
uing to do so even when she
led coloured sox with their best
n sheets.
he also was a sucker for get-
-quick advertisements and at
time is knitting a lot of odd-
d sox on a patent knitting
chine. When we leave them—at
gary—it's April, and they are
ing out to sell Christmas cards
commission.
s old ladies are fond of saying,
early acquaintance with the
e facts of their own peculiar
might "come back" on the
dren later on. But it is hard
imagine any person who had
d in such close intimacy with
haracter like Bea turning out
be anything but a first class
en.

EACE RIVER COUNTRY. Published
Hodder and Stoughton. Australian
. 15/6.)

at's New in Paper Backs

MONGST the spate of paper-
backs this month, these new
releases from Pan and Fontana
e a varied collection to suit all
es. (Ours from William Collins
erseas, Limited).

**ETTA: By Erskine Caldwell who has
orarily deserted the Tobacco Road of
awdy South to present something a
more sophisticated—if still sex
ry. As it says on the cover—for her
d become a drug, an insatiable crav-
That should please the Caldwell fans
un into some tens of millions. (Great**

THE BODY IN THE LIBRARY, by Agatha Christie, written in the golden period of Christie, before she had been formed into a limited liability company. Miss Marple officiates at this one, which was first published in 1942. (Great Pan).

END OF THE CHAPTER, by Nicholas Blake, one of the latter-day experts in the Whodunnit business who in his spare time is a poet. (Or maybe he's a poet and writes Whodunnits to keep the wolf from the door). This one is about a publishing firm —very respectable, until someone was found on the premises with her throat slit. (Fontana, yellow).

SHADOW ON THE RANGE: by Norman Fox. Like the title indicates this is a Western—about Montana where the bad men live, and where some of them die, with their boots on. (Fontana, yellow).

THE ONE THAT GOT AWAY, the book by Kendal Burt and James Leasor already made famous by the Rank movie made from it (starring new teenager's heart-throb, Hardy Kruger), and the Reader's Digest condensation. German pilot von Werra was shot down during the Battle of Britain but gained more fame by the fact that he was the only POW of the British who managed to escape to fight again with the Germans. (Fontana, yellow).

THE AFRICAN CHILD, a book of childhood memories by Camara Laye, a young negro of French West Africa who went to Paris and became completely bewildered by a different set of cultural values. (Fontana, yellow).

YOU CAN ALWAYS DUCK and **SINISTER ERRAND** are two offerings by Peter Cheyney. (Both Fontana, yellow).

LETTER FROM PEKING, by Pearl S. Buck, still writing about China, but now, things being as they are between Peking and America, by remote control. This is a story of interracial marriage, against an American and not a Chinese setting. (Great Pan).

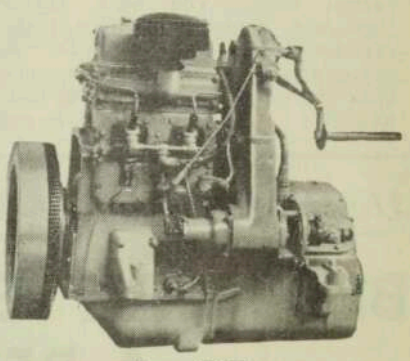
(Over)

THORNYCROFT
MARINE DIESEL ENGINES

We offer a range of Marine Diesels—12 to 145 H.P.

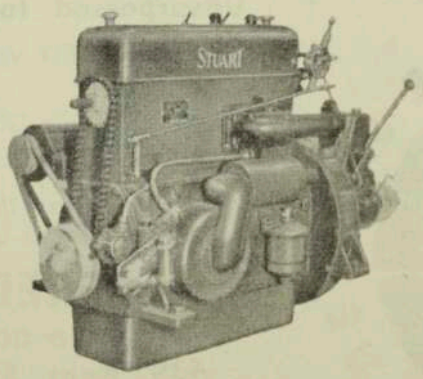
16 B.H.P. 2-cylinder. Robust, positive, 2-1 Reverse Reduction gear. Simple Automatic Hand Starting. Fresh Water Cooling. Very accessible. CAV Equipment. Economical and easily operated. Accepted by Lloyds & M.O.T.

This 100 per cent. Marine Diesel engine has been based on the design of the World-famous Handybilly petrol kerosene engine which has proved so successful over the past 20/25 years and retains all the most desirable features and characteristics. Ideal for Islands operation.



Type RJD2

GOOD DELIVERIES. GOOD SERVICE. AMPLE SPARES AVAILABLE.



STUART
MARINE DIESEL ENGINE
9-11 H.P.

This unique little engine is available with diesel drive (13 in. propeller) or reduction gear (17 in. propeller). It is of compact size and reasonable weight. Economical to run and simple to operate.

THORNYCROFT (Aust.) PTY. LTD.
Box 2622, G.P.O., Sydney. FF 4224. Cables: "Thornmotor", Sydney.

nla.obj-331414437
National Library of Australia



FEEL REALLY WELL

better than you have ever felt before

DRINK DELICIOUS, VITAMIN-FULL

'AKTA-VITE'

TRADE MARK



To feel "really well" you need the right vitamin intake. You need 'AKTA-VITE'. 'AKTA-VITE' contains the four important vitamins A, B_1, C and D which are essential to your good health and vigour. Vitamins that make you feel "really well", better than you have ever felt before. The daily loss of the fortifying vitamins B_1 and C through perspiration is a major cause of this need for 'AKTA-VITE'.

And the taste of 'AKTA-VITE' is delicious—chocolatey, thirst-quenching and satisfying. You'll enjoy a glass many times a day.

TRY 'AKTA-VITE' TODAY!

OS210/6649

Attention, Essence Users!

"BLUE ARK" ESSENCES WILL PRODUCE A BETTER PRODUCT!

Established 1882

FOR HIGHEST FLAVOUR VALUE

Unsurpassed for—

- ★ AERATED WATERS AND CORDIALS
- ★ SYRUPS
- ★ CONFECTIONERY
- ★ CAKES, BISCUITS AND PASTRY

Orders should be placed through your usual Islands' Agents.

ALFRED LAWRENCE

& COMPANY LIMITED

439 Kent Street, Sydney, Australia

World-wide Suppliers of Essences and Edible Colours

nla.obj-331414808
National Library of Australia

FROM HERE TO ETERNITY, by James nes, the story of America on the verge Pearl Harbour, that does not need any roduction in the English-speaking world. e novel was first published in 1950 and w makes its appearance unabridged in new Fontana Monarch series.

MY EARLY LIFE, by Winston Churchill. is book was originally published in 1930 en the Churchill star was somewhat in ipse. It has got more attention in its ter years, when it has been republished various forms. It is, of course, the ry of the great man's first 25 years en his ambitions were just beginning to stallise. (Fontana Monarch).

THE LONG ECHO, by Douglas Ruther-d, who follows the modern practice of ng abroad for interesting background murder. This one takes place in the lian mountains. (Fontana, yellow).

THE LONG WALK, by Slavomir Rawicz, of seven Poles who escaped from very in Siberia and the Russians by king 4,000 miles through Mongolia, na, Tibet and to safety in India. Only of them survived but this, has with h, been described as the greatest escape y in history. (Great Pan).

THE PLAIN MAN'S BOOK OF AYERS, by Dr. William Barclay, a dis-uished British scholar and preacher. written to help those who wish to —and apparently don't know how to. ntana, black).

ooks that have been reviewed before in M" over the last few years, in library ions, and which now appear as paper-s are: THE BIG STORY, by Morris t (Great Pan); THE GREEN HELMET, Jon Cleary (Fontana, yellow); THE E OF THE FIERY FINGERS, by Earle ley Gardner (Great Pan); and THE RLD OF SUZY WONG, by Richard on (Fontana, yellow).

stralian price of above are: Fontana arch, 7/6; Yellow, 3/6. Pan, 3/-; Pan t, 3/6; Great Pan, 5/-.

lipped Disc Route

(Continued from page 86)

ts of a freshly gaffed salmon, to the pot-hole jumping of the on the long run south and the nce of refreshment stops en e. Thus the Tailevu pub is more welcome for a half-hour break. r the sandwiches and beer, ager Faddy talks of local affairs. he big news is Mr. Tom ward's streamlined cow bails, the new Tamavua milk factory h will soon start the homo-sation of milk supplied by the y farmers in this area for dis-ution in Suva.

rtain machinery was expected ome to hand from overseas in for the Rewa Co-operative y Co. to start up this new plant uly. This will be a major de-oment in Suva's progress.

e company's dairy factory at a, which has operated for many s, is being dismantled and part e equipment transferred to the site which is near Suva. The inder is offered for sale. Fiji rted about £180,000 worth of ed milk in 1957, the last year which statistics are available, and the present project aims at reducing that amount by expanding the local dairying industry.

But, returning to Mr. Tom Gatward's streamlined cowbails, with covered yard. Something like 150 cows are being milked by hand, as is the case with many Fiji dairy farms, though some have machines.

By The Way

There is no public electric power supply in this area, but in New Zealand long before electricity arrived farmers had their own motor milking plants. However, hand milking has the virtue of providing employment, and costs may be comparable with machines in Fiji.

Winding over the hill-country south towards Nausori many Fijian women, stooped with huge loads of long sticks on their backs moved to the edge and swung their loads in line with the roadway so as not to strike the bus. Standing stooped like that they were suggestive of aircraft revving up their motors at the end of the strip prior to take-off. Invariably they faced outward from the roadway.

Along this stretch, 50 miles out from Suva, was one of Fiji's prettiest sights. Big African tulip trees overhang the road, their tops a blaze of orange-coloured flowers, which were also falling thickly on the roadway to give the kind of display seen more often in the travel folders than in nature. But that's one of the many pleasant surprises of the Slipped Disc Route.

MILLERS LIMITED

Suva and Lautoka, Fiji.

G.P.O. Box 296, Suva—Cables: "LUMBA", Suva

SHIPWRIGHTS AND SAILMAKERS
ENGINEERS AND BOILERMAKERS
MOTOR DEALERS AND MECHANICS
HARDWARE MERCHANTS
JOINERY AND FURNITURE MANUFACTURERS
TIMBER MERCHANTS
BUILDING CONTRACTORS
PLUMBERS

No job is too big nor too small for us to tackle

A KEEN PRICE AND FIRST-CLASS WORKMANSHIP GUARANTEED

Sole Distributors for:—

Vauxhall Cars
Bedford Trucks
Chevrolet Cars
Rover Cars
Land Rovers
Frigidaire Refrigerators
Johnson Outboard Motors
Firestone Tyres
Vesta Batteries

Allis Chalmers Tractors
Priestman Excavators
Galion Graders
Broomwade Compressors
Ruston & Hornsby Engines
Hoover Appliances
B.A.L.M. Paints
G.E.C. Radios
S.K.F. Ball Bearings

nla.obj-331415181
National Library of Australia



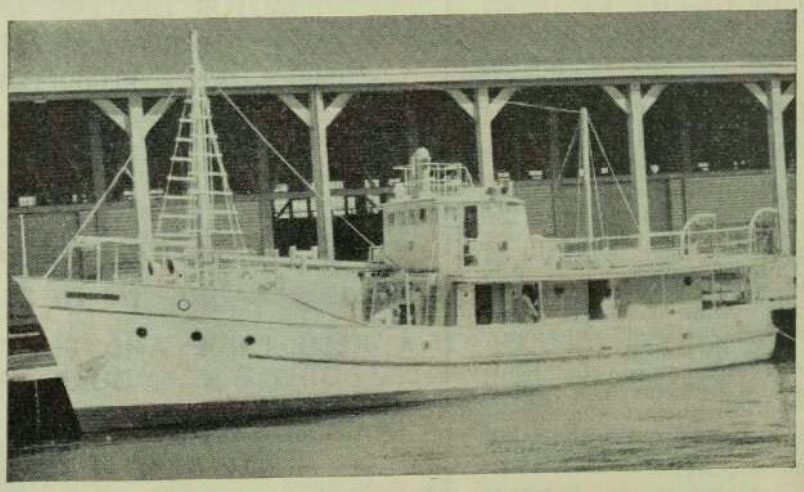
Ballina, Richmond River, N.S.W.

WOOD AND STEEL SHIP BUILDING, SHIP REPAIRS AND ALL FORMS OF MARINE AND GENERAL ENGINEERING

Cargo, copra, island vessels fishing boats and yachts.

Cargo winches and windlasses, etc.

Quotations invited.



M.V. "Southern Cross" built for the Melanesian Mission, 1958.

Ships slipped up to 300 tons

Owned by:

S. G. WHITE PTY. LIMITED

Diesel and General Engineers

WORKS:
10 Lookes Ave., Balmain, N.S.W.
Phones: WB 2170, WB 2171, WB 2119.

SYDNEY

CITY OFFICE:
30 Grosvenor St., Sydney.
Phone: BU 5062.

PACIFIC SHIPPING AND CRUISING YACHTS

In the ordinary way, the South West Pacific does not produce as much shipping "news" as the rest of the area — but when it does it is usually of a tragic nature.



The "Busama" loading petrol. She was involved in May's shipping tragedy at Wewak.

SOME aspects of the *Busama* tragedy are dealt with in the news section, this issue.

Busama, with her distinctive goal-ost masts, has been a well known essel around New Guinea ports nce shortly after the war, when ie was bought by New Guinea In-ustries from disposals.

The 225 gross tons steel ship was uilt during the war by Tulloch Ltd. who were then temporarily in the ipbuilding business. She did her artime service under the name of *rica* and had a name-change after ew Guinea Industries purchased er.

Her job has been primarily the ansportation of Vacuum Oil Co. oducts from her home port in Lae in which job she was assisted for me years by the Swedish-built, 0-gross tons *Viria*, which is now in e sugar trade on the Australian ast.

When *Busama* dropped anchor off ewak early on May 12 she was rrying 200 drums of aviation trol, 170 drums of distillate and er 450 drums of petrol. Shortly ter she had anchored, her Master, ptain M. J. Greggor, went ashore companied by the Second Mate attend to business. The first ex-osion took place about 10.30 a.m., ortly after local stevedore John ewart had gone on board with a e of local natives to start unload-g.

As a result of this explosion, and bsequent explosions from a sort of chain reaction in the drums of fuel, 21 men, including the European First Mate, George Riik, were killed and an almost equal number were admitted to the local hospital.

After the *Busama* had burned herself out, she was towed off and anchored out of the way of other shipping. She was declared a "constructive total loss". At an inquest after the explosion, one of the engineers who recently joined the vessel, said that he had smelled petrol fumes for about two days before the tragedy. It may never be known just what caused the explosion, although it is feasible to guess that someone lit one match or one cigarette too many.

Wewak "harbour" is a fully open stretch of water sheltered between Wewak and Moem Pt. The tragedy might have been worse if burning petrol and oil had spread over the surface of the water. As it was, the burning vessel and isolated patches of burning wreckage and fuel looked serious enough for townspeople to organise themselves into fire-fighting units.

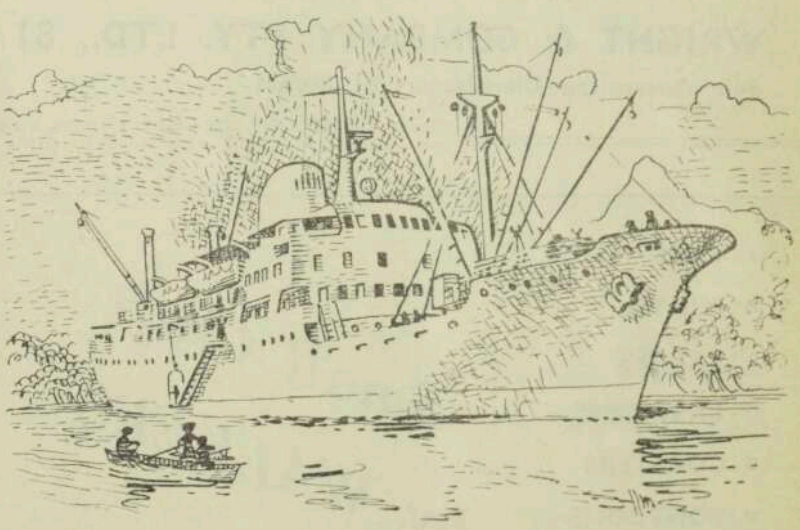
The Burns Philp vessel *Malekula* was at Wewak at the time, and some of her personnel, notably Cadet Edwards (see elsewhere), did a magnificent job in rescuing survivors.

• BP FARES ARE "RATIONALISED": Whether you call it rationalisation or just a reduction, the thought of a fall in the price of ship's fares is quite unnerving these days.

Burns Philp call their recent manoeuvre in this direction, so far as Australia to New Guinea fares are concerned, a rationalisation—and it probably does amount to that as cost of the round trip voyage remains the same—but for some, it is going to make a big difference in cold cash. (For some, however, there will be a slight increase).

Those who will get the biggest benefit are those who travel between Brisbane and Port Moresby on *Bulolo*. Previously the Sydney-Port Moresby fare on *Bulolo* was £50—now it will be £45. But previously the Brisbane-Port Moresby fare was £40; now it will be £25—and that is a very big saving.

The mechanics of it are that elapsed time between departure Sydney and departure Brisbane is around about four days. It takes



An artist's impression of the new vessel that will replace the old, NZ Government-owned "Maui Pomare", in the Cook Islands fruit trade—see page 107.

In The News This Month

tra	Moonfleet
air	Mary K
os	Melanesia
ama	Marau
olo	No Hu Hu
valier	Nina
ndler	Nellie Brush
terion	Nereides
ud Nine	Orient
riqui	Queen Mab
blo	Sea Chanty
it	Sea Drift
pire Star	Saratoga
d News	Typee
nini	Tahiti
nner	Te Matangi
o Maru	Tahoe
epid	Teiko
a	Ulafonua
imarau	Viti
loa	Viveka
hab	Viking II
Cle de Sol	Wiltsie
a D	Wallach
aita	Westward Ho
ekula	Wanderer
i Pomare	Yanawai

nla.obj-331416050
National Library of Australia

ONLY *Monel* SHAFTING GIVES YOU ALL THESE ADVANTAGES

CORROSION-RESISTANT..NON-RUSTING and 72 to 105% STRONGER . . 42% STIFFER . . OVER 85% TOUGHER . . . 57% HARDER . . . than shafting of other materials.

In your boat, you want a propeller shaft on which you can always depend—no other shafting offers such an outstanding combination of properties as Monel.*

So . . . if you're building a new boat or replacing a shaft, make sure your new shaft is just as safe and dependable as possible by specifying MONEL.

Further information about Monel propeller shafting will gladly be forwarded by:

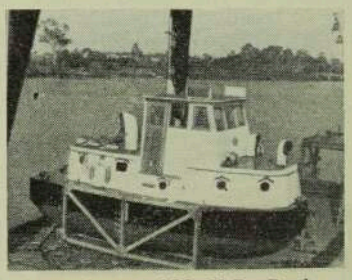
WRIGHT & COMPANY PTY. LTD., 81 Clarence St., Sydney

Sole Australian Distributors of Monel :: :: Phone: BX 1211 (Six Lines)

*Monel is a registered trade-mark covering a rich nickel alloy, mined in Canada and rolled in Great Britain.

- TUGS
- PUNTS
- BARGES
- LAUNCHES
- COASTERS
- PONTOONS
- WORKBOATS

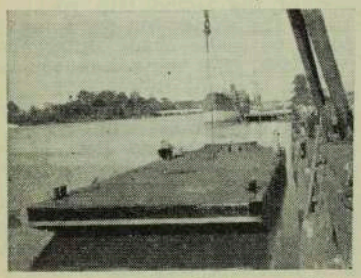
Small Craft by WALKERS



One of two 150 H.P. Pusher tugs for service in N.G.

In full technical collaboration with:

THE FAIRMILE CONSTRUCTION CO. LTD. ENGLAND



One of four Dumb Barges 60 ft. long by 20 ft. beam.

Enquiries welcomed—advice freely given.

WALKERS LIMITED

P.O. Box 211, Maryborough, QUEENSLAND, AUST.

nla.obj-331416390
National Library of Australia

ust another four days from Brisane to reach Port Moresby. The Brisbane passenger is now going to et the benefit of the fact that the ompany has not had to keep him or the four extra days it has had keep the Sydney passenger.

Passages from Sydney to Port Moresby by *Malaita* and *Malekula* ill be £40 (and from Brisbane £25, he same as on *Bulolo*). The round rip on *Malaita* will now be £130—o matter whether you have a cabin n the promenade deck or down elow. The cabins on the promenade eck have always had a surcharge f 10 per cent., although the cabins elow are larger and certainly more rivate. Most people failed to see he advantage of a cabin with a indow opening onto the main horoughfare, and the lower cabins ere always in demand from those ho had tried out both types.

• SLIPWAY READY: The new ago Pago marine slipway should in operation by the time this ppears, thus providing valuable cking facilities for the tuna longers and other craft in Samoan aters—though probably, like most zable Islands slipways, it will be capable of handling all the work fering. Owned by the Public orks Department, the new Pago go slipway has a 140-ft cradle th a lifting capacity of 450 tons d is located across the harbour om the town.

• APIA HARBOUR NEARER: ree representatives of a London m were due at Apia late May to rry out preliminary investigations to the possibility of establishing harbour with berthage for large ips there and at Savaii Island. e Western Samoan Government s made available a preliminary m of £10,300 to cover the survey.

• BOAT HARBOUR AT MANAIA: A dragline machine was ken to Mangaia Island, Cooks, in ril to complete the work of establhing a cargo-lighter harbour ere. Considerable blasting was ne there a year or more ago, and e dragline is now hauling the reting coral debris from the basin produced.

• THE NATIVES WERE OSTILE: Captain L. V. Rowe, a rdy goateed mariner of Bristol, gland, journeyed north from va as a passenger in MV *Kurirau* in May to take command of ship for the GEIC government.

Also aboard as passenger was *rimarau's* late Chief Engineer, . E. Lancaster, heading for rawa to take up a similar post in GEIC Wholesale Society's new *ana Raio*. His place in *Kurirau* was taken by Mr. Clarry tson, lately of the Suva-registd tanker *Verao*, which operates the Tasman Sea trade.

Captain Rowe served his time in the Blue Funnel Line, then in 1921 joined China Navigation Co. and was with them until 1957. Many of these years were spent in the coastal and river trade of China in pre-Communist days.

He has a collection of interesting translations—made by British Consulates—of letters from Chinese war lords along the banks of the Pearl River, written in polite enough terms but leaving him in no doubt of their intentions should he fail to make the necessary contributions to their funds.

His ships were machined-gunned from the banks on numerous occasions in "peace time", although to avoid provocation, British ships were not allowed to fire back.

There was always the hope that the threat of mining would not be carried out, as if the ship was destroyed that would end the possibility of profitable extortion by the war lords who were ever hopeful that ship-masters or owners would buy safe passage in preference to facing the gun-fire as they passed through the respective areas. These pirate groups or Tongs adopted such exotic names as the Pearl River Self Salvation Corps and the Flying Clouds Tong.

In Suva, Captain Rowe met Captain S. Polkinghorne, of Burns Philp's *Yanawai*, who was in command of a naval craft at Shanghai when the Japanese took over and had his ship blasted from under him when he refused to surrender it. He

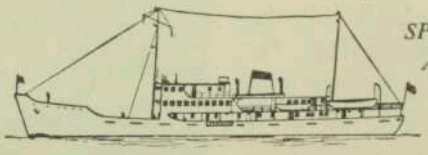
CAPTAIN W. L. KENNEDY
(Established 1931)
SHIPBROKERS, BUSINESS & REAL ESTATE
63 Pitt Street, Sydney
'Phone: BU 3797. Cables: "CAPKEN," Sydney.

LISTING:

CARGO VESSEL, carry around 680 tons, built 1948, diesel, accommodation aft, 2 hatches, 1 hold, 6 electric winches. £40,000 Stg.
CARGO VESSEL, 106 ft. x 23 ft., built 1948, twin diesels aft, carry around 250 tons in two holds, 4 derricks, condition generally good. £13,000.
AUXILIARY TRADING KETCH, 85 ft. x 22 ft., built 1946, wood, copper sheathed, 120 h.p. heavy duty diesel, has carried 100 tons dwt. cargo, accommodation for crew and several passengers. £10,000.
CARGO BOAT, 85 ft. x 20 ft., built 1947, diesel aft, good deck accommodation, large hatch/hold. £20,000.
CARGO VESSEL, 82 ft. x 22 ft., built 1941, new Gardner 8L3 1953, large hatch/hold. £14,000.
NEAR NEW G.P.V., 75 ft. x 19 ft., excellent condition throughout, 120 h.p. Atlas diesel. £12,600.
WORKBOAT, 53 ft. x 14 ft. x 5 ft., built 1958 professionally, 66 h.p. H.D. Kelvin diesel, well designed, solidly built. £8,500.
WORK LAUNCH, 24-cyl. Universal Marine Engine, 2/1 reduction, large cockpit. £850.

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

Pacific Islands Shipbuilding Co. Ltd.
Hong Kong



Backed by sound experience and early prompt delivery service to any point.

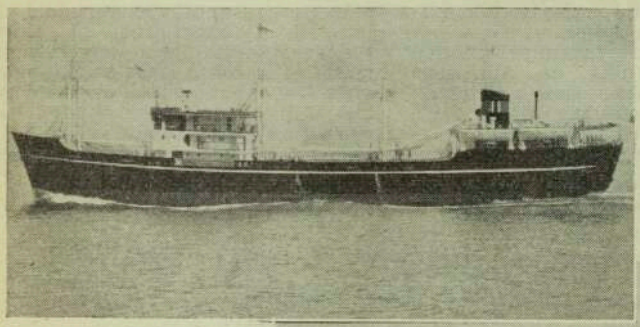
New Zealand & Pacific Islands Representative:
CAPTAIN G. W. DUNSFORD
M.I.N.,
Marine Surveyor, Nautical Adviser, Assessor-Adjuster, Broker, Navigation Correspondence Courses.
F.A.C. BUILDINGS, CUSTOM STREET EAST, BOX 3269, AUCKLAND, N.Z.
Cable and Telegraphic Address: "Dunship".
PHONES: Business 34-043; Private 547-637.

SPECIALISTS IN THE DESIGN AND CONSTRUCTION OF:
- Trawlers
- Steel Tugs • Barges
- Dredges • Coasters
- Pilot and Buoy Vessels
- Launches and Small Craft

Zinc sprayed as desired

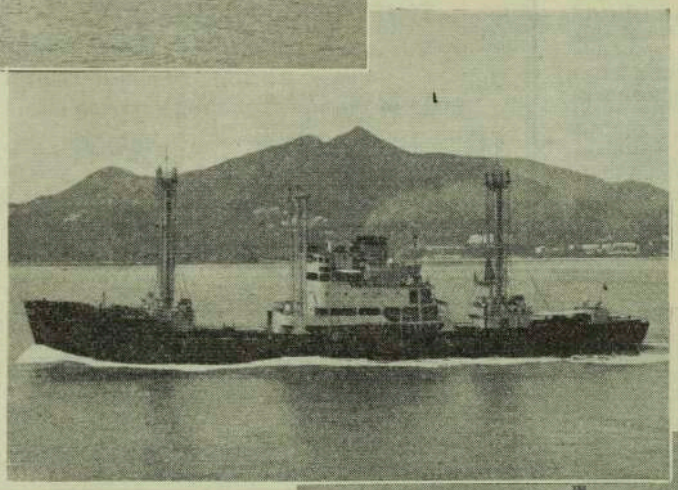
Inquiries are invited for construction of wooden vessels.
Fibreglass craft supplied.
Suppliers of ship chandlery and nautical instruments.
Ocean towage contracted.

TAIKOO DOCKYARD HONG KONG



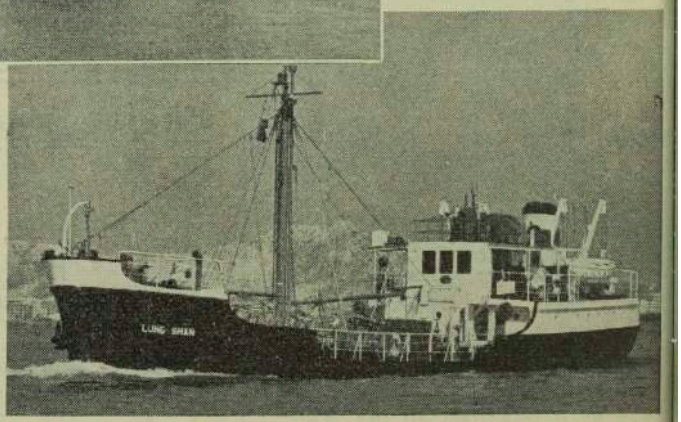
SHIP AND ENGINE BUILDERS AND REPAIRERS
(DOXFORD AND SULZER LICENCEES)
SALVAGE OPERATORS

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.



General Representatives:

AUSTRALIA:
SWIRE & YUILL PTY. LTD.
6 Bridge Street, SYDNEY

NEW ZEALAND:
C. W. F. HAMILTON & CO., LTD.
Lunns Road, Middleton, CHRISTCHURCH

nla.obj-331417350
National Library of Australia

No Typewriter Slipped

Just to prove that he was rrect, our Hollandia, Nether- nds New Guinea, correspondent as sent us a whole sheaf of rochures, pictures and whatnot prove that the new broadside ipway at Manokwari has got a fting capacity of 3,500 tons (see ge 117, April "PIM", where we ggested it might be a mis- int.)

It therefore is the biggest slip- ay in these parts, most Pacific lands slipways being capable accommodating little more an 300 tonners.

Length of the slipway is 400 and the whole establishment modernly equipped with re- lving, travelling cranes, over- ead travelling cranes, mobile anes, trolleys, compressors and obile welders; 125 skilled Euro- ans, Chinese and natives are nployed there, plus 250 un- illed natives.

t years in the China pilot ser- so they were able to compare s. The Pacific Islands trade has moments of tension, but Cap- Rowe should find the Gilberts e a little quieter than the Pearl r.

FUELLING STOP: Under com- d of Captain J. G. Franklin, royer Division III, US Navy, ped in to Suva for 24 hours in -May en route from Melbourne Pearl Harbour and San Diego. Division consisted of four ring Class destroyers, the flag being USS *Wiltsie-DD716*. The rs were USS *Chevalier-DDR805*, ecial radar picket vessel; USS dore E. *Chandler-DD717*, and *Hamner-DD718*. They were eward bound after six months in Far East waters, plus par- ation in the Battle of the Coral commemoration celebrations in ourne. They represented half estroyer Squadron II—the other consisting of another four de- ers forming Destroyer Division These vessels were expected in late in May. Though Com- dore Franklin's flagship is *sie*, he controls all eight vessels. e Suva call went something his: 0830 hours, all fast to Suva f; 0840 hours, Operation Ice m. This consisted of successive s of officers and ratings de- ling upon the ice cream trolleys gside. These trolleys, with their and their white-capped and d Indian attendants are a re of Suva. Wherever there's owd, there are the ice cream ys. The local ice cream com- later estimated that a mini- mum of 100 dozen chocolate-coated-on-stick items fell to this naval on-slaught before supplies at the wharf failed temporarily.

The men regrouped, and seem to have caught a sniff of something stronger up town, for the ice cream vendors were near killed in the rush towards the vendors of Suva's locally brewed beer when the shore parties were piped away a little later.

By 1500 hours Suva was develop- ing a holiday atmosphere. At 2000 hours a dance started in the Town Hall, scheduled to run until mid- night. At 2230 hours, there being no room for dancers between the groups of embattled navy men, the hall was closed. Hostilities, strictly inter-American, continued outside.

"The boys were just having a little work-out" an officer said at 0800 hours next day, just before the vessels headed for sea, with all hands present and correct, but minus quite a lot of dollars. Brisk trading in curios continued at the ship's side right up until H-Hour. Approaching Fiji from Australia the vessels had carried out a shadowing exercise with RNZAF Sunderlands from Laucala Bay.

• BLOW TO FIJI RNVR: The May announcement that the Fiji RNVR establishment was to be dis- banded came as a blow to the offic- ers and ratings who have put a great deal of work and enthusiasm into the development of the unit. Financial belt-tightening on the part of New Zealand, within whose defence areas Fiji falls, was given as the reason.

Away back in about 1934-35, Cap- tain J. Mullins, one of Fiji's best- known master mariners (still very much on deck) urged the powers- that-be to establish a Fiji RNVR unit, but it was not until the war that it came into life under the Emergency Regulations, only to be disbanded again about 1946, when these Regualtions were revoked.

There were still plenty of keen men, however, and following negoti- ations with New Zealand the first sod of a base to be known as HMS *Viti* was turned at Lami on August 11, 1954—on the site of the unsuc- cessful South Seas Marine Products fishery base. HMS *Viti* was com- missioned on November 21, 1955—Trafalgar Day.

The rating strength has been gradually built up to 125 men. The permitted strength was 18 officers and 150 ratings.

HMNZS *Viti*, the Seaward Defence





The flagship "Wiltsie", of Destroyer Division III, US Navy, prepares to berth at Suva wharf in May while the Fiji band gets ready to give the Americans the traditional harbour-side welcome. TOP: Captain J. G. Franklin, USN, Commodore of Destroyer Squadron II, which visited Suva in May. (US Navy photo.)

CARGO VESSELS

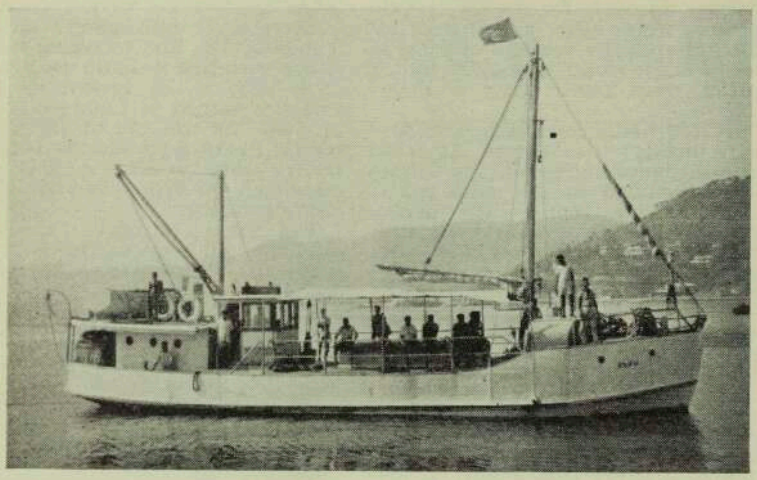


Photo shows the 60 feet K Class Copra Vessel, built by us for Steamships Trading Co. Ltd. of Port Moresby, here carrying 420 bags of copra on a draft of only 5 feet 6 inches

These vessels and also 40 feet Army Workboats are in regular production in our yards.

For all types of Island vessels

BJARNE HALVORSEN LTD.

John Street North Sydney, N.S.W. Cable Address: "BERRYSBOAT", Sydney.



Stocks available from Hotels, Clubs and the following distributors:–

PORT MORESBY: E. E. Kriewaldt & Co. Ltd.

LAE, BULOLO, WAU: Whittons, Lae.

MADANG, GOROKA: R. Bensley, Madang.

RABAUL, KAVIENG: New Guinea Exports Ltd., Rabaul.

HONIARA: Mendana Enterprises Pty. Ltd.

WEWAK: Sepik Trading Co. Ltd.

Sole Agents—

NEEDHAM & CO. PTY. LTD.

40 Leichhardt Street, Brisbane

G.P.O. Box 908, Brisbane. Cable Address—"Bruceco" Brisbane.

nla.obj-331418440
National Library of Australia

tor Launch on loan to the unit
n the Royal New Zealand Navy,
just reached the last stages of
ig refit, including extensive re-
nking of her hull, when the
ure came. She will be taken
k to Auckland.
he Fiji RNVR is not dying easily,
if New Zealand cannot supply
necessary finance there is talk
making an approach to Aus-
ia. Mr. Menizes showed sympa-
ic interest on passing through
in May.
he disbandment of the FRNVR
ns to end one controversy—the
ning of the government motor
t *Ra Marama*, now under
lic Works Department owner-
and therefore a civilian craft.
was on a voyage to Nukualofa
the Governor of Fiji late in
—under FRNVR manning, pre-
ably for the last time.
me 20 ratings are still stationed
he British nuclear testing base
Christmas Island, and it may
hat they will eventually arrive
e to find themselves the sole
ivors, with the officers already
lisbanded.

ONE OF A KIND: One of the
interesting vessels in New
ea waters is MV *Wallach*, only
-house tender stationed in the
and owned by the Marine
ch of the Australian Depart-
of Shipping & Transport.
for the Australian Army as
ara-AV2280 by Botterill &
er, of Melbourne, in 1945, she
taken over by her present
rs on August 11, 1949.
supplying details of this vessel
0.22 tons gross and 44.66 tons
the Marine Branch says "no
ls of any war service are
able"—but some reader may be
position to fill that gap.
llach, although acquired in
st, 1949, did not receive her
nt name until December 12 of
year, presumably after altera-
for her present work. She is
den transverse-planked copper-
hed vessel, powered by a
e 150 hp, 6-cylinder Crossley
l and has a service speed of
nots. She measures 85 ft x
t x 20½ ft x 7½ ft depth of hold,
with a normal loaded draft of
. "It is regretted," says the
providing details requested by
"that a suitable photograph
ot be supplied."
herever there are lights in New
ea waters (dim as some of
are!) MV *Wallach* shows up at
vals, but her home port is
d on as Samarai, about the
central point of her cruising
id.

MAUI POMARE REPLACE-
T ORDERED: Refuting specu-
that New Zealand's present
mic recession might again de-
replacement for NZGS *Maui*
re, Island Territories Depart-
ment announced in Wellington in May that a new vessel, for which tenders closed last December 31, has been ordered from Grangemouth Dockyard Ltd., of Scotland, at a price of £750,000-£800,000 for delivery August, 1960. A 13½-knot vessel, she will carry 40 passengers and have an insulated cargo capacity of 85,000 cubic feet. The gross tonnage is given as 2,750 tons.

No name has yet been mentioned but it would be reasonable that a Cook Islands native name be selected this time. Why not the Cook Islands name of some sea-bird, fish, or mountain peak?

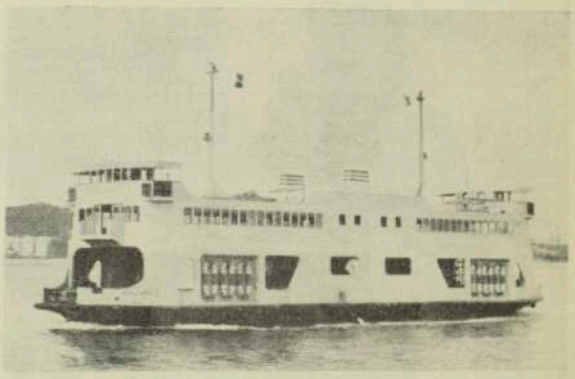
• ACROSS THE REEF: It was not only copra and trade goods which crossed the reef at Atafu during the latest government charter voyage of MV *Kurimarau* to the ceeded a marriage took place ashore between the vessel's Second Engineer and a lady of Atafu, an LMS Pastor presiding, and the Chief Engineer as best man. (Over)

Specialists in Building all Kinds of Vessels Up to 300 feet in Length

★

Since the War over 270 vessels and small ships have been built for: **Singapore, Thailand, B. N. Borneo, Brunei, Solomon Islands, Korea, United States of America, Malaya, Indonesia, Sarawak, Vietnam, Australia, Marshall Islands.**

★



Ferry "PULAU AMAN", launched February, 1959, for Penang, Malaya. Seats 460 passengers, 32 cars. Voith-Schneider propulsion.

CHEOY LEE SHIPYARD

KOWLOON, HONG KONG

Cable Address: "CHEOYLEE", Hongkong.

REPRESENTATIVE IN AUSTRALIA
F. H. Stephens (Vic.) Pty. Ltd., off 544 Flinders Street, Melbourne C.1, Victoria, Australia.

KERR BROTHERS PTY. LTD. FOR . . .



★ Blaxland Chapman marine engines
★ Famous Chapman launches
★ "B.R." pumping units
★ "B.R." engineering products

Engineered for heavy sustained operation, minimum up-keep, Blaxland Rae's products are ideal for Island service.

Sole Pacific Distributors:

KERR BROTHERS PTY. LTD.,
4 O'Connell Street, Sydney

Box 3838, G.P.O.

Cables: "Carefulness" Sydney

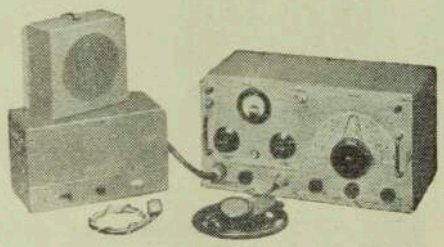
nla.obj-331418831
National Library of Australia



"In Which I Serve"

CRAMMONDS

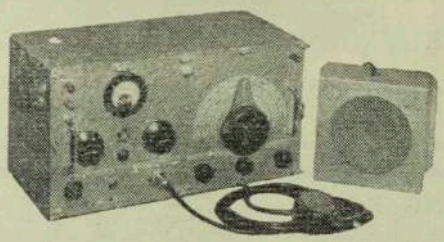
SHIP-TO-SHIP
SHIP-TO-SHORE
INTER-ISLAND



RADIO COMMUNICATION

CRAMMONDS "CTR 8"

Range of more than 500 miles. Most powerful and operates under most hazardous conditions. Twelve volt D.C. Can be supplied with 1 to 4 fixed frequencies for transmitting.



CRAMMONDS "CTR 14"

This transciever provides amazing results when used on coastal fishing boats and pleasure-craft. Most suited, too, for inter-island communication. It will receive and transmit up to and over 300 miles. Operates on 12 volt D.C.

CRAMMONDS "CTR 20"

Latest in the Crammond range is that 50 watt CTR 20, the most powerful radio telephone manufactured. It is designed and built specially for the Fishing Industry. Available in 24 volt D.C., 240 volt A.C.



CRAMMOND RADIO

Manufacturing Co. Pty., Ltd.,
103 WICKHAM ST., VALLEY, QUEENSLAND

PAPUA & NEW GUINEA AGENTS:

PACIFIC RADIO & ELECTRICAL
P.O. Box 193, Port Moresby

nla.obj-331419293
National Library of Australia



n A. A. Visser of Holland (right), who ommand of Tonga Copra Board's "Aoniu" il, and his Chief Officer, Mr. Davita Fifita of Tonga. See this page.

ere followed a real Tokelau liage celebration with various bers of the ship's company in- and when it was all over the came aboard and travelled va as First Mate for a Second neer.

TONGA MERCHANT FLEET WS STEADILY: Tonga's brand merchant fleet continues to Due to arrive at Nukualofa d *Empire Star* from the UK in June was Tonga Produce l's 54 ft x 12 ft x 3½ ft steel launch *Ulufonua*, intended to port cased bananas from Eua d south of Tongatapu to alofa. Built by Thames Launch s, London, with two holds, *nua* is slightly larger than *ulei* delivered by the same to Tonga Copra Board at the f 1957. Both are powered with p Kelvin diesels. *Ulufonua* will about 400 cases of bananas. urning from Japan in May. e Tungi said that he had called rs there for a tuna long-liner named *Teiko*, which happens a girl's name in Japanese s also the Tongan name of a common in the tropics. s will be a wooden vessel of ıs gross, single screw and with ice speed of 10 knots, powered 320 hp diesel. She will have -hold capacity of 45 tons. She e ordered soon for delivery n six months.

tain Isamu Naoi, Tonga's ese fishery officer, followed Tungi to Japan and will over- ne construction of the vessel eventually deliver her. Prince said that he was negotiating Japanese fishing interests in Pago regarding the delivery

obably the radio officer would o be repatriated but the other ers of the crew might join s at Pago Pago as part of a r crew exchange arrangement which goes on between Japanese personnel there.

If *Teiko* proved a success in her long-lining operations, and fish sales expanded, other vessels would be bought. The next one would almost certainly be larger. *Teiko* would cost between £30,000 and £40,000 Sterling, equipped for fishing and delivered to Tonga.

Prince Tungi said with satisfaction that at the present moment his smaller long-liner *Alaimoana*—the former Auckland trawler *Pearlin*—is operating very successfully with an entirely Tongan crew.

This is probably the first completely Island-manned tuna long-liner to operate in the South Pacific. In American Samoa after a number of years of tuna fishing operations employing Japanese vessels there has been no such development. It could be that in a year or two, through the use of Japanese technical aid, a completely Tongan-manned fleet of tuna vessels will be providing home and overseas fishing needs.

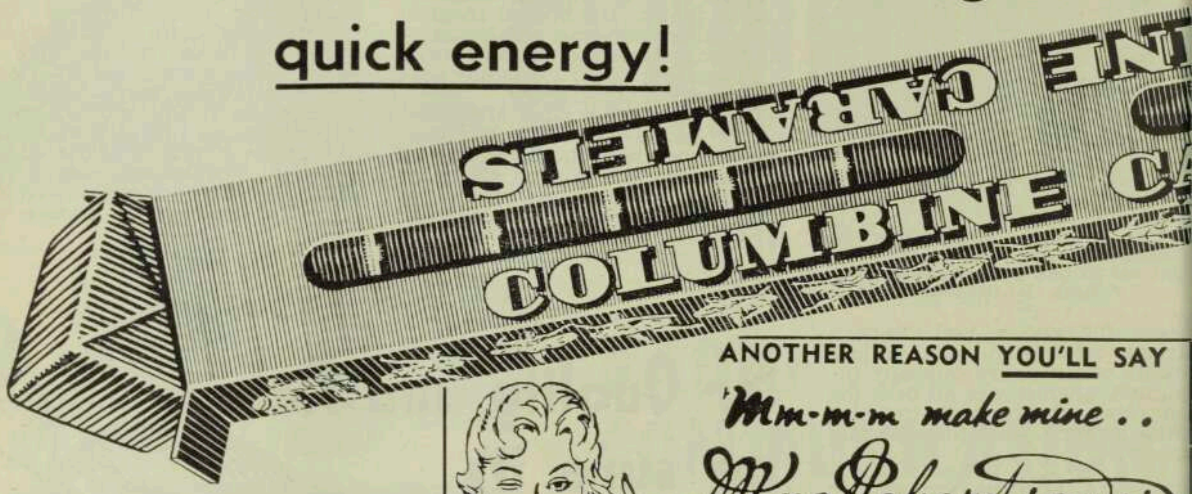
• *HIFOFUA* WAS WAITING: The new *Hifofua* was in Suva to transport Prince Tungi home to Tonga. Her normal master, Captain D. MacCallum, is in Auckland overseeing work on the new oil barge being built there by Cable-Price Corporation, and in his absence Captain J. T. Sutherland, Marine Superintendent of the Tonga Shipping Agency and Harbour Master and pilot at Nukualofa, was in command. Mr. C. Ploegman, Staff Engineer for the Shipping Agency, who



nla.obj-331419623
National Library of Australia

Enjoy COLUMBINES

—the glucose-rich caramel that gives quick energy!



ANOTHER REASON YOU'LL SAY

'Mm-m-m make mine . .

MacRobertson's

In the long, long packet.



2576

We have been providing efficient:

BUYING and SELLING SERVICE

WE specialise in the requirements of the Pacific Islands. The experience of 69 years blended with the vigour of youth offers **YOU** a world-wide buying and selling network which cannot be excelled.

W. S. TAIT & CO. PTY. LTD.

8 Spring Street, Sydney

Cables: "SUCCESS".

Since 1890

nla.obj-331420034
National Library of Australia

ed as Chief Engineer in both the ch-built Tongan ships on their very voyages, came to Suva for pital treatment.

arlier in the month, *Aoniu* had l one of her regular visits to a under the command of Cap- A. A. Visser, of Rotterdam, flew out from Holland to take he post in mid-April. His chief er was Mr. David Fifita.

SEEKING THE PEDIGREE: Leo Parer, of Sydney, sent an resting note along to *PIM* seek- details of the Suva-based *nesia*—and supplying some de- , too. Mr. Parer says that a ion publisher has arranged with voman writer to compile a raphy of his brother, Ray, so known in New Guinea.

uring the war, *Melanesia* was n over as a supply boat for the rican forces and Ray was en- er in her at this time. Leo says the vessel had to be beached one occasion as the result of age from cannon fire by Jap- e "Zeros". He says that the lers have lost all records of this ship.

i Marine Board details show she was built by W. M. Ford Berry's Bay, Sydney, in 1917. ensions are given as 54 ft x 15 in. x 5 ft. She is of the clipper and counter stern type and ength given is presumably over- According to Suva measure- she is of 38.71 tons gross 26.06 tons nett. She is, ourse, a wooden vessel, copper hed, and powered with a e Morris Henty 85 bhp motor. ne time she was attractively d with sails and had pleasing but additional superstructures appeared through the years while these may have added to ort and earning power they not improved her appearance.

e has a copra carrying capacity bout 12½ tons weight, and a capacity of 16 tons, and is ed to carry 29 deck passengers.

e is now owned in Suva by Mr. urley—who purchased her from F. Cliffe in about September, -who purchased her from Mr. rewen about December, 1954— traded her from the Seventh Adventist Mission for his -yacht *Viking Ahoy* (with cash tment by the Mission) about 1949, after the latter craft been serving as a supply boat film company making the film *Lagoon*, in the Yasawa Islands.

these transactions took place va.

Mission headquarters there in the earlier picture. The ship was built for the Mission ommanded up to some time in 930's by Captain G. F. Jones, lomons-Bismarcks waters. She



All dressed up in shore-rig, the three Fergusons, Jacque, Lonny and Jack, with two young would-be Rarotonga stowaways (in the foreground), Tony and Veronica Berry. The Fergusons and their "Te Matangi" have been in and out of "PIM" pages for over a year now. They were in Rarotonga in April-May, expected to stay a while and then wander on—probably with Tonga next on the agenda, and Sydney the ultimate destination. (See page 114.)
Photo: D. C. Berry.

was taken over in the Solomons by the Americans and after the war was offered for sale in Australia with other war-surplus vessels (about 1945-46).

Purchased again by the Mission, she was brought directly to Fiji after undergoing alterations. We have nothing on her war experiences. Her registration number in Fiji is 136432.

The motor cruiser *Viking Ahoy* was sold by the Seventh Day Adventist Mission about a year ago to Mr. Burns Hubber, of Invercargill, NZ, for use between Bluff and Stewart Island—but she still lies in Suva. Mr. Hubber purchased another craft from the same mission in Tahiti last year—the American-built schooner yacht *Maranatha*—and lost her on Huahine last August en route to New Zealand.

It is now understood that he will return to Suva shortly to re-engine *Viking Ahoy* and take her south.

• KNOCK, KNOCK!: Anchored evidently a little close inshore, Burns Philp's Fiji flagship *Yanawai*, 434 tons, commanded by Captain S. Polkinghorne, bumped the coral bottom with her rudder as she lay off Navaga, Koro, in May. The rudder was bent out of alignment about nine inches but the ship was able to proceed to Suva for docking without any assistance.

• ONE FOR THE RADAR LOG: As a by-product of a new meteorological radar station at Nikao, Rarotonga, a radar reflector beacon has appeared on the reef at Black Rock, near the north-west corner of the island. This beacon provides a standard bearing for the adjustment of the radar equipment—but it should also prove a useful target for marine radar sets and will no doubt soon appear on navigation charts, as an additional aid for ships approaching the island in poor visibility. (Over)

nla.obj-331420328
National Library of Australia

GARDNER

MARINE DIESEL ENGINES

ANOTHER FINE VESSEL M.V. "MAGI"

BUILT FOR THE INSTITUTE OF ECONOMIC SERVICES, PAPUA

By

CAPRICORN CHARTERS

Maryborough, Q'ld.

Powered with

GARDNER MARINE

LW Series

6 CYLINDER ENGINE

72 BHP at 1200 RPM

New Rating for Heavy Duty Commercial Use: 28-42-56-70-84 B.H.P.

Available from Stock and Short Delivery.

SALES SERVICE SPARE PARTS



From

FERRIER & DICKINSON PTY. LTD.

SOLE AGENTS FOR PAPUA-NEW GUINEA & SOUTH WEST PACIFIC ISLANDS

Herbert St., St. Leonards, N.S.W.

Telegrams: "FERREOUS", Sydney

Telephone: JF 1215

nla.obj-331420710
National Library of Australia



52-ft. yacht "Nereides", arrived in Raro-a on April 28, after a fast 14 days voyage Auckland. She left again in May bound ti, and after that, probably Hawaii. On d were owner-skipper Ted Copsey, of Auck-Bill Boyd, Bill McKinley, Jim Bailey, Bill ie, Brian Loe and John Denly; Loe visited tonga previously, on "Marco Polo", in ; and McKinley was there in 1956 on "Hope". (Photo: D. C. Berry.)

ERSONAL: Mrs. Aggie Grey, l known and popular Apia hotel prietress—lately living at Suva, ere she has bought a house—has ently purchased the 38-ft launch *rau* as a replacement for her *y Vaisigano* passenger launch. *rau*, owned in Suva by PAA in -war years, was used by the late old Gatty for experimental fish-operations and as communica-s craft in the Lau Group.

aptain H. Atlar, formerly well wn in *Thorsisle*, has transferred he new *Thor I*, which is not one the vessels in Pacific Islands nsport Line service.

12-ft. fibreglass runabout was vered by a Sydney firm—as 's cargo—to Mr. Barry Philp, of Mocambo Hotel, Nadi Airport, May. White, with green decks, craft is named *Bermeda*.

EX-PEARLING LUGGER FOR Mr. Oscar Newman, of New rides, acted as agent in Sydney ntly for the purchase of a 65-earling lugger, *Saratoga*, which urrently being overhauled and ified for NH trading conditions he Sydney shipyards of Bjarne orsen Ltd.

e is having deck cabins built, copper sheathing and a hanical overhaul to her Cater-r diesel engines. The vessel will apable of carrying about 30 tons argo.

e is expected to be ready for her delivery voyage to New Hebrides about end of June; probably a crew will come over to Sydney to do the job.

• MORE TROUBLE FOR *CORAL QUEEN*: This BSIP vessel (officially she is the High Commissioner's personal ship) was in trouble again in May, when she sat on a Witu reef for three days.

Coral Queen was delivered to Honiara from her Hongkong build-ers last December; during the Duke of Edinburgh's visit to the Solomons in March she carried VIP's to Gizo and had a brush with the coral there—as a result of which she was sent to Madang, NG, for slipping and inspection.

On her way back to Honiara in May she ran aground off the tip of Unea Island, in the Witu Group, and as the weather was heavy she took a pounding. The local vessel *Katika* went to her aid and after some trouble succeeded in freeing the BSIP ship—which then pro-ceeded to Rabaul, where she was slipped for examination.

• RATIONALISING THE LAKATOIS: Strange things occupy the attention of the Papua-New Guinea Administration at times. In May it was considering "moving against a number of native skippers for unfair competition and lack of

Warnock Bros. Limited

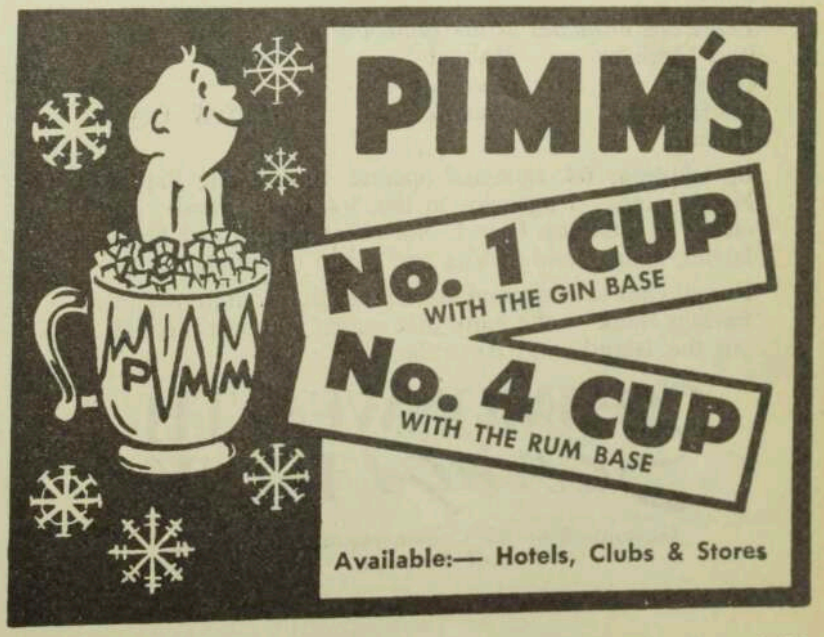
AUCKLAND, N.Z.

Manufacturers of well known brands of Laundry Soap

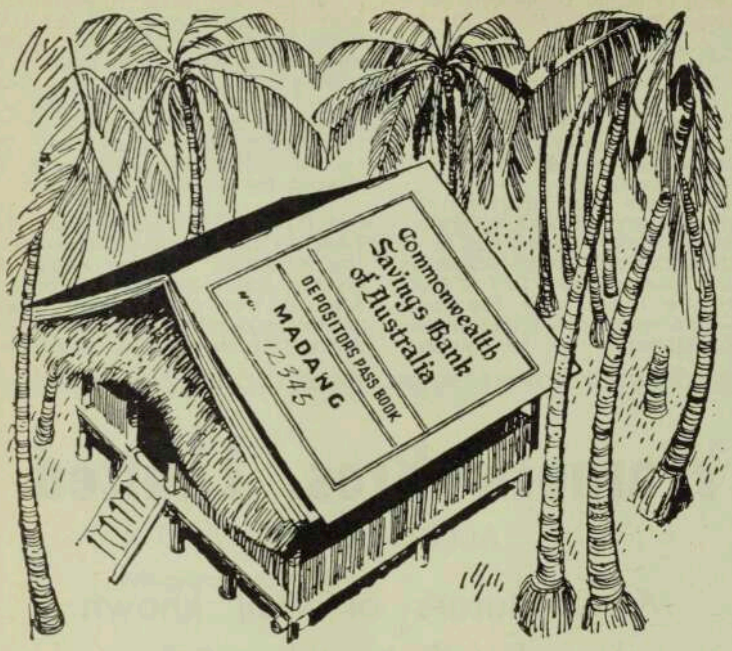
"KIA ORA" AND "NATURU"

★

Obtainable from Auckland and Island Merchants



nla.obj-331421097
National Library of Australia



The Best Protection —for YOUR Savings

The Commonwealth Savings Bank offers you the best protection for your savings right throughout the Islands. No matter where you go, you will find an office of the Bank.

There are branches at the following places:

Port Moresby	Rabaul	Bulolo
Goroka	Kavieng	Lae
Madang	Wewak	Norfolk Island
Honiara		

In addition, 64 agencies operate throughout Papua-New Guinea, 6 agencies in the Solomon Islands, and others at Fanning Island, Norfolk Island, Lord Howe Island, Nauru, and at Vila and Santo (New Hebrides).

For all your savings bank needs, use the Commonwealth Savings Bank — the bank that serves you best throughout the Islands and Australia.

COMMONWEALTH *Savings* BANK

Guaranteed by the Commonwealth Government of Australia

safety precautions" in operating Lakatois between Port Moresby and Rigo—a distance of 60 miles.

Natives usually prefer to travel on them—because they are cheaper. The P-NG Administrator said that the Administration was considering "rationalising" ships on the run because the Administration must be "fair to established transport."

News of Cruising Yachts

● **L.A.-HONOLULU OCEAN RACE:** New Guinea will have a representative in this blue water event this year (scheduled to start from Los Angeles on July 4) in Des Ashton, until he went on leave in April, District Officer, Lae, New Guinea. He will be a crew member of ANITRA, the 38 ft. cutter owned and sailed by Trygve and Mick Halvorsen. Mr. and Mrs. Ashton left Lae on April 26 and sailed to the United States aboard the Swedish vessel MONGA-BARRA in May. ANITRA also went along in the same ship. After the race—which usually takes about three weeks—ANITRA will cruise home, but the Ashtons will fly back.

Other entries in the classic (up to May 1) are NO HU HU, of Honolulu, SEA DRIFT, QUEEN MAB, JADA, ORIENT, DIABLO, KIALOA, CRITERION, GOOD NEWS, DEBIT and CLOUD NINE.

● **LA CLE DE SOL:** This French yacht reached Honolulu in March after a 40 days passage from Tahiti. Skipper Jean de L'Espee is accompanied by Jean Jouany and Rene Groznykh. The yacht expects to stay in Honolulu until the end of 1959 while the skipper catches up on his writing —he is an author and a composer.

● **ALTAIR:** This yacht, owned by Slim Lambert, arrived Honolulu March 30 after an absence of 18 months in the Society Islands.

● **CHIRIQUI,** owned by Lowell Thompson, called in briefly at Honolulu from Tahiti and left on April 19 for the US mainland.

● **TYPEE:** Bob Grant and crew members Bill Frew and Howard Millbrandt arrived in Honolulu after a 50 day trip from Bora Bora (and a much longer trip from New Zealand, of course) on April 21. When last we heard of this outfit, Bob Grant's new bride (he married the lass who nursed him in hospital in Auckland where he was recovering from the bad burns he sustained when VE TEGA blew up in the New Hebrides) was with them. However, Marie was in Honolulu to meet the yacht—she must have left it somewhere along the way, and for the usual reason with these young cruising yacht parties. A brand new addition to the Grant outfit has probably made his or her appearance by now.

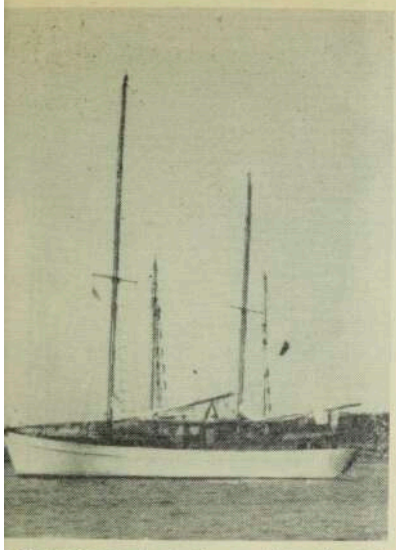
● **INTREPID,** with owner-skipper Al Phifer in command, left Honolulu on April 15, bound Tahiti and after that probably other South Pacific Islands.

● **TAHITI WESTWARD HO** also left Honolulu in April for cruises in the South Pacific islands.

● **GEMINI:** Jack and Leah Wheeler have sold this yacht but they have another under construction in the United States.

● **TE MATANGI:** This US yacht, with owners Jack and Jacque Ferguson and young son aboard (we left them some-

nla.obj-331421429
National Library of Australia



) in Rarotonga in April was "Sea Chanty", ded south to Samoa, Fiji and Sydney. She come from Canada via Tahiti. On board owner Roy Kemple, Al Charrington and Lyle Monk.
Photo: D. C. Berry.

ere in French Oceania a few months k) reached Rarotonga, CI, in April and it there. They intend to stay till June n go on to Tonga.

TAHOE, last mentioned here last ember when she had just cleared Auck- d for Sydney, "and eventually the US", lently had a change of plans and is back in New Zealand having crossed Tasman again in April—23 days of it rriving in New Plymouth on April 27 r a very bad crossing. Plans were to air some of the effects of her beating (an estimated three weeks) and then s on towards the US. Presumably Suva other ports along the well-worn ntsmen's route will be seeing TAHOE tly.

ADIOS, of Newport, Cal., with Tom Janet Steele aboard was to clear eete April 1 for Moorea, Huahine, atea, Tahaa, Borabora, Mopelia, taki, Niue, Vavau, Suva, the New rides, Solomons, and Cairns. The les report that the French Polynesia norities now require yachtmasters to in a visa from an overseas French ulate before heading for Tahiti—if wish to remain in Polynesian waters more than three months.

LORNA D, of Victoria, BC, which sed the Islands some time back has her skipper. Mrs. Lorna Davidge re- s that her husband Joe died in uary, aged 45. The Davidges will be embered by many people.

NINA of Auckland, second in the land-Suva Race of 1956, was to clear land in mid-May for Suva with J. dy as skipper and two Christchurch in the crew. With Ken Mildon ex- EE, who arrived in Suva per ship RSHALL from Papeete in May as per, these two men will crew MOON- ET on a voyage to Auckland from Suva une-July where she will be delivered r owner—still Petty Officer Alan Gray, N.

WANDERER and actor Stirling Hay- den, children, and tutor, were still at Papeete in May, but two American crew members headed for home via Island ports in the freighter THORSHALL as crew members and some others have also left. Hayden was still uncertain as to future movements. There were reports that he might leave the yacht at Papeete and feature in a film to be made in Japan, and other reports that a film might be made in Tahiti.

● MARY K, with Geoff Rawson and companions, cleared Vavau for Pago Pago early in May, according to a Nukualofa report.

● KOCHAB, of England, with Dr. Franklen Evans and two New Zealand crewmen, left Suva for Fiji outposts in mid-May.

● VIVEKA, 73-ft. staysail schooner which Robert D. Fraser sailed to Tahiti in mid-1956 with a large crew, was reported cruising the Mexican coast and off-shore islands in April.

● VIKING II is on the way from Sweden with that popular couple Sten and Brita Holmdahl, who circumnavigated the world in VIKING in 1952-54. The new yacht is a rebuilt 55-ft. fishing trawler, ketch-rigged, very comfortably fitted out. They were tarrying a while at English Harbour, Antigua, skimming some of the cream off the local tourist cruise trade early this year and it was uncertain when they would push on for Panama and the Pacific. It will be remembered that Joe Pachernegg lost VIKING—renamed SUNRISE by then—in the Galapagos in 1956 following the purchase of the 33-footer at the conclusion of the Holmdahl cruise.

● NELLIE BRUSH, of Balboa, with Forrest and Friedel Nelson aboard, lately in the Galapagos, was to clear for Acapulco, Mexico, on May 1.

INQUIRIES ARE INVITED

Concerning the Distribution and Sale of All Types of Merchandise in the Pacific Islands

☆

WE ARE AUSTRALIAN AGENTS FOR—

MILLERS LTD., Fiji.
B.S.I. TRADING CORPORATION
G. & E.I.C. WHOLESALE SOCIETY, Tarawa.
MAX HALECK, Pago Pago, American Samoa.

Original Invoices Supplied. Quotations on Request.

☆

MORRIS HEDSTROM (Aust.) PTY. LTD.
ISLAND MERCHANTS
Wales House, 27 O'Connell St., Sydney

Box No. 2512, G.P.O., Sydney. Cable Address: "MORSTROM", Sydney.
BANKERS: BANK OF NEW ZEALAND, SYDNEY.

nla.obj-331421871
National Library of Australia

beer in handy cans



FOSTER'S LAGER
VICTORIA BITTER

Enjoy the convenience of beer in cans. HANDY CANS are ideal for all occasions, especially out-of-doors, because they're light to carry, compact, and unbreakable. HANDY CANS are quick to chill, too, and retain all the world famous flavour of Foster's Lager and Victoria Bitter. You'll like them.

Distributed throughout the Pacific Islands by:—

Burns Philp & Co. Ltd.,
W. R. Carpenter & Co. Ltd.,
Morris, Hedstrom Ltd.,
Nelson & Robertson Pty. Ltd.,
Steamships Trading Co. Ltd.

nla.obj-331422268
National Library of Australia

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Killed in NG p Explosion

wenty-one people were killed the same number injured in wak Harbour on May 12 when 300-ton *Busama* blew up in a es of violent explosions.

ne was unloading drums of fuel Wewak, which has no port facil-. A winch lifted drums from the into the water where natives m to the beach pushing the ns ahead of them.

here was a first shattering ex-ion aboard the *Busama* shortly r 10 a.m., with flames soon roar-200 feet into the air and sur-rs struggling in the water among ing cargo

the time, a 20-year-old cadet 's officer, John Edwards, was ng a motor boat from his ship, *Malekula* to the shore. He im-iately turned back, and with e native Police bandsmen he with him, began to rescue the uggling men, despite the endous heat from the burning el and danger from further ex-ons. The party rescued six sur-rs.

hile Edwards and the bandsmen ed out rescue work, the Dis-Officer, Mr. T. W. Ellis, and Agricultural Officer, Mr. J. e, and a native crew, leapt into rkboat and started to pick up vors at no lesser risk to them-s.

d the townspeople of Wewak organised themselves into nteer fire-fighting units.

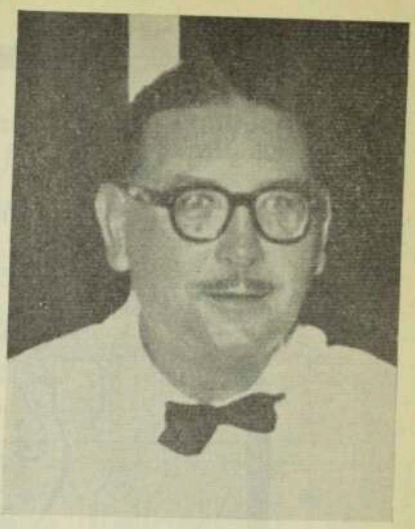
ly one of the 21 dead was a opean—the *Busama's* First er, George Riik, of Sydney. But reports of the tragedy were ised and many early Press re-published in Australia and eas gaves the names of other peans as being "dead", too. e included Mr. Dan Anthonson, *Busama's* chief engineer, who his death report in Lae a few later.

e *Busama's* master, Captain Greggor, told a *PIM* corre-dent in Lae when he arrived from Wewak, still shocked, that there was no doubt in his mind that the explosion had been caused by one of the natives lighting a match and exploding the fumes.

He said that they had had a leaking drum on board and the hatch had been sealed down and crew members warned of the danger. During the nine years of carrying fuel they had often experienced leaking drums.

Captain Greggor was ashore when the explosion occurred and heard the first explosion at breakfast. But somebody had suggested that the locals were dynamiting fish and no notice was taken until more explosions occurred.

Acting Second Engineer Tan Mok Sing, dazed and shocked, had just come ashore and he indicated all the crew had been caught on the ship. It was from this information that the confused report of Anthonson's death arose.

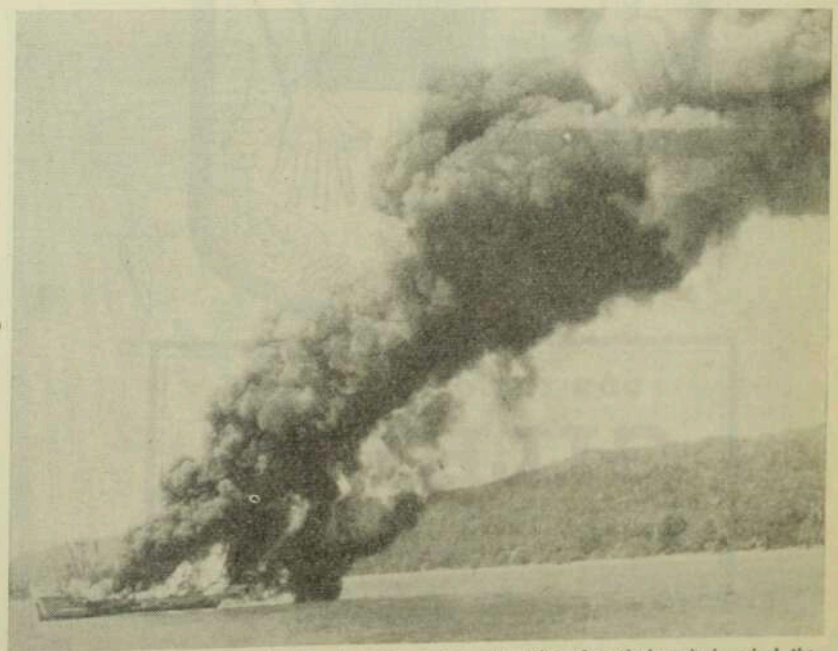


Capt. M. J. Greggor, Master of the "Busama".

Captain Greggor said he owed his life to Mr. George Rio, who had delayed him ashore to have breakfast. Rio, crocodile shooter and collector, had signed on as crew.

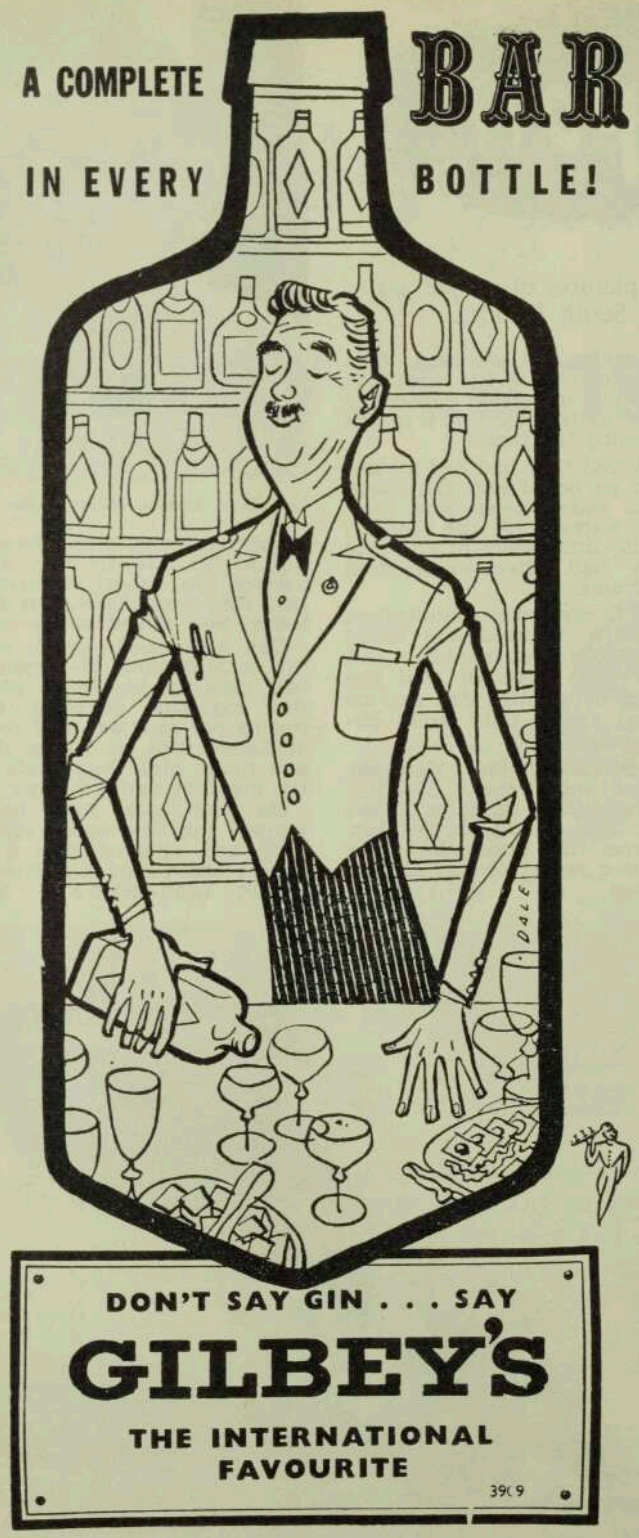
Dan Anthonson said he owed his life to Mok Sing. He explained he had been in his cabin when the first explosion occurred. He had rushed out and was met by a wall of flames. But he got to the deck and found Mok Sing there looking for the first mate, George Riik.

He and Mok Sing had both jumped into the water where Mok Sing had climbed into a nearby dinghy and pulled Anthonson—who cannot swim—aboard. But the



The "Busama" blazes fiercely in Wewak Harbour after the series of explosions had rocked the township. Twenty-one people died and about 20 were injured in the tragedy.

nla.obj-331422655
National Library of Australia



dinghy was too hot and they both got into the water again, and eventually got ashore.

A marine enquiry into the tragedy began at Wewak in late May.

Fiji Manganese Has Its Ups and Downs

Although 22,500 tons of manganese ore valued at £F402,400 were exported from Fiji in 1958, lower overseas prices this year will probably mean a considerable drop in the value of ore shipped. The quantity exported is not expected to reach last year's figure.

Most Fiji manganese goes to USA to United Steel Corporation (or one of its camouflaged subsidiaries). Nowadays, USC can pick and choose its source of supply at lowest rates since world supply exceeds present demand. Indicative is the price of around £F12 per ton, f.o.b., Lautoka against last year's £F18 and £F19.

One large mine at Nasaucoko Sigatoka Valley, operated by Consolidated Manganese and Mining Co of Fiji Ltd., closed down at the end of 1958 because it was uneconomical.

Ore is still being shipped intermittently by another concern, Fijian Ore Co. Ltd., but is mainly from the accumulated stockpile. Chartered vessels usually load the manganese in drums lightered out to the ship off-shore at Lautoka.

Latest development was the shipment from Suva to Japan of 88 sacks of manganese from new diggings at Cicia, Lau Group. Banno Bros. (Fiji) Ltd., (off-shoot of a well known pre-war Japanese Pacific firm) handled the consignment.

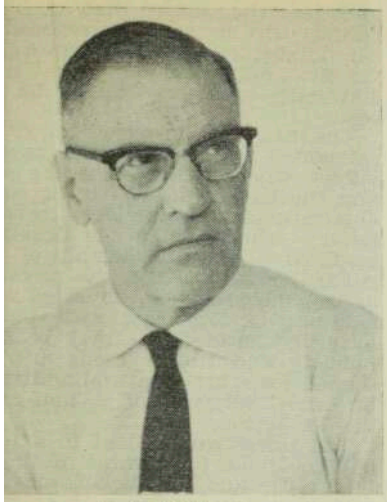
The presence of manganese in the Colony was long known but it was not until 1948 that exports got under way, as a result of exploitation in a primitive way by a Fiji-Indian company. Other companies, some with overseas capital, became interested and a managanese "boom" ensued for a few years, with increasing exports at good prices.

Most of the manganese is from open cut mines, often not readily accessible. Haulage costs to the shipping point have taken any cream off the returns. Weather in the north-west section of Viti Levu has at times been against the industry too: mines were flooded and torrential rain caused road washaways.

He Spent 16 Years In Netherlands NG

More than 400 people attended a farewell function in Hollandia to Netherlands New Guinea's Director of Health, Dr. J. Bierdrager, who left NNG last month after more than 16 years service in the territory. High tributes were paid to Dr. Bierdrager as a man of foresight, who has clearly left his mark in the Dutch Territory.

nla.obj-331423119
National Library of Australia



Dr. J. Bierdrager.

lthough the real development of G did not start until 1950, Dr. rdrager first came to the Terri- as far back as 1932, when he director of Mission Hospital at oei. He was in that position il 1936.

e spent the war years as a oner-of-war, but was back in G in 1947 as medical adviser to Netherlands Petroleum Company Sorong, where he remained until .

e was appointed Director of lth at Hollandia in 1954.

r. Bierdrager was a member of Research Council of the South ific Commission and has repre- ed the Netherlands at other in- ational meetings.

Button Factory r a Song

he Fiji trochus button industry, blished by two separate com- ies under a restricted licence ngement granted by the gov- nent as a protection to a new rprise, is just about dead.

me batches of unfinished ks are being made and exported sionally, but the Lautoka hinery—or most of it—is avail- to anyone elsewhere in the nds who feels that conditions such that an industry could ive.

he price of trochus in Fiji, even ts present rather low level, is to be too high to permit com- ion on the world market. Mr. D. Lakshman, owner of the oka factory, said that the hinery was of the most modern nan type when installed.

here was a great deal of secrecy jealousy in the button making ness and his operatives had to a lot of experimenting before mastered the art of producing hed buttons. He would be glad ain the staff of any co-operative or organisation which took over the plant.

Mr. Lakshman said that there appeared to be a possible opening for a button making industry based in New Zealand territory, with the present import restrictions into that country limiting imports from Fiji and elsewhere. No doubt New Zealand would give protection to such an industry based, say, in the Cook Islands.

They're Going to Control Fiji Lotteries

Laws governing the control of lotteries in Fiji come into force on July 1—but, in some directions, their effect may be the reverse of what was intended.

One of the purposes of the new law is to limit operators' profits and to divert a larger share to charities which derive a useful percentage of their operating funds from this source.

Now, however, there are already signs that fewer lotteries will be operated and that less, instead of more, funds will be available for charitable work, because operators just won't operate if they don't get enough profit—and it seems that under the new laws no profit is allowed.

The amount allowed for expenses "must not exceed those actually incurred, or 10 per cent. of the whole proceeds, which ever is the less". Whatever the merits or demerits of

BURNS PHILP (New Hebrides) LTD.

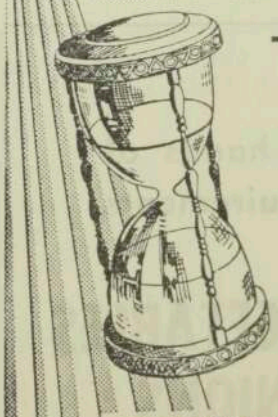
Registered Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 215 Market St.
London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.



The Test of Time . . .

Manufacturers for over 50 years of tough, reliable "S. & L." PIPES and FITTINGS specially made for GAS, WATER, STEAM and other purposes.
Distributors, also, of GALVANISED IRON —plain or corrugated—NUTS and BOLTS, ELECTRODES AND WELDING EQUIPMENT—JOHN VALVES AND SAUNDERS VALVES (SPECIALLY SUITED FOR DIFFICULT FLUIDS.)

STEWARTS AND LLOYDS
(DISTRIBUTORS) PTY. LIMITED

Agents for New Guinea Territory: Burns Philp (N.G.) Ltd.

Fiji Agents: Burns Philp (S.S.) Co. Ltd., Suva



lotteries, the share that goes to charity will certainly be reduced if the number of lotteries operated by various organisations falls substantially—as seems likely to be the case.

The new law provides for three categories of lotteries—the bazaar lottery where tickets must be sold and the lottery drawn during some entertainment; a society's private lottery—where the sale of tickets is confined to the membership of the particular society and the proceeds are for purposes not connected with gaming; and a society's public lottery—where tickets may be sold publicly and the proceeds are intended for sports, cultural activities or other purposes of a non-commercial nature.

The prizes are limited to a total of £1,000, the total value of tickets to £5,000, and no ticket may be sold to a person under 16 or by a person under 14. There is a registration fee payable by the promoter of a public lottery. There are numerous other minor provisions.

An agent for an overseas lottery—Australian State lotteries please note—will be required to pay a registration fee of £250 per annum and in this case no tickets may be sold to a person under 21.

The new regulations have been on the way for a couple of years and are the outcome of a campaign against lotteries instituted by Police Commissioner Beaumont in 1957. Mr. Beaumont was of the opinion that Fiji had far too many lotteries and that there was far too little control over a practice that had got out of hand—and *PIM* was inclined to agree with him.

However, he displeased a lot of people, including the local Suva daily newspaper, which wrote

Established 1870

Cable Address: "WEYSEAS, SYDNEY".

Place yourselves in the hands of Specialists for your requirements in

FRESH FRUIT & VEGETABLES
POTATOES & ONIONS

★ *We invite your enquiries*

WEYMARK & SON (Overseas) Pty. Ltd.
14-18 STEAMMILL STREET, SYDNEY, N.S.W.

Can't Blame TV For This One

Movie theatre operators in Suva are experiencing a slump, and theatres are reducing the number of shows per week—which makes the place seem more than ever like Sydney, where a similar slump is attributed to late closing of pubs and (mostly) to TV.

The Suva slump is due to a variety of causes—lack of ready cash at the present time, too many theatres for the present population, and too many free movie shows by private or public organisations using that medium for educational or money-making purposes. The established theatre owners have been complaining bitterly on the latter score, and some want government action to restrict the number of picture theatres that may be built.

nla.obj-331423848
National Library of Australia

Noumea Has A "Slasher"

Sydney, which for years has been plagued by somebody known as the "Slasher" who has been entering homes and cutting the clothing of sleeping women, is having a parallel in Noumea, New Caledonia.

The Noumea "Slasher" slashes clothes in wardrobes, and has slashed women's clothes to ribbons, destroying whole wardrobes.

A new twist, however, is that the Noumea "Slasher" occasionally attempts to burn clothes and one house came near to destruction because of his exploits.

torials about him and what he posed to do. The crux of the ole thing appears to be that Fiji s no social security system, and t some charitable institutions ve therefore come to rely heavily the profits that come from eries. In the same way, as Fiji small community with the overelming majority of people in the y low income brackets, it has been a convenient way for sing money for sports clubs and er social enterprises.

n the ultimate analysis it is rly wrong that sport or charite institutions should be financed this way. But in Fiji, as elsere, organisers have taken the ans that come readily to hand vercome a problem that is more te than the rightness or wrongs of gambling. Most countries done gambling in one form or ther, and divert profits or taxes reon to good works.

he answer might be, of course, a State lottery of some kind, mayonce a year instead of all the ll lotteries that now take place, all the charities that now efit from the small lotteries get their share of the big one.

ut as was pointed out in Fiji he time of the 1957 controversy, Colony is probably not large ugh to support a State lottery how—even if the missions didn't the idea in the bud at the out-

commodation is Tonga's rist Problem, Too

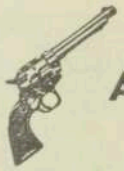
lot of people would like to visit ga for more than just the few rs that the Union Company s have in port—and Fiji Air- is ready to take them there, at the present time there is a single hotel or boarding house lable to tourists at Nukualofa. he former Beach House boarding house, closed as such a year or so ago, is now occupied by a senior Tongan government official and his family. A hotel has been mooted for the past three years or more. Plans were drawn up at the request of the Tongan Government in New Zealand.

But nothing has been done about it yet. Recently the Tongan Government has been having talks with an overseas hotel organisation to see if a satisfactory arrangement could be reached whereby overseas capital would build and operate a good tourist hotel. (See p. 43).

But for the moment Tonga is virtually closed to tourists, unless they have friends there who are able and willing to accommodate them, and it is necessary that the Tonga Government be satisfied of this fact before a permit to enter will be issued.

When a Fiji Airways aircraft made a non-scheduled flight from Nausori to Fua'amotu—Nukualofa's airfield 14 miles by road from the capital—in April, with the exception of one woman passenger returning to Tonga, all others aboard were males. On this occasion the Tonga Government made available a government house, temporarily unoccupied pending the arrival of an official from overseas, but this arrangement would not be available regularly.

Mr. C. Ritchie, Manager of Fiji Airways in Suva, who travelled to



Pistols, Revolvers
Rifles & Shotguns
Ammunition & Accessories

(Licenses required for Handguns)

HANDGUN REPAIRS BY EXPERIENCED LICENSED PISTOLSMITHS

Australia's Finest Service for Firearms and Equipment

P. G. MORTON FIREARMS

Box No. 28, P.O., Port Kembla, N.S.W., Aust.

FREE LIST. Write today for Free List and your requirements.



MUNGO SCOTT PTY. LTD.

Established 1894

MUNGO SCOTT'S FINEST AUSTRALIAN ROLLER FLOUR. SUPERB SYDNEY AUSTRALIA

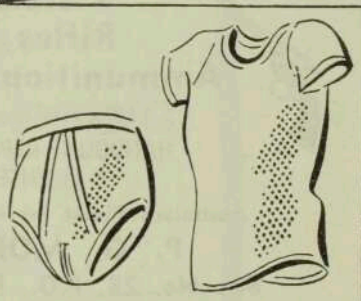
FLOUR MILLERS

SUMMER HILL, NEW SOUTH WALES

Cable & Telegraphic Address SUPERB, Sydney

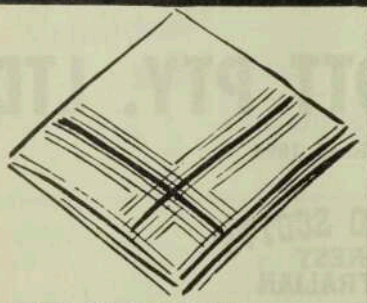
CHECK THE VALUE
CHECK THE STYLE!
OF COURSE YOU MUST INSIST ON NILE

NILE



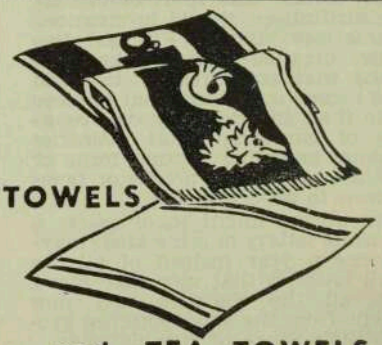
AERO UNDERWEAR

NILE



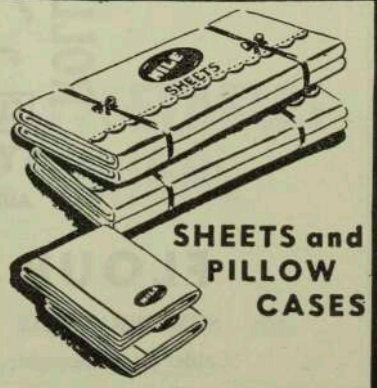
COLOURFAST HANDKERCHIEFS

NILE



TOWELS and TEA TOWELS

NILE



SHEETS and PILLOW CASES

NILE

nla.obj-331424898
National Library of Australia



The latest of a pair of International ambulances just sent from Australia to Lae, New Guinea. This makes a total of eight International ambulances now being operated throughout P-NG by the Administration. The latest two have been built on a shorter wheel base than the previous six, and are expected to be even more suited to the twisting NG roads.

nga in the April flight, said that a'amotu Airfield—now only used ularly by New Zealand Civil ation Administration DC3 air-ft in the course of their quarterly eck of Islands radio facilities—s in first-class condition, and uld be completely satisfactory for ron aircraft operations. The ron was just the aircraft to ndle the traffic that would appear be offering if the accommodation blem could be overcome. The fare rged on the April flight was that charged by Teal—£F17 single ut that would not necessarily be fare if fairly regular non-eduled flights were made. The rter rate, for anyone organising our party, was £50 per hour for Herons, and on this 400-miles ht from Nausori the payload uld be 2,500 lbs. The payload ies from 3,300 lbs for a 100-e flight to 1,400 lbs for a maxi-n range flight of 900 miles. On Nausori-Tonga route this would resent about a dozen passengers their luggage, and the flying e is about 2½ hours.

reading the Dutch ssage in America

acification of Dutch New Guinea be completed within seven to ht years, Dr. Jean Victor Bruijn is currently telling Ameri-radio and luncheon meeting iences.

eBruijn, Director of Native airs in the Netherlands New nea Government at Hollandia, is man who achieved fame as the ngle Pimpernel" of World War he was a one-man commando behind Japanese forces in Wissel Lake region of Dutch Guinea, playing hide-and-seek large forces of Japanese who ted him without, fortunately, success.

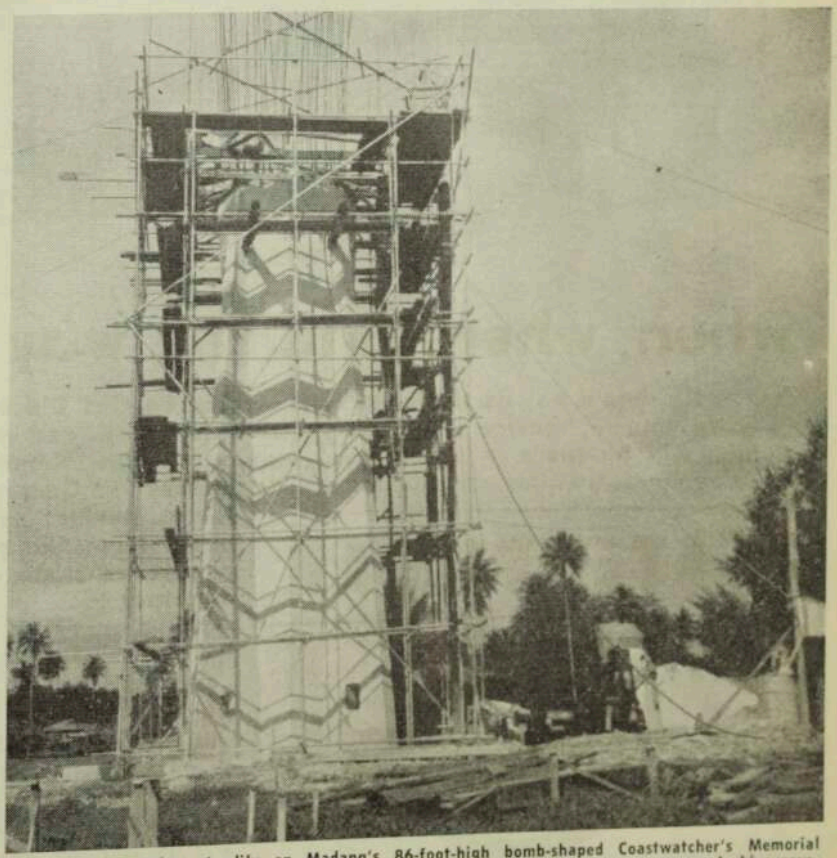
the United States to deliver Netherlands New Guinea re-to the UN Committee on Non-f Governing Territories, Dr. DeBruijn also made a speaking tour across the nation, part of a Netherlands Government scheme to combat anti-colonialist belief, which makes many Americans favour Indonesia in the continuing dispute over NNG. In San Francisco, where he began his tour, Dr. DeBruijn made numerous radio and television and public-speaking appearances.

One-third of NNG is not yet controlled, he said. But the intensive Dutch patrolling programme will result in complete pacification by 1967 "should Netherlands sovereignty be continued". Self-government for Dutch New Guinea will follow pacification at a time when the people are able to express themselves on the form their independence will take.

"It is beyond human power to predict the shape of future human behaviour," the anthropologist said. And, he continued, it is thus beyond human power now to predict when the native people of Dutch New Guinea will be ready to determine their own future and the form their government will take.

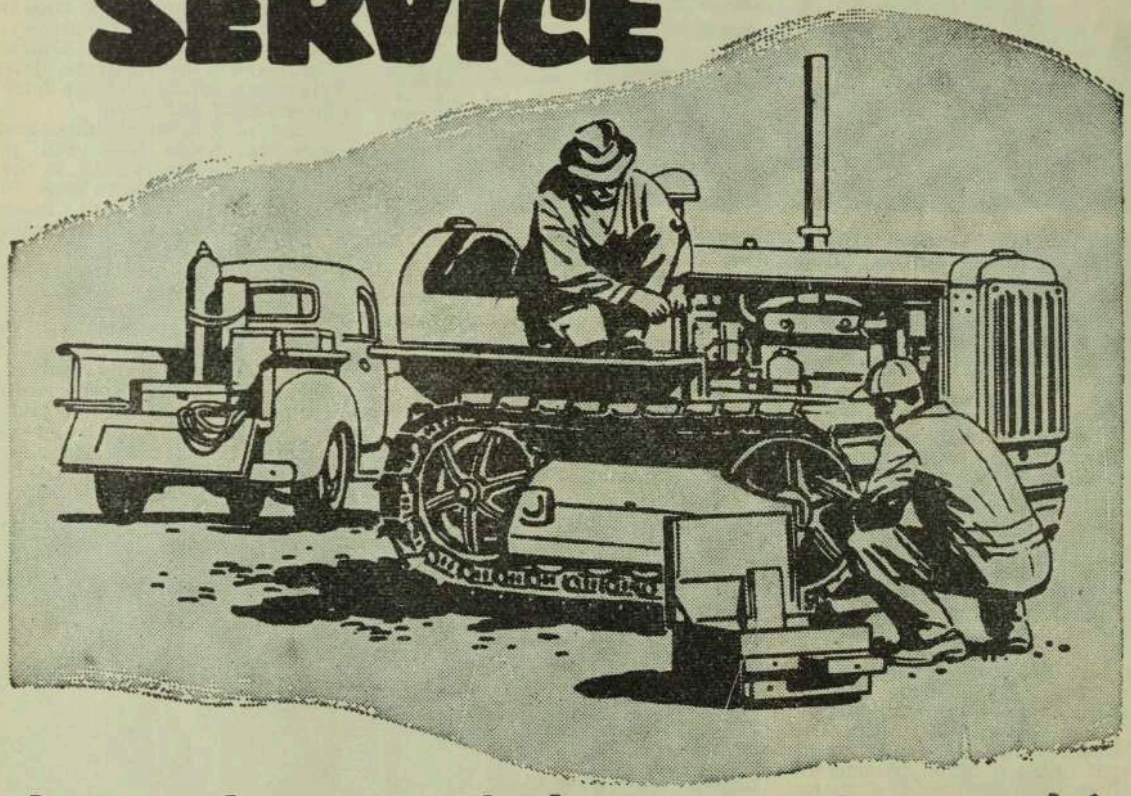
One of the most important and essential steps that will precede this, Dr. DeBruijn said, is the need for Papuan peoples to learn to work regularly and to save, instead of following the working habits of village life. "If they are to stand alone in the modern world, they must learn to produce for world markets things the world wants: this can only be done with regular and systematised working habits."

Racially, culturally and even in flora and fauna, Netherlands New Guinea is not related to Indonesia, Dr. DeBruijn has been telling American audiences. Indonesian demands for West New Guinea, he



Work is progressing steadily on Madang's 86-foot-high bomb-shaped Coastwatcher's Memorial Lighthouse, being built in memory of the men who kept track of enemy troop and ship movements along the New Guinea coast during the war. This is how it looked in early May.

CATERPILLAR SERVICE



when, where and the way you need it!

. . . No, you'll not need mechanical service on Cat Diesel Tractors very often, but, when you do, service is close by. Give us a call, and our factory-trained serviceman will be there in short order, equipped with labour-and-money-saving tools to cut your down time to a minimum. He'll carry the Caterpillar spare parts you need for a perfect repair job, too. And these parts have the precision fit and fitness of ones that came on your Caterpillar Diesel Tractor.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co., U.S.A.

HASTINGS DEERING

HD425

Full information & prices from

HASTINGS DEERING
(NEW GUINEA) PTY. LIMITED

- Milford Haven Road, Lae, New Guinea
  Box No. 61 Telephone: Lae 2487
- Blanche Street, Rabaul, New Guinea
- Port Moresby, Papua
  Box No. 138 Telephone: Kone 4328

nla.obj-331425598
National Library of Australia

What's HE Looking At —



s, are based on demands for otiations, with a requirement t negotiations begin with Dutch eement to surrender sovereignty. e cannot even talk to them on premise—that we yield — be- se we cannot sell people like unch of cattle," the Dutch official s.

s part of the Papuan education ards self-government, he said, 35 the 65 administrative districts, ilar to sub-districts in Papua- Guinea, are now in charge of ve patrol officers. The native rol officers, trained in a school Hollandia, are fully responsible their districts and for admin- ring justice in the areas, he said. ch district officers, he said, ervise their work and offer ad- .

no Beetles Don't d The Estimates

or every ton of copra produced, growers pay 17/6 to a fund to e war on the Rhinoceros beetle *ctes Rhinoceros*) on Viti Levu nd, which by damaging coco- palms is a real threat to the ny's £F3,000,000 a year copra stry.

though the beetle infested part moa and Tonga for years, none found in Fiji—until 1952. With K loan of £20,000, the Rhino. le Eradication Board was set to control and wipe out the A tax (subsidised by the Gov- nent) of £2 per ton was levied copra-growers, reduced to 10/- 954 as the original loan was id, but subsequently increased to 17/6 in 1958 when it was seen that further control efforts were necessary. (The UK loan was paid back, early in the period).

Copra producers learnt with dismay in April that, because of lower income due to reduced production of copra, the Rhino. Beetle Board had curtailed the activities of its control teams. Some 60 field workers were recently retrenched and anti-beetle treatment ceased in a number of infested areas.

Control work now is being concentrated on vessels and port areas (so the beetles won't be carried to Vanua Levu, Taveuni or Lau, the main copra islands) and in the most beetle-infested districts.

The onus now is more than ever on land-holders to carry out their obligations to destroy potential breeding-places (rubbish heaps, rotten logs, stumps, etc.).

Fiji's finances might indeed be tight but Rhinoceros beetles couldn't care less and will merrily go on breeding. Beetle control does seem to be one direction in which a little more Government money might be channelled; or the planters themselves should raise the ante—the jackpot at stake is too valuable to let go by "too little, too late".

Sago Industry Planned for NNG

Two Dutch experts from a big starch factory in Holland have just completed investigations that may lead to the establishment of a new sago industry in Western Netherlands New Guinea, in the Vogelkop region.

Working with a team of 25 natives, they found that good quality sago could be produced mechanically and that the raw material presented few processing problems. The product would be sold on West European markets.

Their report recommended that a factory building be started in 1960 near Jamarema village, on Metamani River, Inanwatan. There are enormous sago areas in this swampy coastal area, and the palms are a variety without horns, making the trunks easier to handle.

When the sago mill goes into production, probably in 1961, it is calculated that 20 Dutch technicians and 750 NNG labourers will be employed.

— THEM !



The chap with the bag over his head is a BBC television cameraman in action with all his gear at the Royal Hotel, Levuka, Fiji. The occasion was an Islands night of dancing and singing by Rotuman and Samoan girls and men. As the BBC man pointed his camera at the attractive Rotuman dancers, Fiji PRO cameraman Rob Wright pointed HIS camera at the BBC man.

nla.obj-331425980
National Library of Australia



HOMER & HERON
FOR
ACCURATE RADIO DIRECTION FINDING
AT LOW COST

★ COMPACT ★ PORTABLE ★ WATERPROOF
★ GUARANTEED 5 YEARS ★ POSITION FINDING
BY RADIO BEACONS & BROADCAST STATIONS

SELF-CONTAINED
NO POWER NEEDED
DESIGNED FOR
LIGHT AIRCRAFT & SMALL SHIPS

PRICE ON APPLICATION. Literature available giving specifications & performance data.

NATIONAL INSTRUMENT CO. PTY. LTD are sole distributing agents for all states in Australia (Except Victoria)

MULLALY & BYRNE PTY. LTD.
9 QUEEN ST., MELBOURNE. Tel. MA 3631
TELEGRAMS, CABLES 'BYRNE', MELBOURNE, VICTORIA

SMASH into COLDS and FLU with 'ASPRO'

At the first sniffle or feeling of heavy head do this...

1. Take 2 or 3 'ASPRO' tablets immediately.
2. Repeat the dose every three hours.
3. Before going to sleep take your 2 or 3 'ASPRO' tablets with a hot, stimulating drink.

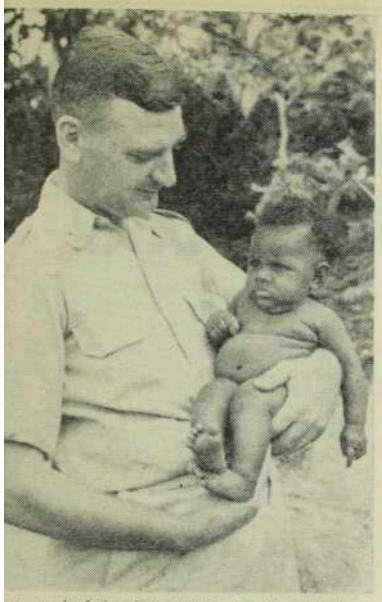
'ASPRO' acts quickly. It breaks up the cold and 'flu symptoms, clears that heavy head, relieves you of all trace of trouble and discomfort. The important thing is to have 'ASPRO' handy and get in early. Then keep on taking 'ASPRO' as long as the symptoms remain. This way you'll save yourself days of misery.



FOR SORE THROAT

Mix two 'ASPRO' tablets in half a glass of water, gargle then swallow. The tiny 'ASPRO' particles adhere to the lining of the throat and soothe away the soreness.





ng underfed about this healthy Nether- New Guinea baby. Holding him is Dr. D. laar, who is head of the malarial control section of the NNG Government.

to Ex-Servicemen Some Action

French Ex-Servicemen's Asso- on was formed at Santo, New rides, in April — and Gallic our was appeased. It happened way:

st before Easter, M. Pechoux, Commissioner for France in Pacific, went across from nea to New Hebrides, and a tail party was given in his our at Santo Club.

grettably, the local French inistration forgot to invite any ree French veterans to the affair; ey made a strong protest against fact that while those who ht in North Africa and France World War II were ignored, -quarters of the 125 guests non-Frenchmen. Among them, ritisher heading a delegation the Japanese fishing estab- ent at Palikulo and a number hinese residents.

noyed and irritated, some ex- cemen went uninvited to see High Commissioner and ex- ed their displeasure. A former French fighter himself, M. oux ordered an immediate in- gation. Soon afterwards, the French Administration edly requested the locals to a French ex-Servicemen's ciation. They won't miss out time.

Should Be Cheaper he S. Pacific

present developments in the Pacific petroleum products distribution system are any indication, oil should be cheaper soon in Tonga, Western Samoa, and the Cook Islands.

Shell and Vacuum have been looking into the matter of establishing bulk oil tanks at Apia and Nukualofa, the oil to be hauled from Suva by the new Tonga government ocean-going tug *Hifofua*, and associated oil barge still building in Auckland.

So far as Apia is concerned, oil has been supplied there in drums from Suva by Shell and Vacuum. The recent freeing of dollar currency in Western Samoa has had the effect of allowing Standard Oil of California, who already supply Papeete and Pago Pago, to supply Western Samoa with oil in drums at a somewhat lower price than the opposition.

To meet this challenge, Shell and Vacuum would supply in bulk—if the technical details can be ironed out.

Across in Rarotonga the Resident Commissioner indicated to the Island Council at a recent meeting that South Pacific Trading Co., a local firm, would be given sympathetic consideration in their application for the lease of a piece of crown land for a bulk oil installation on the foreshore between Avarua and Avatiu, opposite the Mormon Mission station.

This company's schooner, *Tiare Maori*, has been bringing in oil in drums from Standard Oil's Papeete terminal over the past two years, and this has been retailing at a substantially lower price than the Shell product supplied in drums from New Zealand.

One of the reasons for this is that the freight rate on empty drums from the Cooks to New Zealand is prohibitive, whereas the empties can be sent from Rarotonga for filling at Papeete at an economic figure.

It is not known what provision South Pacific Trading Co. is making for the transport of bulk oil to the proposed Rarotonga tanks, but there have been coconut radio reports that the company has been looking into the relative merits of a plastic oil bag for the schooner's hold, or a plastic towing-tank, or some other type of oil barge. There have also been reports from New Zealand that Southern Cross Shipping Company's Suva-registered 470-ton tanker *Verao*, probably the only tanker in South Pacific waters not owned by an oil company, normally running molasses and whale oil across the Tasman, might be available for the movement of oil cargoes to small ports from time to time. *Verao*, however, was reported to be for sale, complete with her work contracts, in recent months.

Over the past year or so bulk oil installations have been established at Honiara and at Palikulo tuna fishing base in the New Hebrides,

The UNITED Insurance Co. Ltd.

(Inc. in New South Wales)

FIRE, MARINE AND ACCIDENT INSURANCES EXPERTLY ARRANGED

PAPUA AND NEW GUINEA
Branch: 18a Central Ave., Lae.
G. V. Spurrier, Manager.

FIJI
Branch: McGowan Building, Thomson Street, Suva.
C. H. Cornish, Manager.

THE FIJI TIMES

Established 1869

Published Every Morning Except Sunday, **The Fiji Times** is the only English Language Daily Newspaper in the South Pacific Islands. It is Distributed by Fiji Airways and Road Bus Services, Every Day, all over Fiji.

Details of this Effective Advertising Medium May Be Obtained at **The Fiji Times'** Australian Office — **PACIFIC PUBLICATIONS PTY. LTD.,** Technipress House, 29 Alberta St., Sydney, and Newspaper House, Collins St., Melbourne.

Proprietors:
FIJI TIMES AND HERALD LTD.
Gordon St., Suva, Fiji

nla.obj-331426666
National Library of Australia

Gillespies' for Service

Buying Agents for all Pacific Territories
and Authorised Agents for

AGCO SUPALUVRES

Windows or doors—Agco Supaluvres offer the most modern, most practical form of glazing on opening since building began. Views are completely unspoiled by heavy woodwork. All Supaluvres models have cream baked enamel finish.

POPE PRODUCTS

Pope products are made in the largest and most modern organisation of its kind in the Southern Hemisphere. They include: — Washing Machines, Wringmaster Wringers, Refrigerators, Wimbledon Lawn Mowers and Electric Motors.

MASSE DRY-FRESH BATTERIES

They're One-Pak. Everything including dry-charged battery, polythene bottles, each with its own pourer, containing acid of correct specific gravity ready to pour. Springs into life immediately acid is added. Has Permassep Separators and Massaloy Plate grids.

ROBERT GILLESPIE PTY. LTD.

22 YOUNG STREET, SYDNEY

Phone: BU 2221 Cables: "Robergill"

ALSO 334 QUEEN STREET, BRISBANE, QUEENSLAND.

Associate Companies

ROBERT GILLESPIE (N.G.) LTD.
Lae, Madang, Rabaul, Port Moresby

ROBERT GILLESPIE (FIJI) LTD.
Victoria Parade, Suva

SMOKED FISH WAS OFF FOR THE DURATION

The recent visit of the Duke f Edinburgh caused a major ommotion at Tarawa, G & E olony, in April, not only in ie tailoring sphere but in her ways. The following official otice tells part of the story.

"The co-operation of govern-ent officials at Bairiki, Betio, n d Bikenibeu is earnestly ught . . . in particular in the llowing ways: in removing om sight all dust-bins, wash-g, clothes and clothes-lines; trimming hedges and bushes d generally tidying gardens d surroundings, in keeping all ndows wide open (unless the ather is inclement) and in oiding the smoking of fish at e following times: Bairiki, arch 25/26, before 2.30 p.m.; tio, March 26, before 5.15 p.m.; kenibeu, March 26, before 15 p.m.; and also by generally upulous attention to proper rbage disposal, to prevent the read of flies."

of which have brought the of certain oil products down antially.

ch Frieds on Menu in—From Tasmania

restricted export of Australian oes to New Caledonia has been ned after a break of 18 months, g which few consignments were rted by Noumea merchants.

rrency difficulties were the n given by the French Gov-ent for the almost-total em-.

-level negotiations went on in for the resumption of the and the recent easing of im-prohibitions in France was ed by the lifting of the potato tions, and some others, in Caledonia.

man who breathed a sigh of at the announcement was Rt. ohn McEwen, Australian Min-for Trade—now he will have peace from Mr. Gilbert e, Labour Whip in Federal ment and member for Wilmot, ania. Acting on behalf of the nian Potato Marketing Board, Duthie has been questioning, g and pressing in the House ie New Caledonia trade re-ion for more than a year. nia normally sends about sacks of potatoes to the n Colony each year.

At right, on board the "Tulagi" from Sydney to Honiara, Mr. and Mrs. J. A. Brooks, with sons David, 6, and Allan, 5, and daughter, Heather, 2. Mr. Brooks will work as a carpenter in Honiara and Mrs. Brooks will take a post as teacher.



They're Settling Back Into Tin Can Island

A permanent settlement has been re-established on Niuafo'ou, north-western-most island of the Tonga group, and soon there will be a radio communications station there again.

Just after the war there was a major volcanic eruption on this island. A good deal of damage was done and the population was evacuated to Eua Island, south of Tongatapu. For a year or so there was no one living on the island—which is better known as Tin Can Island from its former method of transferring mails by sealed can from ship to shore with the aid of a swimmer. After most of the volcanic activity had died down, copra-making teams were taken back for short-terms, but no women or children were allowed to return and there was no permanent settlement.

Now some 300 people, including children, have returned permanently.

The Copra Board's new *Aoniu* is taking stores there and uplifting copra every two months. Lately production has been at the rate of about 150 tons per trip and it is expected that a radio station for communication with Nukualofa will be re-established this year. There have also been discussions on the possibility of sending a school teacher to the island.

At Niuafo'ou all cargo has to be handled by boat. Two surf boats for this are left at a sheltered port on Keppel's Island to the eastward.



secret agents like GRANT'S Stand Fast Scotch Whisky

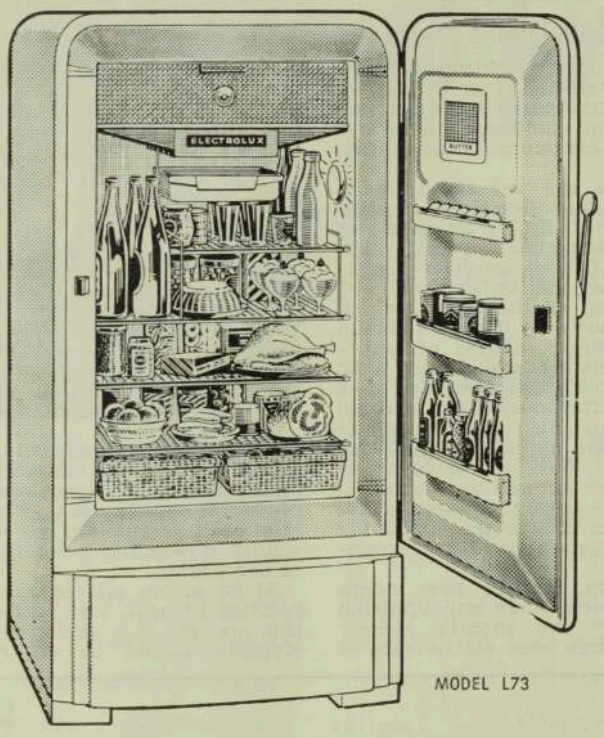
Agents for Fiji, Tonga, New Hebrides, Gilbert & Ellice Islands and Western Samoa:

CORRIE & COMPANY, P.O. Box 45, Suva, Fiji.

nla.obj-331427454
National Library of Australia

ELECTROLUX

. . . the refrigerator with a difference . . .



MODEL L73

ELECTROLUX

the universal refrigerator for every household need.

- A convenient full-width frozen storage section.
- Trays with easy release handles for ice cubes, ice cream, frozen desserts.
- Rustless food shelves with special provision for upright bottle storage.
- Vitalisers to keep fruit and vegetables fresh and dewy crisp.
- Glacier blue porcelain enamel lining with oven-baked enamel exterior in Cream or Polar White.
- A special compartment in the door for butter or cheese . . . racks for eggs and for bottles. Chrome plated cover strips protect the front edges of these racks.
- The cabinet interior is illuminated with an electric light which comes on and goes off automatically when the cabinet door is opened or shut. The light can be connected to a 6v. or 12v. battery . . . to your own homelighting plant . . . or to a town supply.

Motorless, ever-silent freezing unit has no moving parts and is guaranteed for FIVE (5) YEARS.

See your local Electrolux agent now:

NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo. ISLAND PRODUCTS LTD., Port Moresby. S.C.I.E., Noumea. R. C. SYMES PTY. LTD., Honiara. F. J. R. SIMMONDS, Norfolk Island

W. R. CARPENTER & CO. LTD.

THE WALES HOUSE, 27 O'CONNELL STREET, SYDNEY, NSW PHONE BL 5421



ahitian member of the Polynesian Associa- of Sydney, Mademoiselle Vilna Hinano anui (right), at an Association function Miss Pauline Sullivan, of New Zealand, d M. Celestin Tokoragi, of Faaa, Tahiti. —Tele-Photo.

y are picked up by *Aoniu* there taken to Niuafo'ou and later rned to Keppel's, as it would be cult to haul them out at afo'ou.

ricultural Science ows The Way

hat money spent on agricultural arch is money well spent for the re community, is shown in a ew of progress in Hawaii made he Dean of the College of Agri- ure, University of Hawaii.

a result of advances in tech- gy over the past 25 years, the w says, the average farm worker Hawaii now produces 2.4 times much food and fibre than was a quarter century ago. Crop s per acre have been increased 0 per cent., and the productivity vestock and poultry has been eased by 50 per cent.

hour's take-home pay, despite tion, now purchases nearly as much bread, 33 per cent. steak, twice as much chicken, as much milk, three times as oranges, and three times as canned tomatoes.

t only has the price of food n in relation to earnings, but election of food is much more d, and it is claimed that the ge "homemaker" who works ave several hours per day now urchasing packaged pre-cooked and even entire meals.

us, says the review, agricul- research in Hawaii has bene- the city dweller as much or than the farmer who produces taples of life.

search in Hawaii has not been ed only to increasing output quality of farm products, but to the marketing side and all spects.

d of Birth trol in Pacific

eaking at the Fourth South ic Conference in Rabaul a n delegate, Mr. Semesa Sikivou, said that acceleration of health projects could result in over-population in some of the Pacific Territories which had limited resources. This was a very big problem which placed the people in a dilemma.

He said: "Your conscience tells you that social services are good and make for better living, but on the other hand you have to deal with the natural consequences of such services. If you promote increased population through health projects you must also make provision for these additional people".

Mr. Sikivou explained that he was not for a moment advocating a return to primitive customs as regards the health and care of women and children, but pointing out that improved health care presented problems which had to be faced. The answer for those Territories which could not support a larger population lay, of course, in family planning—birth control—but experience had shown that the less educated people were, the more difficult it was to get them to realise that brakes on population increase must be applied when there were not the resources to provide for more people.

Mrs. H. Jacquemin, representing French Polynesia, said that in some of the Eastern Pacific Territories, progress in infant and maternal welfare services was already creating a serious problem of excess population. On Wallis Island during a three month period in 1958 there had been three deaths as against 100 births.

Both delegates were discussing a paper on the role and function of customs and beliefs in relation to infant and maternal welfare.

US Trust Territory Under Fire

One of the best known anthropologists in the United States says that US neglect of the Pacific Islands Trusteeship Territory is a "national disgrace".

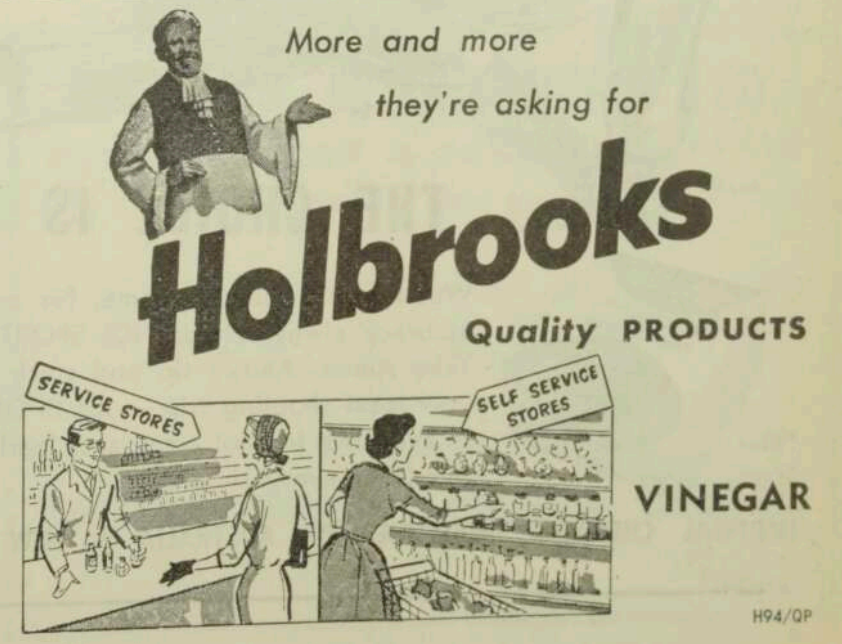
Australia, he said, "is making a relatively greater effort" in the Territory of New Guinea than the United States is making with its Central Pacific dependencies. The native people of the Micronesian Islands, he says, were far better off under Japanese rule than they are today.

Professor George P. Murdock, Yale University anthropologist and past president of the American Anthropological Association, spoke in San Francisco at a University of California lecture series on "The Pacific World." He has been a recognised authority on Truk, due north of New Britain in the Central Carolines, since he headed the huge US Naval anthropological expedition to the Pacific in 1947.

"The United States has done a perfectly abysmal job in the Trust Territory," he said. "We have been niggardly, have given the people much less than the Japanese gave them, have allowed altogether too little for resources to do an effective job and have left the administration completely understaffed."

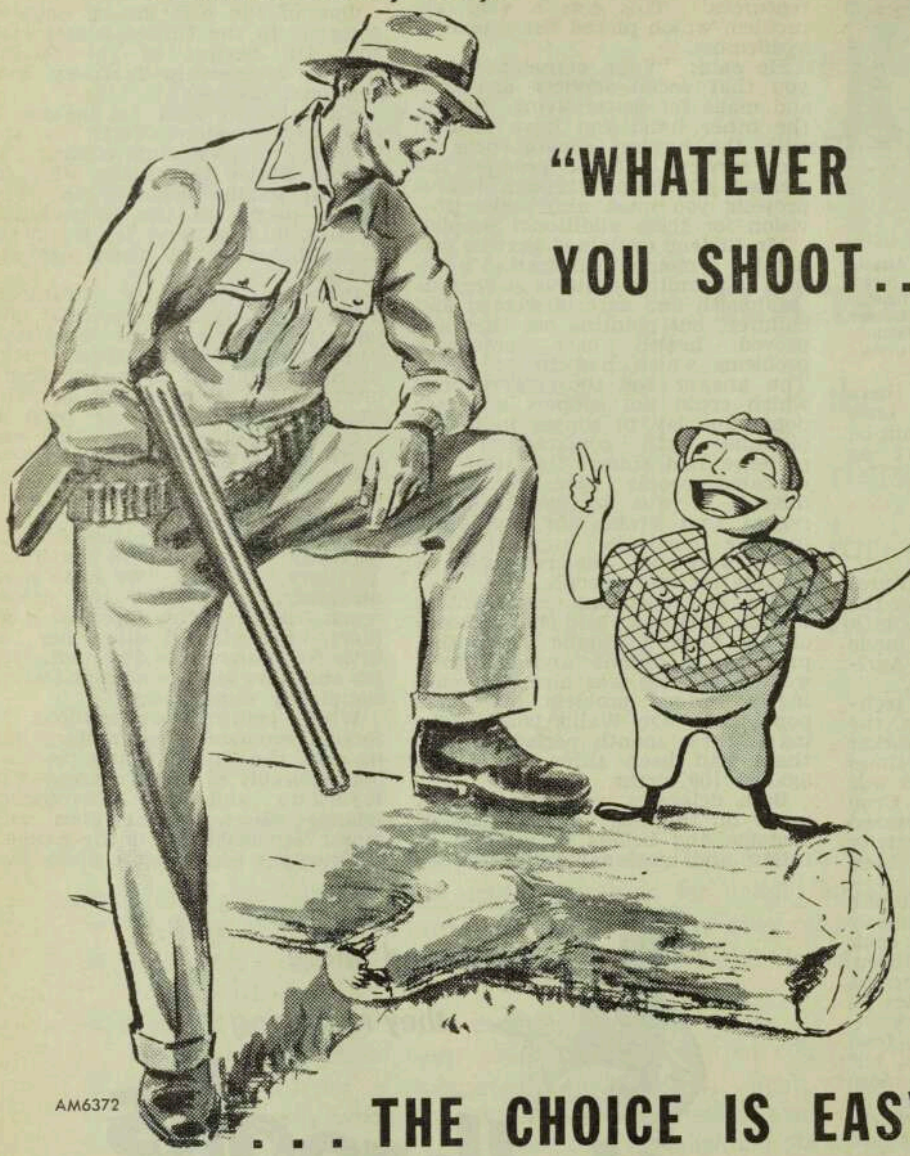
While pouring out milions in foreign economic and military aid, he said, the United States "is failing miserably in the two areas—the Ryukus and the Micronesian Islands—where we have local and moral responsibilities to the people."

When the islands were under De-



nla.obj-331428115
National Library of Australia

Ammo Andy says—



"WHATEVER YOU SHOOT...



"Grand Prix"



"Maximum"



"Icil Magnum"



"Icil Special"

AM6372

... THE CHOICE IS EASY!"



"Blue Star"

Whether it's pests or game, for consistency and accuracy always choose ICI SPORTING AMMUNITION. Take Ammo Andy's tip and stock up now, before your next shooting trip — ICI SPORTING AMMUNITION is available in shot sizes and loads to meet the needs of every shooter.

IMPERIAL CHEMICAL INDUSTRIES OF AUSTRALIA & NEW ZEALAND LIMITED

ICI

rtment of the Navy control before 61, he said, the administration s able to do a better job because not only had more money but uld call on all the Pacific re- rces of the Navy. Since the De- rtment of the Interior took over ponsibility, he said, "almost noth- in the way of funds" has been vided.

ack of money, he said, has ced the administration to drop staff anthropologists it formerly intained in each administrative trict. The excellent tropical agri- tural station established by the anese at Ponape in the Eastern rolines "has been allowed to go ruin."

here have been only "limited rts" at fostering native trade industry although handicrafts uld and could be fostered for ort income. Fisheries and cannery ustries should be promoted as l, he continued.

he administration, he said, is out of step with the Micro- ans' desire for education. There said, and some students are be- sent to the Hawaiian Islands higher education. "But schools he islands are below what the itions of the natives call for, quality of the teaching is smal and the opportunities (for lents) are just not there," he ed.

cord Sugar Crop Fiji

cording to an estimate of the l of sugar-cane in the Fiji season now about to com- ce, the crop in the Lautoka and awai mill areas should alone ed the total crop record of past s.

reatest yield for the total crop in 1958, when 1,531,304 tons of was crushed. The total for is predicted to be 2,075,000 tons ane.

e estimates for the individual areas, and the dates on which mills were to commence crush- are as follows: Nausori, 141,000 June 16; Rarawai, 562,000 tons, 26; Labasa, 282,000 tons, May Lautoka, 954,000 tons, May 26; ng, 136,000 tons, June 2.

vourable weather, new varieties cane, and good cultivation tices are responsible for the rd crop.

hter Signs New Caledonia

sign of New Caledonia's brighter omic outlook is the re-entry service of the Nickel Com- 's motor ship *Quebec*, which been laid up for nearly a year se of the slackening demand ickel.

Rushwood, which has been on charter to the Nickel Company ferrying iron ore and coal between New Caledonia and Australia, has now been returned to her owners and *Quebec* will take over.

Cooks Oranges Leaving Sourer Taste

Mr. C. Ross Walker, general manager of Fruit Distributors Ltd., the organisation importing the entire Cook Islands citrus crop into New Zealand, made an inspection tour of the plantations in May—and was less than enthusiastic about Cook Islands oranges.

Mr. Walker said that the Cook oranges were falling a good deal short of desirable standards but that his organisation—a company formed by all the main fruit importing and wholesaling firms—was forced to accept them as New Zealand was committed to supporting the Cooks citrus industry.

There were better oranges available—from Australia for example—and they could be landed more readily at a greater variety of New Zealand ports due to better shipping connections, thus greatly facilitating distribution throughout the country.

Because Cook Islands oranges are not up to the general standard of

All over the world Smart people—

START the day right with a Kiwi Shine



From New York to Timbuctoo—
From Birmingham to Hawaii—
From London to Papua
Smart people start the day right with a Kiwi Shine.
Kiwi puts a gleam on your shoes that lasts all day.

They're well worn, but they've worn well, thanks to

KIWI

B156

TURNERS & GROWERS LTD.

AUCTIONEERS FRUIT & PRODUCE MERCHANTS

AUCKLAND — NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS OF NEW ZEALAND PRODUCE, POTATOES, ONIONS, APPLES AND FRUITS IN SEASON

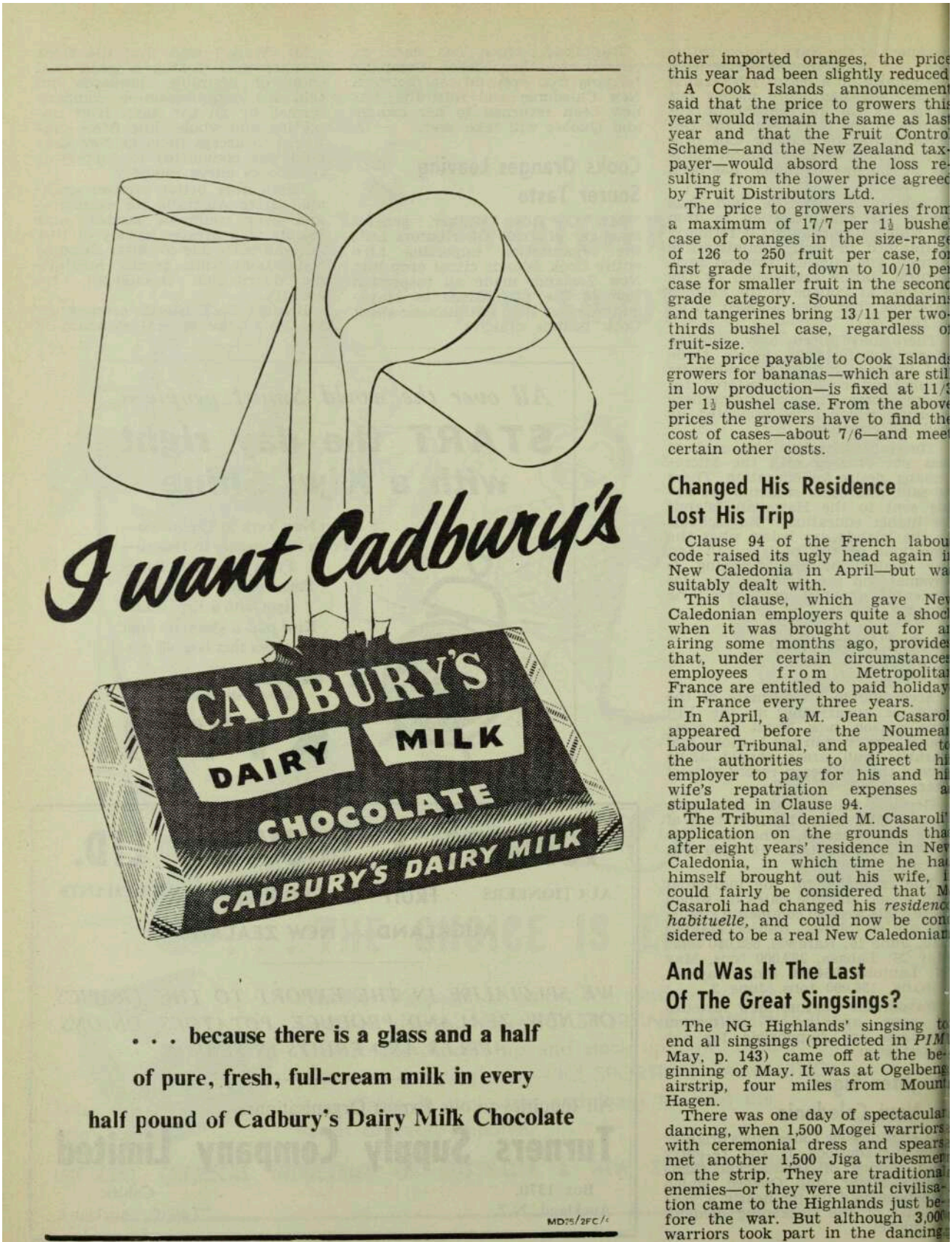
All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box 1370,
Auckland, N.Z.

Cables:
"Tusco", Auckland.

nla.obj-331428970
National Library of Australia



other imported oranges, the price this year had been slightly reduced.

A Cook Islands announcement said that the price to growers this year would remain the same as last year and that the Fruit Control Scheme—and the New Zealand taxpayer—would absord the loss resulting from the lower price agreed by Fruit Distributors Ltd.

The price to growers varies from a maximum of 17/7 per 1⅓ bushel case of oranges in the size-range of 126 to 250 fruit per case, for first grade fruit, down to 10/10 per case for smaller fruit in the second grade category. Sound mandarins and tangerines bring 13/11 per two-thirds bushel case, regardless of fruit-size.

The price payable to Cook Islands growers for bananas—which are still in low production—is fixed at 11/3 per 1⅓ bushel case. From the above prices the growers have to find the cost of cases—about 7/6—and meet certain other costs.

Changed His Residence Lost His Trip

Clause 94 of the French labour code raised its ugly head again in New Caledonia in April—but was suitably dealt with.

This clause, which gave New Caledonian employers quite a shock when it was brought out for an airing some months ago, provides that, under certain circumstances employees from Metropolitan France are entitled to paid holiday in France every three years.

In April, a M. Jean Casaroli appeared before the Noumea Labour Tribunal, and appealed to the authorities to direct his employer to pay for his and his wife's repatriation expenses as stipulated in Clause 94.

The Tribunal denied M. Casaroli's application on the grounds that after eight years' residence in New Caledonia, in which time he had himself brought out his wife, it could fairly be considered that M. Casaroli had changed his *residence habituelle*, and could now be considered to be a real New Caledonian.

And Was It The Last Of The Great Singsings?

The NG Highlands' singsing to end all singsings (predicted in *PIM* May, p. 143) came off at the beginning of May. It was at Ogelbeng airstrip, four miles from Mount Hagen.

There was one day of spectacular dancing, when 1,500 Mogei warriors with ceremonial dress and spears met another 1,500 Jiga tribesmen on the strip. They are traditional enemies—or they were until civilisation came to the Highlands just before the war. But although 3,000 warriors took part in the dancing

Page 134
nla.obj-331429372
National Library of Australia

Re-entering Fiji According To The Book

Following a number of incidents where persons not born in Fiji but possessing residential status there were refused automatic re-entry, the matter has been clarified by a statement from the Immigration section of the Fiji Police.

Although British subjects not born in Fiji gain residential status there after five years, they are barred from returning to Fiji, no matter how long they have lived there, if they remain away from the Colony for more than a year.

If such persons plan to return to Fiji, they will save themselves delay and bother in obtaining a new landing permit if they get the necessary passport endorsement before leaving.

nother 20,000 to 25,000 natives rned up to see the tribesmen go rough their act.
That made it the biggest native ganised singsing at Hagen since 41, when George Greathead was DO there.
There was possibly a bigger crowd 1957, when the Australian Govnor-General, Field Marshal Sir illiam Slim, paid an official visit. it that was an officially organised igsing, and the May effort was e which started in the minds of e native participants seven years o.
Since then, the preparations have en going on, quietly at first, but ilding steadily, until three years o anybody closely connected with e native people in that area knew at what was developing was going be big. There were small cereonies as part of the mounting emonial cycle, with gift exchanges pigs and shell to settle outstand- debts.
As the time for the culminating emony in May came closer, on id outside Hagen the native ople drove thousands of pegs into ground, each peg representing pig for payment.
General restlessness was felt as away as Port Moresby, where ghlands men working as conact labourers, received imfect reports of what was happen- and wanted to go home and be it. But as it turned out, the big gsing affected very few of these t wasn't in their area.
At Hagen, in May, after the emony on the airstrip had ended, y were saying that the finale to seven years of activity would ne in the following few weeks en thousands of pigs would be ed—some men killing as many 10, 50 or even 90, such was their alth.

They were also saying that this big Hagen singsing might be the last of the really big ones in that area.

Civilisation is catching up in NG and the Highlands people are becoming more involved in trade and outside interests, and cannot afford to have their village life disorganised by the amount of preparation that goes into a really big singsing.

Some of the leaders of the Mogei —who were guests of the Jiga in this singsing—did not agree. They said they could be counted on to put on even a bigger dance in return.

That's what they said, but civilisation for them is advancing so fast that they may eventually find they were talking through their homburgs.

They'll Learn How To Print Their Own

A plant that will train Pacific Islanders in the cheap production of literature will be opened at Honiara, BSIP, in 1960 by the South Pacific Commission, the Protectorate Government and UNESCO.

Islanders will be trained to use small off-set printing plants costing between £A2,000 and £A9,000—plants which are within the reach of Pacific Islands requiring an in-

A Roofing Material that lasts a lifetime!



Saves time in assembling and fixing—gives a greater area of coverage —is economical to use.

"New Deep" Corrugated

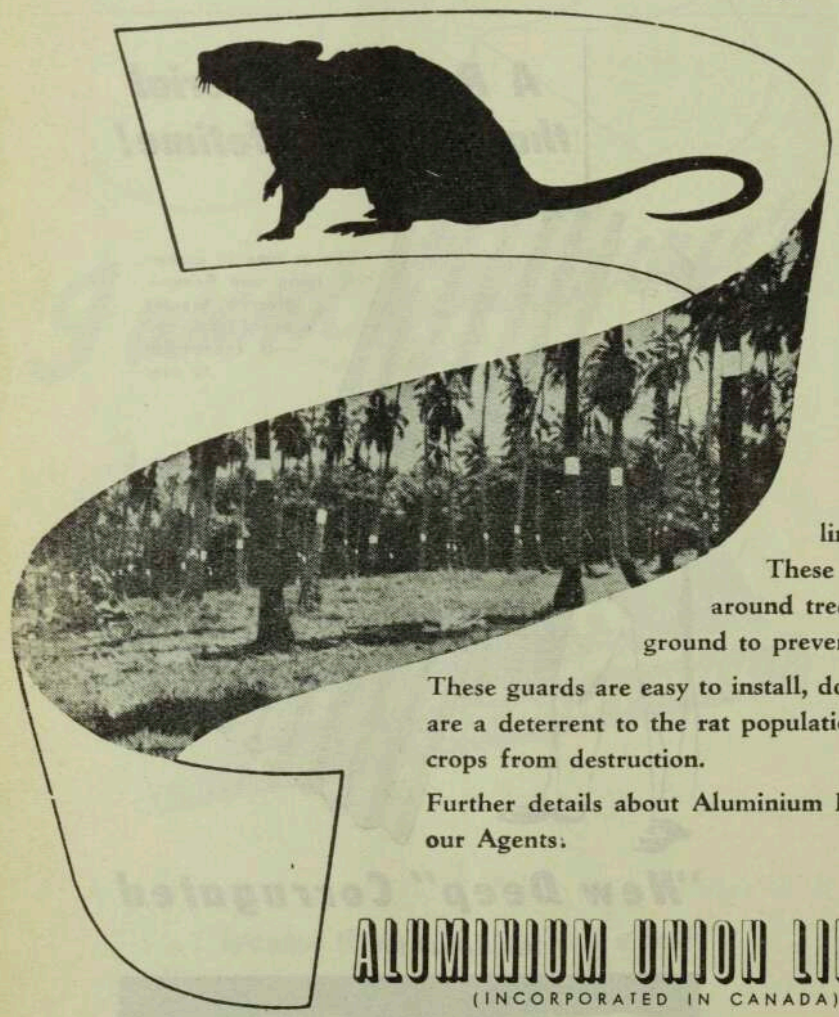
Manufactured by

Wunderlich

Baptist Street, REDFERN, SYDNEY

62.DC.P

Rout rodents with aluminium rat guards



NOW is the time to protect your coconut trees by installing 2S Aluminium Rat Guards. These Aluminium Strips can be placed around trees at convenient heights from the ground to prevent attacks on coconuts by rats.

These guards are easy to install, do not involve much cost or labour, are a deterrent to the rat population and can save valuable coconut crops from destruction.

Further details about Aluminium Rat Guards can be obtained from our Agents.

ALUMINIUM UNION LIMITED
(INCORPORATED IN CANADA)
OCEAN HOUSE 34 MARTIN PLACE SYDNEY N.S.W.

Sales Agents:

New Zealand: RICHARDSON, McCABE & CO. LTD., Wellington, Auckland, Christchurch.

Fiji, Western Samoa and Tonga: MORRIS HEDSTROM LIMITED, Suva, Fiji.

Cook Islands: A. B. DONALD LTD., Rarotonga, Cook Islands.

French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete, Tahiti.

New Caledonia and New Hebrides: ETABLISSEMENTS BALLANDE, Noumea, New Caledonia.

Territory of Papua-New Guinea: BURNS PHILP (NEW GUINEA) LIMITED, Port Moresby.

LONDON MONTREAL CALCUTTA SYDNEY BRUSSELS

nla.obj-331430392
National Library of Australia

idual small press-run printing
ers. They can be used to pro-
e everything from Government
inistration forms to coloured
ool text books, and will enable
duction of booklets, pamphlets
l other material at low cost for
ll language groups.
ccording to a preliminary report
de by the SPC, the Honiara
tre is to be run for three years,
ning groups of 12 students for
year periods. Territories send-
students will be required to pay
part of their transportation
no other expenses.
erritories will be asked to
nsor two trainees each so that
will not only be dependent on
student and also so that
lents will have companionship.
he course will be open to per-
nominated by SPC member
rnments and may be selected
n government employ, the
sions or private printing com-
ies.

r of the
ra Crossings

va cynics were having a lot of
le fun in May over the Battle
he Giants, who were trying to
some advantage out of Suva's
particular type of zebra street
sings.

April there had been cries of
from Suva pedestrians when
were confronted with new
ing obstacles like the lanes and
dabouts that suddenly appeared
the Triangle, in the centre of
city.

e anguished cries in May, how-
came from Suva business in-
ts—or some of them—when
saw pedestrians being chan-
d away from their doors.

va's main stream of pedestrian
ic flows from the centre
he city to and from the bus
inal and nearby markets. Like
strian traffic everywhere, it tends to follow the shortest route which in this case involves some lengthy jay-walking outside Burns Philp's store.

The city fathers and the police decided that this pedestrian stream should be routed via two pedestrian crossings.

W. R. Carpenter & Co. were just then opening their big new store in Rodwell Road, located some distance off the jay-walkers' route, and a shade off the route governed by the new pedestrian crossing which would offer the shortest route to the waterfront and markets, though not necessarily to the bus terminal.

So located, W. R. Carpenter & Co. naturally sought to have this particular pedestrian crossing moved along Rodwell Road to draw the main stream of pedestrian traffic to *their* door. Such traffic would have had to cross an intervening street—Robertson Road—to reach the Rodwell Road crossing outside Carpenter's.

Apart from that, there seemed plenty of evidence that pedestrians bound for the wharf and markets would not, in fact, make the further diversion to Carpenter's crossing but would keep right on jay-walking across Rodwell Road outside BP's—though a few of the more law-abiding might have taken the extra walk.

But the city fathers turned thumbs down on the Carpenter crossing and established it on the other side of Robertson Road, and nearer BP's corner.

Then came the opening day for Carpenter's new store. The rest is told in the minutes of the City Traffic Committee's May 20 meeting:

"The Committee discussed the actions of W. R. Carpenter & Co.'s publicity campaign on its opening day . . . when . . . both by verbal exhortations over an amplifier system, and also in a brochure circulated to the public, invited them to disregard the pedestrian crossing



Naked rebellion in Suva streets. The City Fathers think it's to be "deplored" (that's official), but Suva citizens got a lot of laughs out of it. See below.

Another Airline For The Two Samoas

new airline company has been formed in Western Samoa with capital cribed locally. The company. so the report goes, is to operate from olo airport, W. Samoa, to Tafuna, American Samoa. A Percival Prince ill be purchased overseas, will arrive in July and will begin operations d of the year.
The aircraft will carry 11 at a cruising speed of 160 mph, making g time between the two points 32 minutes.
The announcement made by the new Apia company, Polynesian Air- Ltd., surprised a few people. As reported in recent "PIM's" and on this issue, Samoan Airlines of Pago Pago has been trying to get a ered DC3 into the air between Tafuna and Faleolo for months, and r has not succeeded. The trouble seems to be connected with landing s, a point that the principals of the Pago Pago company neglected to up before they hired their plane.
t's unlikely that, with this object lesson, the Apia company has fallen he same trap.
rom the point of view of the travelling public it doesn't matter which ory runs the air service. It's a service that has been needed for years.

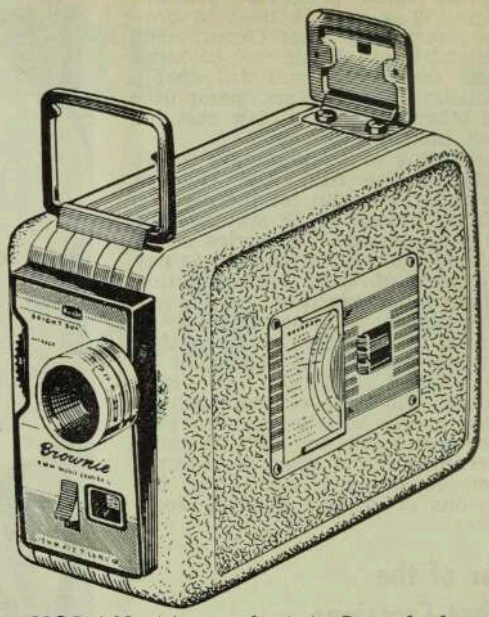
nla.obj-331430857
National Library of Australia

HOME MOVIES for EVERYONE

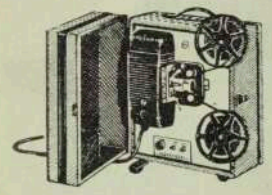
It's so easy with the new

BROWNIE 8m.m. MOVIE CAMERA

The new Brownie brings push-button, full colour movies of top quality within the reach of everyone. Fitted with f/2.7 lens and quick-sight viewfinder. Comes complete in handsome leather always-ready case.



and the
KODASCOPE 8/500 PROJECTOR



The latest Kodak 8 mm. projector. Efficient, compact, stylish. All-in-one case. Easy to operate.

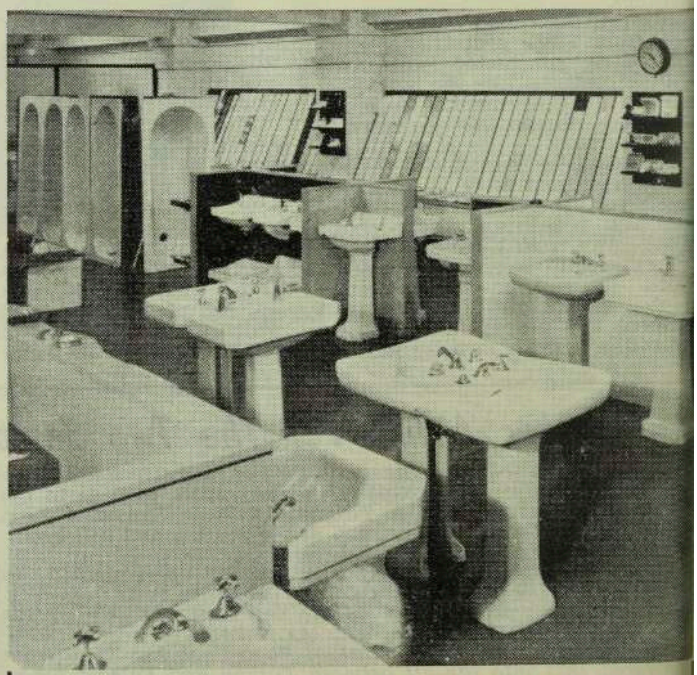
KODAK (Australasia) Pty. Ltd.
Branches in all States

KODAK DEALERS THROUGHOUT THE ISLANDS

Tylors

Sanitaryware Specialists Since 1777

Whether you are building a new home or renovating your bathroom, laundry or kitchen; insist on modern sanitaryware that is not only distinctive and graceful, but completely practical. Tylors will gladly help you in the choosing of those wares and offer you Australia's largest range of imported and locally-made baths, basins, tiles, etc., to select from.



Tylors
(AUSTRALIA) P.TY. LTD.

17a BRIDGE STREET, SYDNEY
TELEGRAMS: "SANITARY" SYDNEY

SEND COUPON NOW

TYLORS (AUST.) PTY. LTD., BOX 1328, G.P.O., SYDNEY.
Please forward me without obligation, coloured illustrated booklet showing your large modern range of Sanitaryware and P.C. Items.

NAME .....

ADDRESS .....

.....

nla.obj-331431123
National Library of Australia



When Mr. Keith Bradford of Port Moresby arrived in Lae recently with a contract to concrete the deck of the Lae wharf, he decided that what Lae also needed was another bus. Here it is. It takes all-comers on town circuits, and also makes a weekly trip to Bulolo and back—fare 15/- each way. The Bulolo service is especially popular with the natives.
Photo: Pat Robertson.

nd to walk straight across Rodrell Road to Carpenter's shop ntrances; but in addition . . . placed utside the council car park . . . lacards . . . right in the entrance o the pedestrian crossing, thereby artly blocking it, which notices inited the public to disregard this rossing. . . .

"The committee considers that uch a means of publicity is to be eplored . . . particularly since it nvited the public to disregard the roper safety mesaures and traffic ules of the council. . . and reommends that a strong letter of nsure be sent. . ."

There were some further very rong sentences calling for an ology from the company, and ere the matter stood at the end May.

Meanwhile the other crossing arer the city was transferred from argaret Street to Marks Street, here it just happens to feed the destrian traffic right to the doors Deputy Mayor (currently Acting ayor) Stinson's business premises with the accusations which *that* volved.

ji Water Has ll Turned Sour

Suva city's water supply developed very bitter taste in the latter rt of May. The cause: A report a firm of overseas consultants, ssrs. Price, Waterhouse and Co., at the present cost to the rateyer of 3/9 per 1,000 gallons is newhat less than adequate.

The Fiji Government, as a result the heavy criticism of pricing thods used by the local Public rks Department, brought the sultants into the picture.

The consultant's independent re- t proved a shocker. The public re expecting some reduction of the existing heavy water charges. Instead, it seems the PWD is undercharging by a substantial amount, and ratepayers are now feeling that the sleeping dog should have been let lie in this particular instance.

The PWD had found that the present 3/9 per 1,000 gallons should be raised to 3/11 to cover costs. But the consultants have fixed the figure at 4/6.

Lautoka and Labasa received even worse shocks.

In the case of Lautoka, the existing charge is 3/9. The PWD had conceded that this could be reduced by a penny, but the consultants, turning a heavy thumb down on that figure, have fixed the actual cost to the government at 4/7½.

Labasa's present charge of 3/6 was deemed to be correct by the PWD—but the consultants found that 4/4½ is called for.

The water supplies in Fiji's other main towns were to have been similarly investigated but the government decided to save the cost when the three above investigations had indicated the shortcomings of the PWD's own methods of price-fixing.

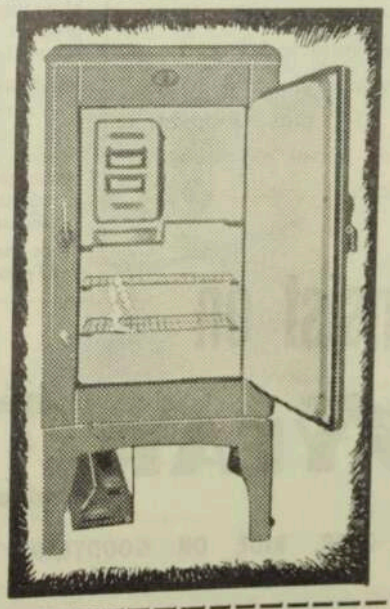
The cool evening shower has moved into the luxury bracket, and a number of people are feeling that a return to the old galvanised tank might be a good idea.

(Over)

If it's a
BETTER RUM
you're wanting . . .

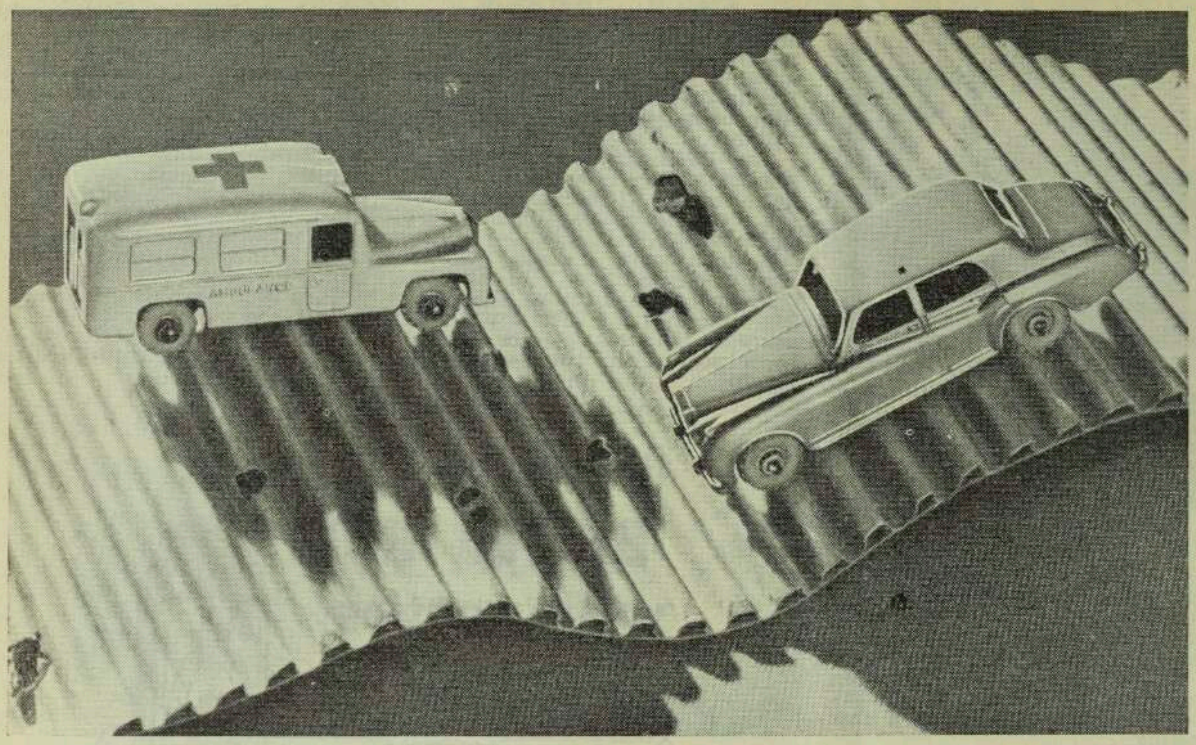


Say Frigate
Overproof, underproof, in quarts, pints and 5 oz. flasks
it's blended
F.4.6



FAITHFUL
HALLSTROM S.K.
KERO. REFRIGERATORS
Amazing Low Price
One Year G'tee
. . . any breakdown, we send you a complete freezer replacement. All reconditioned throughout, NEW baked enamel (colour cream). NEW burner and fittings. Price £Aust.24/10/- F.O.W.
WRITE NOW
for leaflets and more details.
EAST COAST AGENCY CO. PTY. LTD.
Box 4809, G.P.O., Sydney
Reg'd Office: 17 Macquarie Place, Sydney

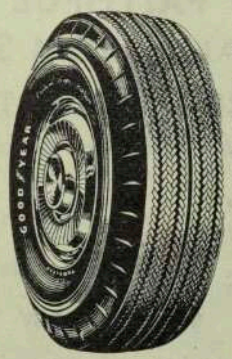
nla.obj-331431557
National Library of Australia





3-T means safety in rough going

This scene exaggerates road conditions, but it is no exaggeration to say that Goodyear tyres will stand up to *any* road conditions better and longer than other tyres. The reason is simple — only Goodyear tyres have miracle 3-T cord — the strongest tyre cord in the world. 3-T puts Goodyear tyres way ahead for strength and safety.



Here's why you are SAFER on 3-T tyres
In strength lies safety and Goodyear 3-T cord is the strongest tyre cord in the world! The chance of bruise breaks and consequent blowouts is materially reduced. Tyre heat — greatest cause of premature tyre failure — is reduced to a minimum by 3-T cord.

Here's why you get MORE MILES from 3-T tyres
The extra strength of 3-T cord means Goodyear tyres meet modern highway conditions better — give thousands of extra miles. The stronger body carries the new, tougher X*M tread rubber — giving up to 20% more miles on the original tread — and allows more recaps.

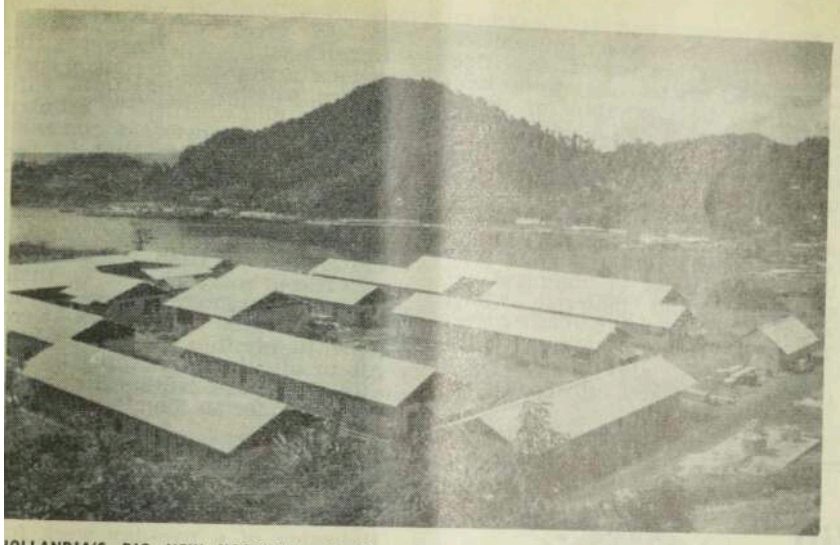
Since the extra value, extra safety of Goodyear 3-T Tyres cost no more to buy .. insist on Goodyear

insist on

GOODYEAR TRIPLE 3-T TEMPERED CORD TYRES

MORE PEOPLE, THE WORLD OVER, RIDE ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

M103F



HOLLANDIA'S BIG NEW HOSPITAL. A view of the new hospital at Hollandia, Dutch New Guinea, which will be opened on July 1. Comprising 34 brick buildings, on a hillside plateau overlooking Humboldt Bay and the port area, it cost the equivalent of over £A1,050,000. In the general hospital, 12 wards named after famous medical men can accommodate 350 patients. In front, the red-tiled main building houses the administrative section and library, specialists' rooms, dispensary and laboratory. Behind is the surgical building, with operating rooms and an X-ray division. Houses have been completed for senior doctors, as well as living quarters for the matron and 23 nurses. Native nurses-in-training and laboratory assistants are housed in three roomy boarding buildings, with separate school-rooms. Fifteen more houses will be constructed for members of the technical division and for married native male nurses.

—KVR Photo.

ING Will Appeal Tick Case

Mr. Mick Leahy, of Zenag, has t got his tick-damages (£4,000 and sts), yet—although when he ssed through Sydney in late April thought that he had. (May *PIM*, 138).

[Mr. Leahy sued the Administran for what he alleged was neglect his cattle in that Administration vants had allowed them to become ested with ticks.]

The Secretary for Law in the rritory has, very courteously, ught us up to date on the sub-t, as follows:

On January 23, 1959, the Chief tice delivered judgment in the ion M. J. Leahy v. The Administion and others, and at the same e granted a six weeks stay of cution to enable the Administion to consider an appeal.

The application for leave to appeal made *ex parte* to the High Court Sydney and on April 16, 1959, an er was made granting leave to eal. A copy Notice of Appeal was ed on Mr. Leahy on May 1, , by delivering it to his address service at the offices of Messrs. ley Jones and Kirke, Port esby. It is expected that the eal will be heard at the sittings he High Court, commencing at ney on August 18, 1959.

will be seen therefore that the ment appearing in the *Pacific ds Monthly* is not true. As the ication for leave to appeal was made within the time allowed by the High Court Rules, the only explanation which is conceivable, is that Mr. Leahy assumed that when the six weeks stay of execution had expired without him being served with a Notice of Appeal, that the time for appeal had expired and that the Administration had accepted the judgment of the Chief Justice as a final determination of the matter."

TV For Suva— Maybe Later, Not Yet

"TV? For Suva?" Mr. John Stannage, manager of the Fiji Broadcasting Commission, made a rude noise. "That's my answer to *that* rumour," he said.

With him in his Suva office at the time was Mr. W. L. Harrison, chief engineer of the New Zealand Broadcasting Service, who had just arrived in the liner *Orcades*. His appearance had fanned rumours that there was some talk of a Suva television service in the offing.

The rumour had generated some heat, as a lot of people felt that with the PWD paying off men by the hundred in recent months, now was *scarcely* the time for contemplating the extravagance of a TV service in the Colony.

Mr. Stannage laid the rumour firmly to rest. "To the best of my knowledge, he said, there hasn't even been the faintest suggestion



that we, or any other organisation, would institute television transmissions here."

Mr. Stannage said that the FBC had quite enough problems with the staffing of the present sound broadcasting system, though very real progress was being made in the training of local people, especially on the technical side.

Would a TV service be necessarily very costly? Wasn't it true that the American Armed Forces Radio Service had stations operating at such places as Midway Island; and hadn't they recently developed a compact, self-contained, push-button type of TV transmitter?

Mr. Stannage and Mr. Harrison agreed that a low-power transmitter with a signal radius of, say, five miles, need not be costly to operate and that the geography of Suva, built on either side of a ridge, might lend itself to fairly easy TV coverage from a properly placed transmitter.

But the matter of programming would be another thing. The US Armed Forces Radio Service probably had access to unlimited resources of film material, which would not be available to other such TV services, except at great cost.

There were also many other things to be taken into consideration. New Zealand was about to come to grips with these, Mr. Harrison said. There were the questions of who was to control such a service, whether it was to be self-supporting, and whether the country could afford the overseas currency involved in the importation of receivers, or parts for the manufacture of TV receivers.

Then there might be strong opposition from movie theatre operators, and from newspapers which feared encroachment on their advertising resources—unless, as in Australia, the newspapers were allowed to buy into the TV services.

All in all, there's nothing to indicate that Suva will be having a TV service for a long time yet.

Does Your Will Stop "Halfway" ?

HANDS THAT NEVER LEAVE THE WHEEL

Every Will has the same basic purpose; to effectively safeguard the interests of those who are to benefit. Unless it provides for efficient Executorship, your Will goes only half way. Its Executor must take full responsibility for probate, taxation, property management, and decisions regarding the sale of assets!

You can make certain that your Estate will be promptly and prudently administered. See your Solicitor and appoint Burns Philp Trust Company Limited as your Executor. Then you can tell your family that their future security will never become a part-time responsibility for one man. The Company's services as Executor, Trustee, Attorney, and Administrator are fully explained in a 20-page booklet. Your copy is available at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or from the Trust Company's nearest office.

DIRECTORS: James Burns, Joseph Mitchell, P. T. W. Black, Eric Priestley Lee

MANAGER: L. S. Parker

SECRETARY: E. R. Overton, F.A.S.A.

BURNS PHILP TRUST COMPANY LIMITED

Executor • Trustee • Attorney

Head Office: 7 Bridge Street, Sydney

Telegraphic Address: "BURNSTRUST". Box 543, G.P.O.

Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), and Vila (New Hebrides)

No Five-Day Week Yet

Rejection of a five-day week for Fiji mine workers (but with the right to appeal on this issue after the sugar industry inquiry's findings had been published); the same pay rates for Indians and other Islanders, as for Fijians; and a premium of 3d a shift for workers

Bad Break For Norfolk Old-Timer

Norfolk Island's spryest "oldster", Mrs. Ellen von Moltke, who is 89 this month, broke her leg at her home in Mission Road, NI, in May. A lady young in heart and active in body and mind, she could not tolerate the thought of inactivity—so she came to Sydney by Qantas aircraft late May to have the bone pegged together.

Unfortunately, her leg bone was too shattered to be pinned and she is now in ward D2, Prince Alfred Hospital, Sydney, trying to resign herself to a long period of convalescence while the fracture knits.

Mrs. Moltke possesses a remarkable memory and can recall vividly events and people met, not only during her 30 years on Norfolk (for 21 of which she conducted the store and newsagency known as "The Little Shop") but also during her long period of residence in Fiji (she and her late husband lived near Nausori for 30 years). Her brother, Sir Alport Barker, OBE, who died in 1956, was a former Mayor of Suva, Legislative Councillor, and proprietor of the "Fiji Times" for many years; Mrs. Moltke's sister, Miss Holly Barker, an invalid, lived on Norfolk Island with her until her death in 1957.

nla.obj-331432685
National Library of Australia

NG Bars Croc And Dog Shooter

While Australian professors and other experts were having a lot of fun down south over the Sear case in May, Rabaul, New Guinea, was having its own legal controversy—mostly carried out in the clubs and the pubs—over Mr. Hewton Amess, lately a British Solomon Islands resident, who had been charged with being a "prohibited immigrant" and sentenced to a month's gaol.

The sentence was later suspended, following the lodging of an appeal.

Mr. Amess is well-known in the Solomons, where he had a lot of trouble, one way and another, with the bank manager's hens and his neighbours' dogs.

At one time he was secretary of the Copra Board; later he built himself a boat (the "Vega") and did some crocodile shooting. Recently he went to Rabaul in his boat, intending to do some crocodile shooting there. He had a passport, but no Permit to Enter the Territory.

He said in court that in the Solomons he "continually attacked the Government" and it was because of this and his four convictions (concerning a traffic breach, hens, dogs and shooting crocodiles in the wrong place) that the Police in BSIP had given the NG Administration an adverse report on him and so he was charged.

the midnight to 8 a.m. shift; ere the main features of a ruling ven by Mr. D. M. N. McFarlane, le arbitrator in a labour dispute tween the Fijian Mine Workers' nion and the Emperor Goldmin- g Company in May.
Mr. McFarlane has been accepted sole arbitrator by both parties.
Mr. McFarlane said in his find- gs that no figures, worth taking o consideration, had been pro- ced by the Union showing any preciable rise in the cost of liv- since the last Award.
The Union had sought a five-day ut not necessarily 40-hour—week, the arbitrator found that this s not justified "having regard to method of work at the mines".
The arbitrator said in his judg- nt that he noted that from No- nber, 1957, to December, 1958, the ployer had made increases in pay 421 persons other than Euro- ns, and that the mining com- y was in the habit of systematic- reviewing wages and had con- ued to make increases in specific es month by month.
he matter of sick pay benefits, it agreed between the parties, uld be held over until after a ng had been given by the board uiring into the sugar industry.
r. McFarlane ruled that the nges in conditions embodied in present judgment would apply rom March 15, 1959, until March 1960.

Second Thoughts On "Rice Yellow"

A pest called "Rice Yellow" has been attacking rice crops in Fiji again this year—and seems to be increasing.

Areas worst hit have been the Labasa and Savusavu districts of Vanua Levu, and it is prevalent in North-West Viti Levu.

Some years ago it was thought that the disease was a simple attack by a very small leaf-hopper insect with the name of *Sogata furcifera*. These insects are almost always present, but under certain conditions their numbers will suddenly increase enormously. In small numbers, their activities — sucking the juices from the base of the rice stems—are unimportant, but when the colonies increase greatly the plants become "anaemic" and die.

That at least *was* the theory—until this season. Now the experts are not so sure.

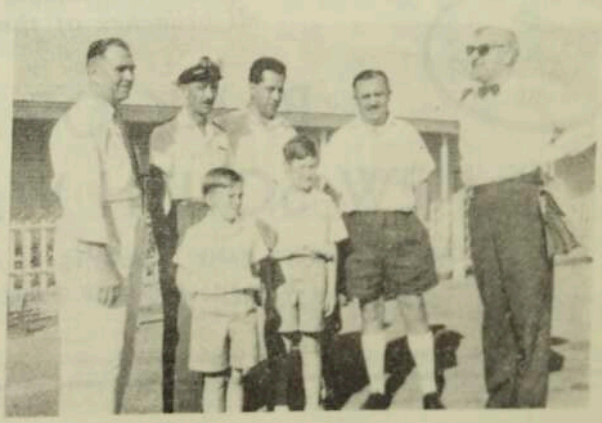
There are areas in the North West where the hoppers are not in excessive numbers but the disease is present, and the circumstances under which it occurs are far from clearly defined.

There seems to be some evidence that where the rice is growing in stagnant water the disease strikes heaviest—but then again there are badly affected areas on dry land. Fortunately, the disease can be easily controlled with the use of DDT or Dieldrin, so long as these insecticides are used at the first signs of trouble. The badly affected rice plots are those where this action has not been taken.

(Over)







FIRST TO LAND ON NEW JET STRIP

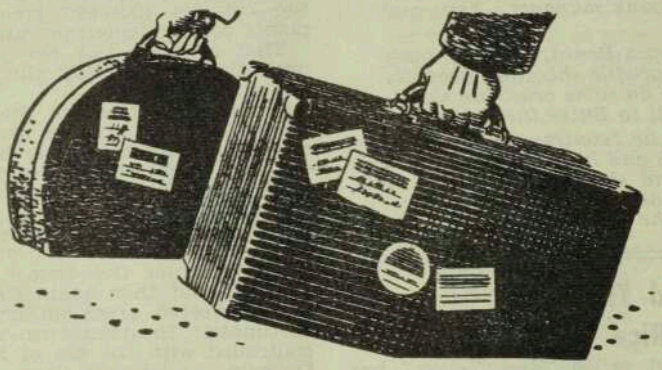
When the first portion of the new Nadi jet airstrip came into peration on May 31 Mr. D. E. Morgan, manager of Qantas at adi (in shorts) met those aboard the first aircraft to touch own—a Fiji Airways Heron, piloted by Captain Peter Frame ith cap). Others, from left: Mr. C. Ritchie, manager of Fiji rways and his two boys; Reg Spowart of "Fiji Times"; Mr. ck Hackett, Fiji Government's Public Relations Officer—plus e "PIM" representative Jim Shortall behind the camera. Above, adi's new control tower—inside and out. It has a double glass ell to keep temperatures constant and engine noise down.

DIESEL ELECTRIC GENERATING SETS. AT LESS THAN HALF THE ORIGINAL PRICE. S.H. ALL IN EXCELLENT CONDITION.

LISTER ALTERNATOR, Direct-Coupled to 15 h.p. Diesel Engine.
CATERPILLAR ALTERNATOR, Direct-Coupled to 80 h.p. Diesel Engine.
CUMMINGS ALTERNATOR, Direct-Coupled to 35 h.p. Diesel Engine.
GENERAL ELECTRIC ALTERNATOR, Direct-Coupled to 500 h.p. Diesel Engine.
Also quantity of 90 Gallon Stainless Steel Tanks.

For Details Contact

R. CORBEN Machinery Depot, 184 Flood Street, Leichhardt, Sydney. LM 8204 (any hour).



Going places?

Your trip will be much happier if you know that every detail has been settled in advance — but there is no need to do it yourself. Much time and trouble can be saved by letting the Bank of New South Wales Travel Department assist you.

What the "Wales" Travel Department offers you

Whether your journey is in Australia or overseas, the "Wales' will gladly plan itineraries, make transport bookings and hotel reservations, arrange travel finance, and, for trips overseas, advise on passport, visa, and taxation clearance procedure.

Travel finance

The modern way to carry money safely is by Bank of New South Wales Travellers' Cheques, which are readily accepted by all banks and by principal tourist bureaux, transport offices, hotels, restaurants and stores.

These services are available through all branches of the

You can bank on the "Wales"

BANK OF NEW SOUTH WALES

FIRST AND LARGEST TRADING BANK OPERATING IN AUSTRALIA, NEW ZEALAND, FIJI, PAPUA AND NEW GUINEA

(INCORPORATED IN NEW SOUTH WALES WITH LIMITED LIABILITY)

A5447o

Mr. N. Lamont, Deputy-Director of Agriculture, said that his Department was not greatly perturbed; the betting was that within a month, the disease, which was generally seasonal, would be well on the decline.

Would it be an important factor in connection with the proposed CSR rice project in the Rewa Valley? No.

Nevertheless, many individual Indian farmers are going to be down on their rice harvest this year.

However, the Department of Agriculture was apparently making a new assessment of the situation in mid-May and was ready to admit that the disease might be somewhat more serious than first thought.

A statement said "it is confirmed that the position is serious for some people" and indicated that the Department was making efforts to arrange a measure of relief, perhaps by finding some farmers other plots for temporary use. The situation was worse in the Bua area of Vanua Levu.

Two Reports of "Long Pig"

They have been eating people in the South Pacific again. Two reports in May, from Vila and Port Moresby, told how a small group of Big Nambas employed on a Santo Plantation killed and apparently ate a Wallis Islander who was a fellow employee; and how a group of Papuan hillmen swooped on a village in the upper Purari River area and killed and ate the village policeman.

The details:

Some Big Nambas, who can be a treacherous people (they are from Malekula Island) were employed on the New Hebrides plantation, together with Wallis Islanders (Polynesians, and superior to the primitive Big Nambas).

One day in April, the plantation management gave two Wallis Islanders a gun and ammunition and sent them into the bush after pigeons; and, for some reason, a few Big Nambas were with them.

Deep in the bush, the Big Nambas suddenly attacked the Wallis Islanders. One was killed, and the other escaped.

Some time later, the second Wallis Islander led a party back to the spot. There they found parts of the body of the Wallis Islander, and evidence that other parts of the body had been eaten.

Police were soon on the job, and a search commenced for the Big Nambas; but *PIM*, in late May, had had no report on whether they had been found.

The Papuan cannibals are from an area not under direct Administration control. It is in the Gulf District, and the dead man, Obu, received a token wage from the

nla.obj-331433400
National Library of Australia



Miss Gina Thomsen, daughter of Mr. and Mrs. Herman Thomsen, of Apia, was recently married in the Catholic Cathedral, Mulivai, Apia, to Mr. James Moore. In this wedding group (left to right) Mr. Lloyd Noble, Miss Florence Rasmussen, the groom and bride, Miss Myra Helg and Mr. Bill Williams. Flower girl and page boy are twins Daphne Thomson and Clarence Nelson. Mr. Moore is senior technician at Apia Radio.

—H. Forsgren Photo.

dministration for the responsibility reporting any trouble in the llage—Matuari, which is not far om Bwata, an APC oil search site. After they had attacked the llage, the cannibals chased the re-aining villagers to the APC Camp. Later ADO A. Jeffries and 10 tive police went out from Kikori d arrested the killers after an ht-day walk.

The incident was the first reported nnibal killing in P-NG in almost ee years.

ey're Performing Over e Performing Rights

n Sydney in May a suburban ber shop owner got his name in newspapers following his in-nation with the Australasian Per-ning Right Association, which ted to charge him a fee for ing a radio in his barber shop. Association collects copyright for composers and musicians. he barber said he had the radio his own entertainment, not his omers', and if the Association 't like it, he would move the o into the hall of his own house, re, it so happened, he and his omers could still hear it, any-

hile this was going on, Mr. D. B. innon, Wellington (NZ) repre-ative of the Association, was iji and Western Samoa, taking ok at barber shops and places .

said in Suva on the return journey that he had found "very little" infringement of copyright taking place in Samoa. But in Fiji—ah, that was a different story!

"Have you noticed a strange hush about some of the larger buses today," he asked a *PIM* representative. (Normally, Indian music is blaring from many of these Indian-owned vehicles as they travel the roads).

"Well, I've just informed the bus proprietors that henceforth they'll be paying the copyright fees on the music," said Mr. McKinnon.

The 40-odd radio equipped buses in Fiji are now liable to pay one guinea per annum each.

The same applies to factories employing up to 50 persons.

In future, thanks to Mr. McKinnon, Fiji's clubs will have to pay 2/- per 100 persons hall capacity for each dance or entertainment using music—unless the music is composed locally by a person not wanting copyright coverage.

Adaptations of other existing music, "swing" arrangements and similar variations on some old compositions will be all chargeable; in fact virtually all music will be chargeable.

For performances taking place in public halls, the body conducting the functions is liable to pay, but the collection of copyright fees is simplified (explained Mr. McKinnon), if the owner of the hall can be induced to raise his hiring charges—so as to include the fee.

Negotiations to have this done are now taking place with the Suva Town Hall people. The City Council

For Survival at Sea
ELLIOT
INFLATABLE LIFE-RAFTS
Distributors:
W. Kopsen & Co. Pty. Ltd.
376 Kent St., SYDNEY
Factory Reps. in Australia:
Maxwell King & Co. Pty. Ltd.
81 York Street, Sydney.

Introducing . . .
MAIL ORDER SERVICE
Formal Suits, Lounge Suits, Sports Coats, Sports Trousers, Dress Trousers Khaki or White Drill Trousers, Shorts, etc.
Tailored-to-measure in the latest Fashon, Fitting and Fabrics by:
TIP TOP TAILORS
G.P.O. Box No. 234, Pratt St., Suva, Fiji
Recognised by DISCERNING people throughout the Pacific Islands:
APPLY FOR SAMPLES AND SELF MEASUREMENT FORMS.

Prices are cheapest in Hong Kong
NEW ! ! BELL & HOWELL "ELECTRIC EYE" Cameras available in 8 mm. and 16 mm. Cine AND Photo Models !
BELL & HOWELL — 8 mm. and 16 mm. Silent and Sound Projectors and latest models Slide-projectors, etc.
POLAROID "Land" Cameras.
GAMI 16 mm. Subminiature Cameras.
35 mm. AKAREX & ARETTE Cameras.
CASTLE — Home Movie Films.
Please write for catalogue and prices.
Sole Agents
FILMO DEPOT
313 Marina House, Hong Kong

nla.obj-331433835
National Library of Australia

C. SULLIVAN (PACIFIC ISLANDS) LTD.

Bank of N.S.W. Chambers, Victoria Parade, Suva, Fiji

G.P.O. Box 427. Cables: "SULLIVAN", Suva

Serving traders in Fiji, Tonga and Samoa

Representing

ENGLAND

ALLIED IRONFOUNDERS LTD.	Cast Iron Ware	LAMB HINGLEY & CO. LTD.	Galv. Hollow Ware
BAERLEIN BROTHERS LTD.	Sewing Cottons	J. & G. MEAKIN LTD.	Crockery
THE BEANSTALK CO. LTD.	Shelving—display	GEORGE ROBINSON LTD.	Cotton Textiles
BLACK BROS. & BODEN LTD.	Mosquito Netting	STAR BRUSH CO. LTD.	Brushware
DEMA GLASS LTD.	Glassware	STEVENSON & SON LTD.	Linen and Rayon Goods
KIWI POLISH CO. LTD.	Shoe Polish, etc.	TIMEX LTD.	Watches

SCOTLAND

JOHN HAIG & CO. LTD. — Scotch Whisky

NEW ZEALAND

DOWNS & POOLE LTD — Plastic Ware

SOUTH AFRICA

FEDERAL FISH PACKERS LTD. — Canned Fish

AUSTRALIA

ARDMONA FRUIT CO-OP. LTD.	Canned Fruits	KINNEAR'S ROPES LTD.	Manila & Sisal Ropes
BRUNTON & CO. LTD.	Flour, Sharps	ALFRED LAWRENCE LTD.	Essences
COLUMBIA PICTURES LTD.	16mm Films	EDWARD LUMLEY & SONS (N.Z.) LTD.	Insurance
HOME PRODUCTS INTERNATIONAL	Kolynos Tooth-paste, etc.	WYETH INTERNATIONAL LTD.	Ethical Products
		YARDLEY OF LONDON (AUSTRALIA) LTD.	Toiletries
		PHILIP MORRIS (AUSTRALIA) LTD.	Cigarettes

Distributors for leading Australian and Overseas Manufacturers.
All types of merchandise indented on commission—Suppliers' original invoices furnished

Associate Houses at Sydney, Brisbane, Auckland, Hong Kong, San Francisco and London.

nla.obj-331434245
National Library of Australia

TIMEX

—The World's most Popular Watch

Shockproof — Dustproof — Waterproof

In the United States of America TIMEX watch sales are easily first, while in England in 1957 more TIMEX watches were sold than all other makes combined.



Made in a wide range of styles from Boyproofs to mens' self winding models, also in glamorous new models for the modern miss—beautifully styled and splendid timekeepers—all with unbreakable mainsprings.

Agents:—

C. SULLIVAN (Export) PTY. LTD. 66 PITT ST., SYDNEY

ENQUIRIES FROM DISTRIBUTORS INVITED

Exporters Catering to South Pacific Areas with Branch Offices in Fiji and New Guinea

C. SULLIVAN (EXPORT) PTY. LTD.
66 Pitt Street, Sydney
(Corner of O'Connell and Pitt Streets)
Telephone: BL 5071 (6 lines). Telegrams & Cables: CHASULL, Sydney.

C. SULLIVAN (Queensland) PTY. LTD.
318 Adelaide Street, Brisbane
Telephone: B 4958. Telegrams & Cables: CHASULL, Brisbane.

C. SULLIVAN (N.Z.) LTD.
20-22 Swanson Street, Auckland
Telephone: 43-307. Telegrams & Cables: CHASULL, Auckland.

BUYERS OF ISLANDS PRODUCE

nla.obj-331434678
National Library of Australia

would pay a flat annual rate, based on the size of the hall and the average number of functions which take place there each year.

Owners of juke boxes will have to pay £6/10/- a year—but from inquiries made by *PIM* the very few jute boxes operating in Suva are grossing something like £1,000 a year *each*—so the owners are not likely to whimper unduly.

"Of course," Mr. McKinnon said when this figure was mentioned, "you'll find this fact will very soon become known—then everyone will rush to buy juke boxes and no one will make anything."

High Copra Price is Not News Any More

During early May the price for copra, c.i.f. London, reached nearly £St.103 per ton—a price that a year ago would have produced a sensation (it was then £Stg.70 per ton). This year, after months of boom prices it produced scarcely a ripple on the mill-pond.

By the end of May, price was back to £Stg.94/5/3 per ton, but the average for the month was £Stg.99/17/6, c.i.f. UK/Continental port.

It is on this average that the New Guinea Copra Board will calculate its final payments to planters for May, 1959. According to the chairman of the P-NG Copra Board, in his monthly bulletin, the final price to producers will be something like £A85 per ton, delivered P-NG main ports.

During May, the final payments in respect of 1958 were credited to producers' accounts by the CMB and during June a price adjustment of £A20 per ton (that is, £A75 for top grade) on copra delivered in January, February and March, 1959 will be credited to planters. Meantime, the tentative main ports price remain unchanged—£A55, £A54, and £A53/7/6 for the three grades.

Upon looking into his crystal-ball in May, Mr. McDonald made these observations re future trends:

Some first-hand probing into the Philippine's copra position gives the impression that the fall in production is almost entirely due to drought conditions that have prevailed for about two years.

However, the wet season has just set in, with good rains, and indications are that the long drought has broken. It will take at least until January, 1960, however before there will be any marked improvement, with production probably up to 1956 levels, but well below the peak of 1957.

Exports in recent years have been:
1954—552,000 tons oil equivalent.
1955—597,000 tons oil equivalent.
1956—727,000 tons oil equivalent.
1957—784,000 tons partly estimated.
1958—657,000 tons forecast.
1959—Exports in the first quarter totalled only 89,000 tons against 135,000 tons in January-March, 1958.

The way was cleared in May for the Suva copra crushing mill to handle copra other than from Fiji (meaning, presumably, Tonga and Western Samoa). A port and customs service tax of 3¾ per cent, which would have to be imposed on any copra imported for crushing was lifted by proclamation.

"It is hoped that this may result in extra earnings for the Colony from processing of copra from other territories," said a Government statement issued at the time.

The copra mill operated in Rabaul

New Guinea Meeting

The New Guinea Women's Club of Sydney will hold its annual general meeting in the Feminist Club Rooms, 77 King Street, Sydney, on the morning of July 30. Morning tea will be served at 10.30 a.m., before the meeting begins.

On July 2, members of the Club and their friends are invited to meet at the Cenotaph, Martin Place, at 10 a.m. when wreaths will be laid in memory of the New Guinea men who were lost on the "Montevideo Mary". This will be followed by a short service held in the Feminist Club Rooms.



The Cyclone
NOT JUST ANOTHER ROTARY BUT A
Ransomes

An ideal machine for dealing with grass areas where only infrequent attention is possible. Write for details of the keenly priced "mower with the hummock disc".

SAFE TO USE, and being made by Ransomes . . . SAFE TO BUY.

RANSOMES SIMS & JEFFERIES LTD., IPSWICH, ENGLAND.

DISTRIBUTORS: Morris Hedstrom Ltd., Suva, Lautoka and Ba, Levuka, Nuku'alofa, Apia.

If you buy tyres

You cannot buy BETTER QUALITY than
HARDIE
. . . the BEST TYRE for miles.

Prices are keenly competitive and the range includes passenger, truck, tractor, grader and industrial tyres in all wanted sizes. Write for details!

Sole distributors throughout the Pacific Islands:

KERR BROS. PTY. LTD.
4 O'CONNELL STREET, SYDNEY
P.O. Box 3838, G.P.O., Sydney. Cable Address: "Carefulness".

nla.obj-331435021
National Library of Australia

They'll Get It Just The Same

It turns out that the Fiji export tax on sugar collected during the period December 8, 1955, to the present, has been illegal—all £F207,596 of it.

However, the Government will get it just the same. At the current meeting of Fiji Legco, a bill will be introduced to validate the tax collected; and another will reintroduce the tax.

One day in late May, while he was in his counting house counting over his money, the Comptroller of Customs suddenly found that he had no authority for collecting the tax. The Law Officers at once gave instructions to cease collecting it.

All very legally proper, of course, but the end result is the same—because the Estimates for 1959 take collections from sugar export tax into consideration, and if the money were not forthcoming from that quarter it would just have to be screwed out of someone else.

G, by Coconut Products Ltd. (a bsidiary of W. R. Carpenter) re-med crushing in May after a nporary shut-down in March-pril. However, it is not being rked at full production.

ill The Greatest ow On Earth

Goroka Annual Show, in the NG ghlands, has come in four years be looked on as a spectacular nt, and this year's show, at the d of May, didn't let the side down. re than 1,000 Europeans and 000 natives turned up—the Euro-ns from all parts of P-NG—ing the town's accommodation to hilt. Goroka airstrip became major air terminal, for there are proper roads in from the coast. he mud men came to town again atives wearing mud masks and h their bodies covered in clay. ake and Lizard men from fiyufa appeared for the first time. dministrator D. M. Cleland, who ned it. took the opportunity to h a barrow about the Adminis-tion's treatment of settlers—a tter calculated to arouse interest the Highlands, where many lers have varied complaints ut Administration neglect and of sympathy for their problems. I would like again to give the to the old canard which keeps pping up," he said. "It is *not* the icy of the Australian Govern-nt to drive private enterprise out of P-NG. We are a private enterprise people, and the fostering of individual enterprise is a basic tenet of our economic philosophy."

He revealed that eight years ago an "arbitrary ruling" had placed a severe curb on European development through what is now the Eastern, Western and Southern Highlands—not more than 10 blocks were to be made available to European settlers throughout the whole area. But he had considered this "too restrictive", and today, he said, there were 94 European-owned plantations in the Eastern Highlands and 40 in the Western Highlands.

VIP Treatment For A Canberra Man

For some time now, ever since the Dutch and Australians started a closer liaison between their two New Guinea territories, the Dutch have been anxious to get senior Canberra officials to have a close look at things on the NNG side of the border. Australian External Affairs Minister Richard Casey has paid a brief visit, and many senior officials from the P-NG Administration have made tours, but there has been nobody from the Australian Department of Territories in Canberra.

In May, the Dutch finally got the kind of visitor they wanted—Territories Department Secretary C. R. Lambert, who was given VIP treatment as he was ferried from one end of NNG to the other.

In a fortnight, they showed him everything, from Merauke and Fakfak (where Indonesians made an armed landing in 1953), to Sorong, Manokwari, Biak, Seroei and Hollandia—and to places which nobody looks at much.

"This visit of a high ranking official from Canberra may be considered as being most important," said an NNG official release. And the Indonesian newspapers were quick to discuss its implications, too. "Australia, not Holland", reported one newsagency, "is now the main obstacle to a just solution of the West New Guinea question."

These Customers Were Satisfied

Once in a while some American millionaire or near-millionaire goes grizzling back home to the States complaining about everything associated with South Pacific tourism, and he often gets a lot of newspaper space to say so. So it's pleasing to have the tour director of a top-ranking American organisation speak nothing but praise on behalf of himself and his party of wealthy tourists.

The tour director in this case was Edward P. Goodnow, representing Donald L. Ferguson conducted tours

MR. JOHN F. MONTEFIORE of GILBEYS LTD., Australia,

would like to express his thanks to all concerned for their courteous welcome and many kindnesses extended to him on his recent visit to the Islands.

CURRENT BOOKS

We search the world successfully for rare and out-of-print books

A BLACK CIVILISATION (W. Lloyd Warner). A Study of an Australian Tribe in North-Eastern Arnhem Land. Illustrated. £3/18/-, postage 1/6.

THE PACIFIC-OCEAN OF ISLANDS (edited Charles Barrett). The contributors of the different chapters are authorities on their subject, including W. J. Dakin, Evelyn Cheesman, Peter H. Buck, Frederick D. McCarthy, Dr. C. Irving Benson and others. Illustrated. Limited edition. £5/5/-, postage 2/-.

THE EXPLORATION OF CAPTAIN JAMES COOK IN THE PACIFIC. As told by Selections of his own Journals (edited **Grenfell Price**). Illustrated by Geoffrey Ingleton. £3/10/-, postage 2/-.

CHARLES PEARCY MOUNTFORD. An Annotated Bibliography, Chronology and Check-list of Books, Papers, MMS and Sundries from the Library of **Harold L. Sheard.** 15/-, postage 9d.

TROPICAL PLANTING AND GARDENING (H. F. Macmillan). Well illustrated. £2/9/9, postage 2/-.

Also New and Secondhand Books on Australiana, Pacific, Art, Natural History, Gardening, Orchids, Biographies and General Literature. Lists Free.

We are Specialists in Microscopes, Prismatic Binoculars and Day and Astronomical Telescopes, Magnifiers, Compasses, Barometers, etc. Write for lists.

N. H. SEWARD PTY. LTD.

457 BOURKE ST., MELBOURNE, AUSTRALIA. MU 6129

of New York. The interests of the party were handled in Fiji by Hunt's Travel Service.

Mr. Goodnow said that the tour had its misfortunes—but not in the South Pacific. Originally a party of 20 men was booked, but through death and misadventure, urgent business matters, etc., the party was reduced to a mere five by the time that it reached Fiji early April. From there on things had been "the best—just the best". The party was absolutely satisfied with the hotels where they had stopped in Fiji, Western Samoa, and Tahiti.

How about the political troubles in Tahiti?

That question created a roar of laughter from the Americans.

"Political troubles—heck! You mean to say they've had political troubles? No siree, I don't believe it. They're too much occupied with having fun over there to bother about politics, that's for sure," one of the party volunteered. "Man, that's really an island, yes sir, really an island. We've been wandering round for 3½ months—Africa, Australia, New Zealand. Heading back home now—but these parts will do me. Man!"

WANTED

Authentic

NATIVE ART

Single pieces or collections

(Convert them into cash)

OSCAR EDWARDS, 330 Alison Road, Coogee, Sydney, Aust.

SOUTHERN PACIFIC INSURANCE CO. LTD.

Specialising in Pacific Islands Insurances.

FIRE—MOTOR VEHICLE—MARINE —HULLS AND CARGO— EMPLOYER'S LIABILITY.

BONDS—in accordance with Administration Ordinances—COPRA insured from drier to buyer—and all other classes arranged at lowest current rates.

Established Agencies throughout the Territory of Papua and New Guinea.

RABAUL, T.N.G.

Managing Agents: New Guinea Co., Ltd.

Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.

Colony of Fiji Branch Office:
W. R. Carpenter & Co. (Fiji), Ltd., Bldg., Suva.
Branch Manager: R. W. Connolly.

Southern Pacific Insurance Co., Ltd.

Head Office: The Wales House, 66 Pitt St., Sydney.

Fire Destroys BP's Santo Headquarters

A fire on May 8 completely destroyed the store, bulk-store, and offices of Burns Philp (New Hebrides) Co. Ltd. at Luganville, Espiritu Santo. There was substantial loss of stock.

The 248-ton *Nikau*, which had just completed an extensive overhaul in Suva and was loading for Vila, was standing by on May 9 for further advice from the New Hebrides as to urgent cargo required there as a result of the fire. Her loading programme was to be amended accordingly.

The first co-operatively owned kiln-type copra dryer recently went into production at Aitutaki Island, Cooks.

SPC Finance

(Continued from page 20)

administers Australia's contributions to Asia under the Colombo Plan) says Australia should give more to the SPC; the Department of Territories says she shouldn't.

The way the Territories Department looks at it, Papua-New Guinea —the main Australian territory requiring aid—already has plenty of its own, and Australia doesn't have to spend more money to get the SPC to help it.

No doubt the Americans will hope that the Territories Department's opinions won't prevail.

Burns Inquiry

(Continued from page 19)

The three outstanding facts among Fiji conditions, which now provide the Government with its major problems are (1) the rapidly growing Indian population in Fiji; (2) the Fijians' land ownership rights, as recognised in the Cession of the archipelago by the Chiefs to Britain in 1874; and (3) the reluctance of the Fijians to change their social order (which is based on village communal life, controlled and directed by the chiefs) to meet entirely new conditions created by industrial development and the growth of the Indian population.

The members of the Commission are:—

SIR ALAN BURNS, GCMG, former British Colonial Governor, and (1947-1956) Britain's representative on Trusteeship Council, United Nations.

PROFESSOR A. T. PEACOCK, Professor of Economics at University of Edinburgh.

MR. T. Y. WATSON, CMG, a former Agriculture Officer in Uganda and Kenya and now retired.

SECRETARY OF COMMISSION: Mr. R. C. G. Strick, formerly District Officer at Ra Fiji.

The Commission's terms of reference provide that they are "to examine the surveys of the Colony's natural resources and population trends and, having regard to the need to ensure the maintenance of a good standard of living for all sections of the community, to recommend how the development of the Colony and its resources should proceed".

A special meeting of the Council of Chiefs (the body which directs and, to a degree, controls Fijian native administration, under the Government) was held in Suva late in May, to consider and prepare material for presentation to the Burns Commission.

Material also has been prepared by representative groups of Indians and by leading members of the European community.

Up to May 28, the Secretary of the Commission, in Suva, had received representations from 96 individual Fijians, 50 Indians and 28 Europeans. Naturally, there is a wide diversity of opinion about the future political and economic development of the country.

GPH Decision

(Continued from page 18)

why no money had passed; but it was known that Union Co. had made requests for settlement and had indicated its determination to remove furniture and equipment for sale elsewhere.

As the hotel is now running in the midst of the tourist season, this could have caused embarrassment, and it was agreed between the parties that Cathay, pending final settlement, should pay Union Co. £75 per month for hire of furniture and equipment.

The Fiji Legislative Council was to meet in mid-June and it was expected that someone would seek an explanation of why the Government allowed the successful tenderer into occupation of the hotel before the Government and the Union Co. had agreed upon the amount of compensation to be paid —which amount, of course, governed the amount to be paid by Cathay to the Government.

The two unsuccessful tenderers were interests representing Mr. Barry Philp, the Mocambo hotel-owner, and interests associated with Mr. H. B. Gibson, who is a member of the Legislative Council.

nla.obj-331435865
National Library of Australia

DEATHS OF ISLANDS PEOPLE

MRS. R. DUNCAN

An old respected pioneer, born t Lami, in Fiji, before its cession o Britain, Mrs. Rose Duncan, died n hospital in Suva after a long ill- ess in May, aged 89.

She was a twin daughter of Mr. ohn G. Pfluger, cotton planter on he Upper Rewa who had moved own-river to Lami after the then- erce mountain Fijians had attacked nd burnt his home at Nailega. ater, the family went to Ba, where gain Mr. Pfluger had brushes with he mountain warriors and took art in punitive expeditions that llowed the Ba massacres.

Rose Pfluger grew up at Varoka, a, and married Edward Duncan, a SR Co. sugar-cane inspector. They ved for 30 years at Labasa and at avua, where Mr. Duncan became anager respectively for the CSR o. and the Vancouver Sugar Co. ater, the Duncans acquired Mua antation, on Taveuni—it was he ho introduced the Malayan dwarf conut palm into the Colony. They d seven children—four of whom ll are living (Mrs. Leila Caldwell d Miss Lily Duncan, of Suva, and rs. Mollie England and Mr. Alan uncan, of Australia).

Her twin sister (they were the st European twins born in Fiji), rs. Lily Wignall, lives in Sydney.

MR. S. H. YEOMAN

While on his way to Europe on ave, Mr. Sydney Harold ("Bunny") oman, Assistant District Officer Angoram, New Guinea, died ddenly at Fremantle, Western stralia, on May 9. He was 55. His fe, Mrs. Jessie Yeoman, was velling with him on the ship. (See bute, this page).

MR. T. ROBINSON

The man responsible for building ny of the numerous bridges in basa district, Fiji, Mr. Thomas binson, died on May 21, aged 65. built bridges for the Colonial gar Refining Co. Ltd. for over 30 rs; then, handing over to his , James, retired in 1956 and went live on the small island of agica, off the north coast of nua Levu, which he had acquired ne years ago.

He is survived by his wife, Mrs. Robinson, two daughters (Maria d Mrs. Ada Whippy), and four s (Benjamin, James, Arthur and rvis).

MR. A. L. BYRNE

resident of New Guinea for 25 rs, Mr. Archie Leech Byrne, istant Collector of Customs in robe district, died in Lae hos- l on May 5, aged 49. Pre-war, Byrne was an employee of Guinea Airways Ltd. at Lae, but when GA did not return to the Territory after the Japanese were driven out, he joined the Customs Department. Mrs. Byrne and a young son, Chris, survive him.

FATHER W. CONNORS

Many pre-war residents of Papua will recall the colourful personality of Father W. Connors, who died in Sydney late in April.

A missionary of the Sacred Heart order, he was stationed at Port Moresby in the late 1920's and then served at Ononge, in the hills near Goilala, and at other sations. He was one of the first RC missionaries to cross the Owen Stanley Ranges, along the route that became known as the Kokoda Trail. He was transferred later to Palm Island, off the Queensland coast, and then went to Melville Island, off Darwin.

MR. B. W. CROOKSHANKS

Mr. Baden William Crookshanks, who some years ago was a resident of New Guinea and then the Solomon Islands, died in Brisbane, Queensland, on May 11, at the age of 60. He served with the Royal Flying Corps and with the First AIF. His wife, Alice, two daughters (John and Marcia) and a son (Ronald) survive him.

MR. W. J. HART

After a short illness, Mr. W. J. Hart, a well-known resident of Papua, died in Port Moresby on May 17, aged 88. A plumber by trade, he had been in the Territory since 1910 and spent much of his life in Eastern Papua, at Woodlark Island and at Samarai.

REV. FATHER EDWARD MEYER

The Reverend Father Edward Meyer, Society of Mary, died in Western Samoa on April 25 after 35 years of service in the Mulivai parish. He was 77.

As Vicar General of the Catholic Church in Samoa, Father Meyer had, in recent years, being charged with the administration of financial affairs. He was in charge of all catechists. Born in Alsace Lorraine, Father Meyer went to W. Samoa immediately after his ordination.

DR. W. N. A. PALEY

Dr. William N. A. Paley, OBE, in practice in Suva from 1920 until recently, died there at the age of 75 on May 8.

A South African, Dr. Paley came to Fiji in 1913 as a government medical officer, taking up his own practice seven years later. He became widely known and respected by all races in Fiji. He was awarded the OBE for distinguished medical services several years ago.

Dr. Paley is survived by a daughter Pat, child of his first wife, and by his second wife.

A Tribute to "Bunny" Yeoman of the Sepik

Sydney Harold ("Bunny") Yeoman was a lovable fellow. Those many who loved him were shocked and saddened to hear that he died suddenly on board ship at Fremantle, on May 9, on the very first leg of a long-projected trip to Europe.

He had been four years with us as Assistant District Officer here at Angoram, and the loss to us is a very personal one. It is only a few weeks since we said good-bye and bon voyage at a farewell party, which included the presentation of a plaster rabbit. That pleased him greatly, he was proud of his nick-name. He was very proud, too, of his somewhat distant Scottish ancestry and one of the highlights of his holiday was to have been a tour of Scotland.

We shall miss "Bunny" coming down the road in the morning and the afternoon, always in immaculate white shirt and shorts with fringed tabs at the turn-down of his long socks, walking stick, and two polished brass badges on his Gurkha hat—"Me and Montgomery!" he would say.

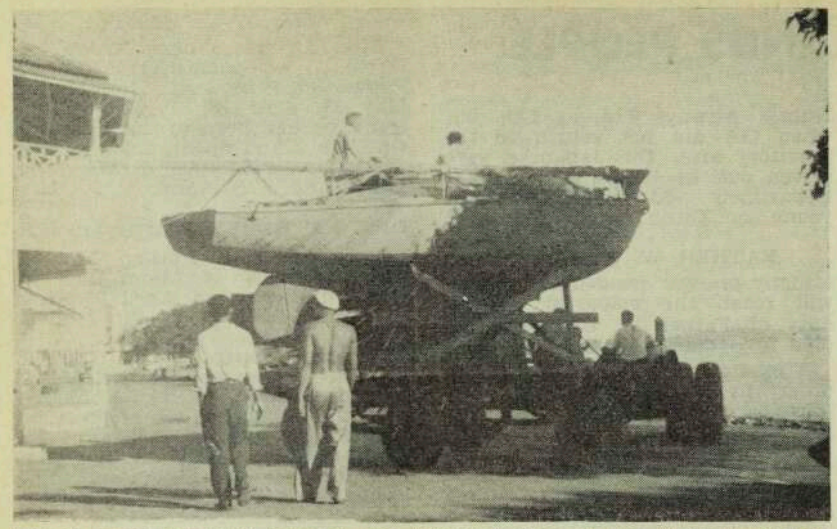
We shall miss him at the afternoon social session at the Angoram pub. We shall miss him at those delightful parties which Jessie Yeoman used to give at their home, when "Bunny", having started to doze, would suddenly wake up and say in a loud voice: "Jessie haven't these people any homes to go to?"

Or, on being challenged in one of his extravagant arguments, would glare at the offender in a manner almost Johnsonian and clinch matters with: "Drop dead!"

To newcomers he was a little startling. It took quite a while to get used to him; to discern that beneath that outward manner alternately dictatorial, argumentative, or disarmingly genial, there lay a childlike simplicity of heart.

I do not know if it is true that (as they say) some people have hearts of gold. But if there are hearts of gold, "Bunny" Yeoman had one of them.—PETER ENGLAND.

nla.obj-331436251
National Library of Australia



After 19 months work in his back yard, Apia Agricultural Officer Mr. Alan Higgins launched his Bermudan sloop "Samoana" in Apia Harbour recently. The yacht is 25 ft. long with a 6½ ft. beam and carries 250 sq. ft. of sail. It is built of twin skinned kauri with a fibre-glass overlay. Mr. Higgins also made the sails and cast the keel from car battery lead. The yacht is here entering Beach Road prior to the successful launching.
—H. Forsgren Studio.

Sports Review

Ashes Decided By Stratagem

IT TAKES more than a heavy ground to dampen the ardour of some Suva cricketers, especially when there is a "blood" match scheduled between rival hotel elevens —the Club and the Garrick.

So it was on a heavy Albert Park ground that the two teams met towards the end of April to decide the fate of the 1958-59 "Ashes". Each team had won a match earlier this season.

The Club had a shrewd non-playing mentor in Fred Hay, who decided after the first over with the Club batting, that the Garrick fieldsmen needed some refreshment from a specially-rigged nine-gallon keg.

Fred knows a little about the stratagems of sport, not only cricket, for he once ran a string of race-horses and only a few years ago was co-manager of a Fijian rugby team which toured Samoa. But those were mere sidelines when compared with a Club-Garrick "battle".

With a couple of able assistants, Fred kept the refreshments flowing for a couple of hours, and the Garrick team did not say "no", even though the score was mounting.

And, of course, the Club players had not been mere onlookers during this dispensing of hospitality. Except for those who had something serious to attend to (batsmen, umpires and scorers) they helped to lower the level of the keg, which eventually had to be replenished twice.

Garrick's troubles soon became apparent when some of the batsmen began to say they could not see the ball clearly, although none had the wit to appeal against the light.

The odd straight ball that the Club bowlers managed to project at the wickets generally got through, and the Garrick soon found that Fred Hay's strategy, in addition to the Club total, was too much for them.

Nadi Rugby On The Up And Up

THE young, but enterprising, Nadi Rugby Union, now in its second season as an autonomous body, is going from strength to strength. Some idea of its progress may be gauged from the fact that in 1957 there were but three teams from the Nadi area playing in the Northern Districts competition at Lautoka. Now there are 16 teams, made up of players from the districts, or if you like it in figures, 240 players against only 45 in 1957.

The Nadi union has three grounds under its control, whereas last season they had to struggle to keep two going.

A few months ago the union opened negotiations for a visit by a New Zealand side, but had to give the proposal up as they did not think they could handle it.

Most rugby followers in Fiji thought that the Nadi Union could overcome any obstacle which barred the way to progress, so don't be



The Fiji Easter Motor Rally increases in popularity year by year. Here Mr. J. D. McLauchlan, president of the Fiji Motor Club, has just presented the Pirelli Trophy and other prizes to Mr. Wally Faithfull (driver) centre, and Mr. Peter Frame (navigator) right, at the conclusion of this year's event. The winning car was a Volkswagen.
—Stinson.

nla.obj-331436596
National Library of Australia

urprised if, in the next season or vo, Nadi gives everybody a lesson how to arrange for a visiting de to come to Fiji, and have a ur go like clockwork.



G. D. Rice, a lawyer of Papakura, NZ, has some critical comments on the deterioration of the game of Rugby in Apia.

's Chaos In Apia, e Says

EW Zealand lawyer, Mr. G. D. Rice, takes a dim view of inter-club rugby in Western Samoa. thinks it ought to be stopped til the club or association can ntrol the game properly.

Mr. Rice was in Apia in May. In i, on his way back, Mr. Rice d that the rugby games at Apia k were merely an occasion for ublic brawl, with feelings run-g high and the spectators pour-on the field to join in the melee. ne brawl took place between an a hospital team and their sup-ters and an Apia village team their supporters. This disturb-e was broken up by the police later in the streets of Apia the agement was renewed—between pital nurses and women of the age.

his resulted in 21 girls facing rges in front of Judge Rothwell the High Court, said Mr. Rice. Ir. Rice represented one of these sons, and he said that the Judge agreed with him that if foot-authorities could not control game, the game should be ed.

Fight — But Fighter

From Norman Baxter, in Suva

XING fans in Fiji would be interested to learn what hap-pened to the proposed profes-al heavyweight boxing bout between Kitione Lave and Mosese Varasikete, which was scheduled for Nadi on May 23.

Mosese, it will be remembered, sensationally knocked out Lave in one round in April, and then ran into a little trouble, which pre-vented him from gaining a permit to go to New Zealand for a bout.

Lave's programme was rather full in April, and he was unable to fit in a return bout before he went home to Tonga. But certain pro-moters announced he would fight a return bout at Nadi on May 23.

The *Aoniu* and *Hifofua* arrived from Tonga before April 23, but close inspections did not reveal any Lave among the passengers. The promoters kept quiet, and the fans were left lamenting.

However, there is a whisper that Lave will seek his revenge here in Fiji some time in August.

Polocrosse, first introduced into Papua a year ago, has now spread to New Guinea. The NG Highlands saw their first display at the Goroka Agricultural Show in May, when a visiting team from the Koitaki Country Club, in the ranges above Port Moresby, showed a Goroka team how. The result: Koitaki 13 to 3.

Always send your grocery order to

McILRATH'S

202 Pitt St., Sydney, Australia

Sydney's leading grocery house for

QUALITY, PRICE AND SERVICE

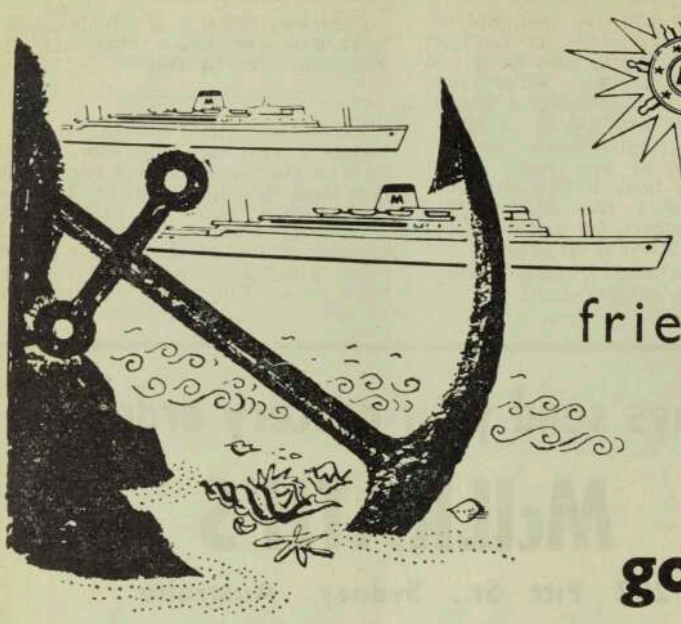
I.X.L. **SLICED BEETROOT** 8 oz. .. 13/6 doz. 16 oz. .. 21/- doz.	McILRATH'S **YOGA TEA** 1st. Grade Ceylon 6/6 lb.	I.X.L. **TOMATO JUICE** 4½ oz. .. 8/6 doz. 7 oz. .. 11/6 doz. 15 oz. .. 19/6 doz.

New Season Dried Fruits

CURRANTS 3 crown .. 2/4½ lb.	**SULTANAS** 4 crown .. 2/6 lb.	**SEEDED RAISINS** 12 oz. packet . 2/4½
McILRATH'S **DARK PLUM JAM** 24 oz. tin 25/- doz.	Queensland Canned **STRAWBERRIES** 16 oz. tin 29/6 doz.	McILRATH'S **APRICOT CONSERVE JAM** 24 oz. tin 25/- doz.
McILRATH'S **JELLY CRYSTALS** (Full pint size— twelve flavours) 10/6 doz.	KIA-ORA **FRUIT CORDIALS** (Lemon, orange, fruitcup, 50/50) 26 oz. bottle .. 3/6	McILRATH'S **Custard Powder** 4 oz. pkt. 10/6 doz. 12 oz pkt. 22/6 doz.

A full range of quality groceries always available, at competitive prices, together with leading brands of Australian ales, wines, spirits, tobacco and cigarettes, at in bond prices. Wheat, bran, pollard, laying mash, poultry pellets. Potatoes and onions also available if required. All prices f.o.b. Sydney, no buying commission or additional charge for ordinary cases or packing. Subject to stocks and market fluctuations.

Cable Address: "ROTUNDA", Sydney



Enjoy the friendliest service afloat

go *Matson*

to and from America

S.S. MARIPOSA — S.S. MONTEREY

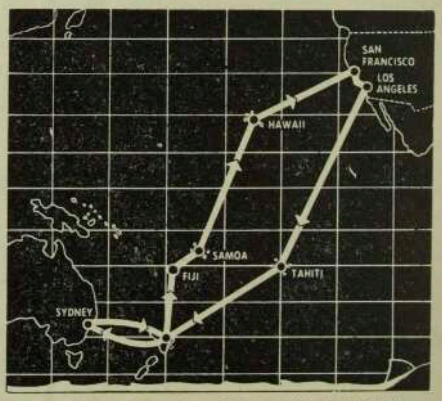
When *you* go Matson it's more than just a trip — it's a marvellous carefree vacation, American style. You enjoy those Matson extras — more space, more comfort — Matson limits its passenger list to fewer than 365. It's all First Class . . . your lounge converts to a bedroom by night, has a private bath, an air-conditioned temperature you select.

Unsurpassed cuisine, service and entertainment . . . on liners stabilized for your comfort.

Sailing Dates Northbound

Leave:	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MONTEREY	June 19	June 23	June 26	June 27
MARIPOSA	July 15	July 18	July 21	July 22
MONTEREY	August 5	August 8	August 11	August 12
MARIPOSA	August 28	Sept. 1	Sept. 4	Sept. 5
MONTEREY	Sept. 18	Sept. 22	Sept. 25	Sept. 26

And sailings approx. every three weeks thereafter.



Matson Lines

SYDNEY: 82 Elizabeth Street. **FIJI:** Morris Hedstrom Ltd., Suva.
AUCKLAND: 73 Queen Street. **SAMOA:** B. F. Kneubuhl, Pago Pago.
TAHITI: Etablissements Baldwin, Papeete.

The Oceanic Steamship Company (Limited Liability, Inc. in U.S.A.)

N105

Page 154
nla.obj-331437592
National Library of Australia

SHIPPING TIME-TABLES

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Madang, Lae, Port Moresby (optional). Next Sydney sailings July 24, Sept. 18.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailings July 28, Sept. 8.

MV Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings July 14, Aug. 5.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailings July Aug. 12, Sept. 23.

Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney.

MV Pak Hoi: Leaves Sydney for Brisbane, Port Moresby, Rabaul, Lae. Next Sydney sailings July 7 (Moresby shuttle service), Aug. 14.

MV Soochow: Leaves Sydney for Brisbane, Port Moresby, Samarai. Next Sydney sailings June 26, July 29.

MV Sinkiang: Leaves Sydney June 16 for Brisbane, Honiara (BSIP), Lae, Madang, Kavieng, Rabaul, Hongkong, then on special charter to British Phosphate Commissioners for recruiting trip to Gilbert and Ellice Is., Nauru and Ocean Is.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul. Next sailings July 10, Aug. 26 (approx.).

Details from Swire and Yuill Pty., Ltd., Bridge St., Sydney.

Sydney-Netherlands N.G.

Three weeks service by MV's Sigli, Silinbeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia and Sorong, NNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Silindoeng June 26, Sibigo July 17, Sigli Aug. 6, Sinabang Aug. 29 (approx.).

Details from Royal Interocean Lines, 255 George St., Sydney.

Far East-S.W. Pacific-Fiji-Noumea

(Calling S.W. Pacific ports on south-bound journeys only.)

Chefoo: Dep. Sydney June 24 for Japan, sailing again from Japan July 25, thence Hongkong, Sandakan, Tarakan, New Guinea ports, Honiara, Santo, Suva, Lautoka, Noumea, thence return to Japan (omitting Australian ports).

Chunking: Dep. Japan June 30, Hongkong, thence Sandakan, Tarakan, New Guinea ports, Suva, Lautoka, Noumea.

Chekiang: Dep. Japan Aug. 24, thence Hongkong, P-NG ports, BSI, Santo, Fiji, Noumea and return direct to Japan.

Chengtu: Left Japan late May, thence Hongkong, Sandakan, New Guinea ports, Santo, Suva, Lautoka, Noumea, arrive Sydney early July. Henceforth, will be on Australia-Japan direct route.

Commencing July, Chungking, Chefoo and Chekiang will not call at Australian ports on their south-bound trip, but will turn-round in New Caledonia after the Pacific voyage and return direct to Japan.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Aros: Madang July 7, Lae July 9, Rabaul July 12, Honiara July 15, Vanikoro July 19, Santo July 21, Vila July 23, Brisbane July 26, Sydney July 30.

Delos: Lae July 7-9, Brisbane July 13, Sydney July 17.

Milos: Lae Aug. 2, Rabaul Aug. 5, Honiara Aug. 8, Vanikoro Aug. 11, Santo Aug. 13, Vila Aug. 14, Brisbane Aug. 17, Sydney Aug. 20.

Citos: Lae Aug. 16-18, Brisbane Aug. 22, Sydney Aug. 27.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 30 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trading Corp., Honiara; D. J. Gubbay and Co., Santo; Wm. Breckwoldt and Co., Vila).

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailing from Auckland: Aug. 11 (after undergoing survey in July).

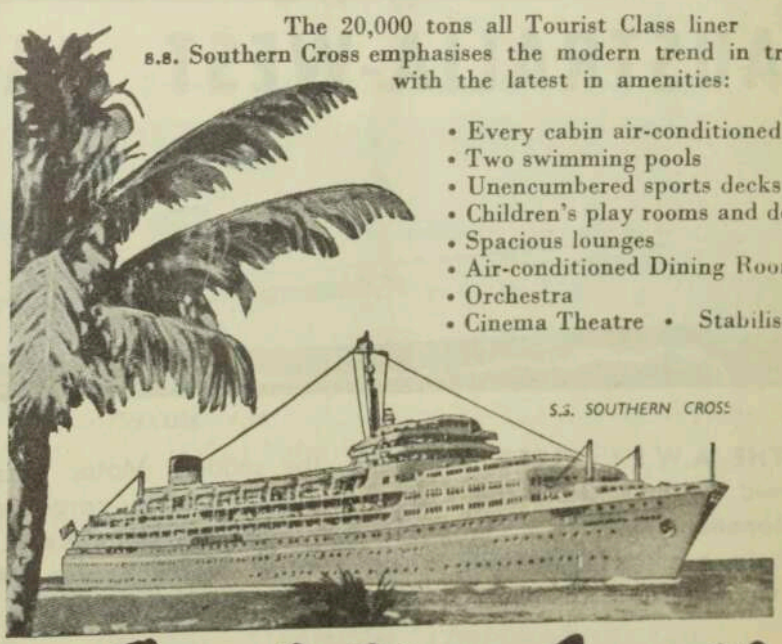
MV Matua maintains a service from

Linking the Pacific Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

The 20,000 tons all Tourist Class liner S.S. Southern Cross emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned
- Two swimming pools
- Unencumbered sports decks
- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

When in SUVA stay at



the GRAND PACIFIC Hotel

Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff: Singles £2/15/- to £3/15/-; Doubles £7/10/- to £8/10/-. Telephones in every room.

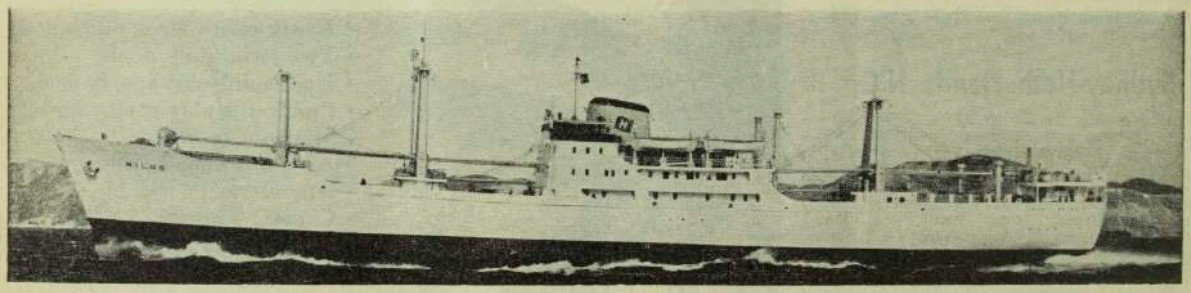
Hotel in the process of complete modernisation.

Under the new Management of:

CATHAY HOTELS LTD., Singapore

Cables: GRANPACIF SUVA

AUSTRALIA-WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET comprising the modern Motor Vessels **"Aros"**, **"Citos"**, **"Delos"**, and **"Milos"** offers the fastest regular passenger-cargo service from **Australia** to **Main Japanese Ports** and **Shanghai** via **Manila** and **Hong Kong**. On the return voyage regular calls are made at **Hong Kong, Manila, North Borneo, Madang, Lae, Rabaul, Honiara, Vanikoro** and **New Hebrides.**

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 6301. Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs. Bright & Co.
ISLAND AGENTS: **Madang (New Guinea)**—Allan Strachan. **Lae (New Guinea)**—R. W. Tebb. **Rabaul (New Britain)**—Town Transport Limited. **Honiara (Solomon Islands)**—British Solomon Islands Trading Corporation. **Espiritu Santo (New Hebrides)**—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. **Vila (New Hebrides)**—Wm. Breckwoldt & Co.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

nla.obj-331438452
National Library of Australia

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1959

		ORCADES	ORONSAY	HIMALAYA	ORSOVA	ORSOVA
DNEY	depart	June 9	June 23	Aug. 7		Oct. 4
CKLAND	arr/dep	June 12	June 26	Aug. 10	From	Oct. 7
VA	arr/dep	June 15	June 29	Aug. 13		Oct. 10
NOLULU	arr/dep	June 20	July 4	Aug. 18	UK via	Oct. 15
NCOUVER	arr/dep	June 25-26	July 9-10	Aug. 23-24		Oct. 20-21
N FRANCISCO	arr/dep	June 28-29	July 12-13	Aug. 26-27	Panama‡	Oct. 23-24
S ANGELES	arr/dep	June 30	July 14	Aug. 28		Oct. 25
NOLULU	arr/dep	Thence	July 19	Sept. 2	Sept. 17	Oct. 30
VA	arr/dep	Panama.	July 26	Then Nth.	Sept. 24	Nov. 6
CKLAND	arr/dep	Trinidad.	July 29	Pacific*	Sept. 27	Nov. 9
DNEY	arrive	UK†	Aug. 1	Sept. 27	Sept. 30	Nov. 12

From Los Angeles thence Panama, Colon, Trinidad, Madeira, Le Havre, London.
From Honolulu thence Japan, Hongkong, Manila, arr. Sydney Sept. 27.
From UK (London) thence La Havre, Lisbon, Trinidad, Colon, Panama, Los Angeles, San Francisco, Vancouver (Sept. 11).

kland to Lautoka, Suva, Apia, Nuku-a, Lyttleton, Wellington, and return Auckland. Next sailings from Auckland: e 30, July 28, Aug. 27.
etails from all offices of Union Steam Co. of NZ.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ, Ltd.

Sydney-New Hebrides-BSI-Bougainville, Etc.

V Tulagi, 10 passengers, makes a round Norfolk Is., Vila, Santo, Honiara BSI ports, Bougainville ports, leaving ney about once every six weeks. Sailed Sydney June 11; next Sydney sailing 27 (tentatively).
tails from Burns, Philp and Co., 7 ge Street, Sydney.

ydney-N. Caledonia-Tahiti

ssels of Messageries Maritimes Line, ng from Marseilles, via West Indies Panama, call about every six weeks apeete, Vila (New Hebrides), Noumea Sydney, and return by same route. present on this run are the motor-, Tahitien and Caledonien and a tered vessel, Melanesien. Next Sydney gs: Tahitien July 2, Melanesian Aug. aledonien Sept. 27.
Polynesie (Messageries Maritimes) tains about monthly passenger sail-between Sydney and Noumea and New Hebrides. Next Sydney sailings: 10, 31, Aug. 28.
tails from Sydney agents: Messageries times, 36 Grosvenor Street, Sydney.

rdney-S. Africa-UK-Pacific Ports-Sydney

w Savill's one-class all-passenger Southern Cross makes four round-orld voyages per year, two west-, then two east-bound, calling at and Papeete every trip. Present e left Southampton late May, via Africa, for Sydney, arriving July 3. Sydney July 5, bound Liverpool, via (July 14), Papeete (July 18-19) and na.
ails from agents: Shaw Savill and Co., Ltd., 8a Castlereagh Street, y; Burns Philp (SS) Co., Ltd., Suva, Etablissements Donald Tahiti, te, Tahiti.

N. Zealand-Cook Is.

passenger vessel Maui Pomare ains a regular service between and and the Cook Islands.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorshall: Dep. New Westminster June 19, San Francisco June 25-29, Los Angeles June 30-July 3, Papeete July 14-15, Pago Pago July 19-21, Apia July 22-23, Suva July 26-28, Noumea July 30-31, Lae Aug. 5-6, Pago Pago Aug. 14-15, Los Angeles Aug. 28-31, San Francisco Sept. 1.

Thorsisle: Dep. New Westminster Aug. 6, San Francisco Aug. 10-13, Los Angeles Aug. 14-15, Papeete Aug. 26-27, Pago Pago Aug. 31-Sept. 1, Apia Sept. 2-3, Suva Sept. 6-7, Noumea 9-10, Pago Pago Sept. 15-16, Los Angeles Sept. 29-30, San Francisco Oct. 1-2.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., 138 LEADENHALL ST., LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD., SUVA, FIJI

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA — NEW HEBRIDES — NEW GUINEA

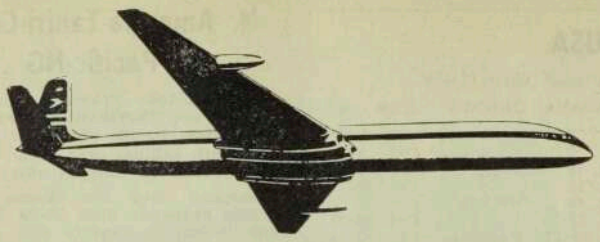
GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

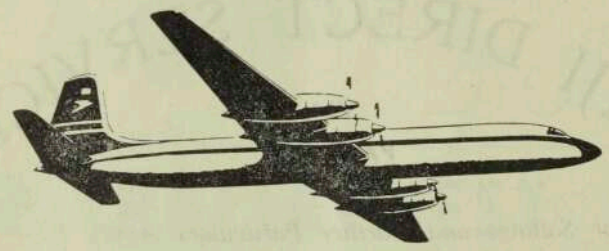
nla.obj-331438785
National Library of Australia



WHEREVER IN THE WORLD YOU'RE GOING

B·O·A·C

WILL JET YOU THERE!



CHOOSE VALUE, fly BOAC next time you travel by air! BOAC has a world-wide reputation. That is why it builds its fleet with the world's finest airliners–such as the incomparable new *Comet* 4 jetliners and the famous jet-prop *Britannias* on world-wide routes. That is why it makes sure that service aboard these airliners is unsurpassed — offering you a unique blend of comfort, good food and truly *personal* attention. Thanks to BOAC's far-reaching route network, *you* can enjoy this supreme air travel right round the world. Make BOAC your link with cities on all six continents!

Consult your local Travel Agent or any BOAC, Qantas, TEAL Booking Office.

B·O·A·C

World Leader in Jet Travel

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A10/AU

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 Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes.

Next Sydney sailings (approx.): Ventura July 15, Sierra Aug. 20.

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia - Panama - US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next sailing from Sydney Sept. 30 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemo, Waiana and Waitomo, owned and operated by the Union Steam Ship Co. of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Last Sydney sailing: Waiana June 10. Next Sydney sailings: Waitomo, early July; Waihemo, mid-August.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

North America-Tahiti-N.Z.-Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to New Zealand and Australia, via Pacific Islands ports.

Mariposa: Dep. San Francisco June 21, Los Angeles June 22, Papeete June 30-July 2, Auckland July 8-9, Sydney July 12-15, Auckland July 18, Suva July 21, Pago Pago July 22, Honolulu July 27-28, San Francisco Aug. 2.

Monterey: Dep. San Francisco July 12, Los Angeles July 13, Papeete July 21-23, Auckland July 29-30, Sydney Aug. 2-5, Auckland Aug. 8, Suva Aug. 11, Pago Pago Aug. 12, Honolulu Aug. 17-18, San Francisco Aug. 23.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Sydney-Tahiti-Europe

The Italian Sitmar Line (Panama flag) motor-vessel Fairsea, a passenger liner of 14,500 tons, fully air-conditioned, will sail from Sydney for Europe, via Auckland, Papeete and Panama on Dec. 23. The Sitmar Line recently commenced an irregu-

nla.obj-331439184
National Library of Australia

r service along this route, providing a w, moderately priced sea connection the eastbound direction only with ahiti. Also on the run is the Line's astel Felice, which sailed from Sydney May.

Details from Navcot Aust. Pty., Ltd., Margaret St., Sydney.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., s extended its regular quarterly UK-stralia service to Port Moresby. The vessels sail from Liverpool via Suez Sydney, Brisbane, Townsville, Cairns, rt Moresby.

Surrey: Due Port Moresby Aug. 29 pprox.).

Sydney agents: Birt and Co. Pty., Ltd., Bridge St. Port Moresby agents: Burns ilp (New Guinea), Ltd.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents the Tonga Copra Board, operates a ular monthly cargo and passenger vice between Nukualofa and Suva with Aoniu, 500 tons gross. Turn-round in a is usually two days, and the Agents re are W. R. Carpenter and Co. (Fiji).

AIRWAYS TIME-TABLES

RANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available all Services)

BY PAN-AMERICAN AIRWAYS
th Super 7 Clippers, using Sleeperettes and Berths*)

, Tues., Thurs., Fri.: Dep. Melbourne 2 p.m.), Sydney (4.50 p.m.), Nadi, Honolulu, San Francisco or Los Angeles.

., Thurs., Sat.: Dep. Los Angeles for Melbourne (same route).

.: Dep. Seattle for Melbourne via Portland (same route).

PAA Skymasters are used on a connecting service between Auckland and (see table 18); and also twice thly between Nadi and Tafuna, rican Samoa (see table 20).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

. and Sat.: Melbourne (9 a.m.), ydney (12 noon), Nadi (Fiji), Honolulu, San Francisco, New York, London.
: Melbourne (9 a.m.), Sydney (12 oon), Nadi, Honolulu, San Francisco.
Sydney (12 noon), Nadi, Honolulu, an Francisco extending to Vancouver.
: Sydney (12 noon), Nadi, Honolulu, an Francisco.

SOUTHWARDS

. and Fri.: London, New York, San rancisco, Honolulu, Nadi, Sydney, Melurne (Tues. service only).

s.: San Francisco, Honolulu, Nadi, dney, Melbourne.

San Francisco, Honolulu Nadi, Sydney, Melbourne (commencing at Vancouver on Saturdays).

Mon.: San Francisco, Honolulu, Nadi, Sydney.

(Note: International Dateline crossed between Nadi and Honolulu).

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Sundays with Qantas northbound flights, and on Mondays with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues. and Fri.; and on Sat. and Wed. at Nadi for the southbound flights.

Qantas Wed. and Fri. services ex-Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).

BOAC services ex-London Mon. and Sat. connect at San Francisco Wed. and Mon. with southbound Qantas services.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Every Wed.: Sydney (dep. 3 p.m.), Auckland, Nadi, Honolulu, Vancouver.

Every Fri.: Dep. Auckland 9.45 p.m. for Nadi, Honolulu, Vancouver (then on to Amsterdam).

Every Sat.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Nadi and Melbourne.

Every Fri.: Dep. Vancouver 9 p.m. for Honolulu, Nadi and Sydney.

(Note Crosses International Dateline en route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Super-Constellations)

NORTHBOUND

First Class

Tues. & Sat.

Dep.	Arr.
Sydney, 9.30 p.m.	Brisbane, 11.45 p.m.

Wed. & Sun.

Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.

First & Tourist Class

Mon.

Dep.	Arr.
Sydney, 9.30 p.m.	Brisbane, 11.45 p.m.

Tues.

Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.

First & Tourist Class

Thurs.

Dep.	Arr.
Sydney, 8 p.m.	Brisbane, 10.15 p.m.
Dep.	Arr.
Brisbane, 11.15 a.m.	Townsville, 2.15 a.m.
Dep.	Arr.
Townsville, 3.15 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.

SOUTHBOUND

First & Tourist

Fri.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	T'ville, 2.10 p.m.
Dep.	Arr.
Townsville, 3.10 p.m.	Brisbane, 6 p.m.
Dep.	Arr.
Brisbane, 7 p.m.	Sydney, 9 p.m.

First Class

Wed. & Sun.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.

First & Tourist Class

Tues.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.

* Between Lae and Port Moresby passengers are carried in DC4 aircraft.

PT. MORESBY-CAIRNS-TOWNSVILLE-PT. MORESBY

Douglas DC4. Dep. Port Moresby Sun. 12.15 p.m., arr. Cairns 3.05 p.m., dep. Cairns 3.50 p.m., arr. Townsville 5 p.m., dep. Townsville Mon. 9.15 a.m., arr. Cairns 10.25 a.m., dep. Cairns 11.15 a.m., arr. Port Moresby 2.05 p.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (July 8, 22, Aug. 5, 19, etc.). Departs Lae 11 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs. (July 9, 23, Aug. 6, 20, etc.) dep. Hollandia at 10 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori: Alt. Tues., returning same day via Baimuru, Kerema, Yule Is. (June 30, July 14, 28, Aug. 11, 25, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (July 7, 21, Aug. 4, 18, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (July 2, 16, 30, Aug. 13, 27, etc.), returning via Baimuru, Kikori, Kerema the following day (July 3, 17, 31, Aug. 14, 28, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (July 2, 16, 30, Aug. 13, 27, etc.)

Via Kerema, Baimuru: Alt. Wed. (July 8, 22, Aug. 5, 19, etc.), returning alt. Fri. (July 10, 24, Aug. 7, 21, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (July 1, 15, 29, Aug. 12, 26, etc.).

Alt. Sat.: Port Moresby, Samarai, depart-

nla.obj-331439611
National Library of Australia

ing Port Moresby 8.15 a.m., returning same day (July 11, 25, Aug. 8, 22, etc.).
Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (July 4, 18, Aug. 1, 15, 29, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr 3.55 p.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Lae (7.45 a.m.) to Baiyer River, calling at any of: Goroka, Nondugl, Minj, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops made.

LOWER HIGHLANDS (DH Otter)

Fri.: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Gusap, Aiyura, Rintebe, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.
Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.
Wed., Sat.: Dep. Lae 8.30 a.m., arr. Wau 9.10 a.m.
Wed., Sat.: Dep. Wau 9.25 a.m., via Bulolo, arr. Lae 10.25 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.
Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 10 a.m., via Mt. Hagen and Minj, arr. Goroka 12.30 p.m., dep. Goroka 12.50 p.m., arr. Madang 1.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj, arr. Mt. Hagen 11.10 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 11.40 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.
Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.
Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
Tues., Fri.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

RABAUL-BUIN-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buka 10.20 a.m., dep. Buka 10.50 a.m., arr. Buin 11.45 a.m., dep. Buin 12.15 p.m., arr. Buka 1.10 p.m., dep. Buka 1.40 p.m., arr. Rabaul 3 p.m. (June 11, 25, July 9, 23, etc.).

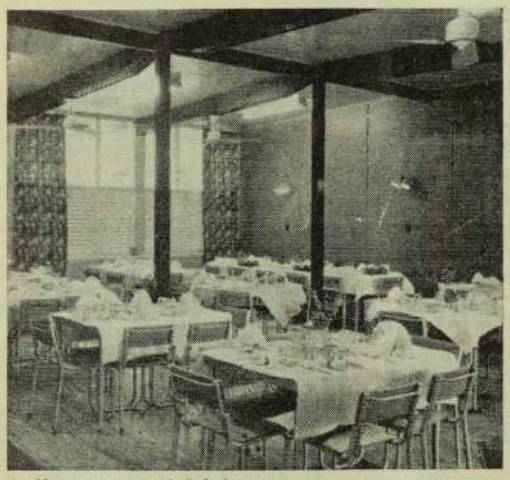
RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (June 18, July 2, 16, 30, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae at 7 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Tues.: Depart Rabaul at 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.
Fri.: Dep. Lae at 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

FIRST-CLASS HOTEL ACCOMMODATION IN PORT MORESBY



Well-Appointed Dining-Room, with Trained and Courteous Service.

The New, Modern, Bungalow-Type Hotel Established in the New Port Moresby Suburb of Boroko Caters for Every Need.

Beautifully-Appointed Dining-Room
•
Kitchen is Completely Electrical

Bar Planned to Carry Most Modern Equipment
•
Bedrooms Equipped to Provide Maximum Tropical Comfort

SPECIAL DINNER PARTIES ARRANGED :: ORCHESTRA EVERY WEDNESDAY AND FRIDAY EVENING



A Glimpse of One of the Hotel's Cool and Pleasant Lounges.

BOROKO HOTEL

Phone: Port Moresby, 5181

Under the Personal Management of Mr. and Mrs. Wal. Morrisey.

t.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Netherlands N.G.

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney (dep. 3.45 p.m.) and Amsterdam with call Biak (NNG) and Manilla (Philippines).

DC3 aircraft link Biak with Hollandia, Tong, Merauke, Tenah Merah, Manokwari, Niemfoer and Ransiki; Beaver to Ukonao; and Twin Pioneer to Seroei.

DC7C aircraft dep. Biak Tues. and Sat. 2.45 a.m. for Japan, Alaska and Amsterdam.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Rabaul Buka, Munda, Yandina, Honiara (BSI), arriving 5 p.m.

Every Tuesday depart Honiara 7 a.m.: Yandina, Munda, Buka, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Brisbane-Noumea-NZ-Fiji-Papeete

Transports Aeriens Intercontinentaux

DC4 aircraft depart Paris every Sun. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea, thence Auckland, Noumea, Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete. Dep. Papeete on return flight (omitting Auckland) every Thurs.

7. Sydney-Lord Howe Is.

By Ansett Flying Boat Services Pty. Ltd. with Sandringham Flying-boats

Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alt. Fri. (July 3, 17, 31, Aug. 14, 28, etc.). Dep. Sydney midnight, arr. NI 6.45 a.m. Sat.; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters

Dep. Sydney alt. Wed. 11.45 p.m., arr. Noumea 7 a.m. Thurs. Dep. Noumea 8.30 a.m. same day arr. Sydney 2 p.m. Service operates from Sydney on July 8, 22, Aug. 5, 19, etc., departing from NC the following day in each case.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft

Tues. and Fri.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 9.15 a.m., dep. Vila 9.45 a.m., arr. Santo 11 a.m., dep. 12.30 p.m., arr. Vila 1.45 p.m., dep. 2.15 p.m., arr. Tontouta 4.30 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

Dep. Noumea 6 a.m. second Sat. each month (July 11, Aug. 8, etc.). arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m., dep. Wallis 7 a.m. following Mon. (July 13, Aug. 11, etc.), arr. Noumea 2.45 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)

Alt. Sat. (July 4, 18, Aug. 1, 15, 29, etc.). Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft

Daily Service (except Thurs., Sat.): Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.

Sat.: Dep. Auckland 6 p.m., arr. Sydney 9.45 p.m.

Daily Service (except Wed., Sat.): Dep. Sydney 3 p.m., arr. Auckland 9.55 p.m.

Tues.: Dep. Sydney 7 a.m., arr. Auckland 1.55 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft

Mon.: Dep. Christchurch 7.45 p.m., arr. Sydney 11.20 p.m.

Thurs.: Dep. Christchurch 9.30 a.m., arr. Sydney 1.05 p.m.

Wed.: Dep. Sydney 3 p.m., arr. Christchurch 10.05 p.m.

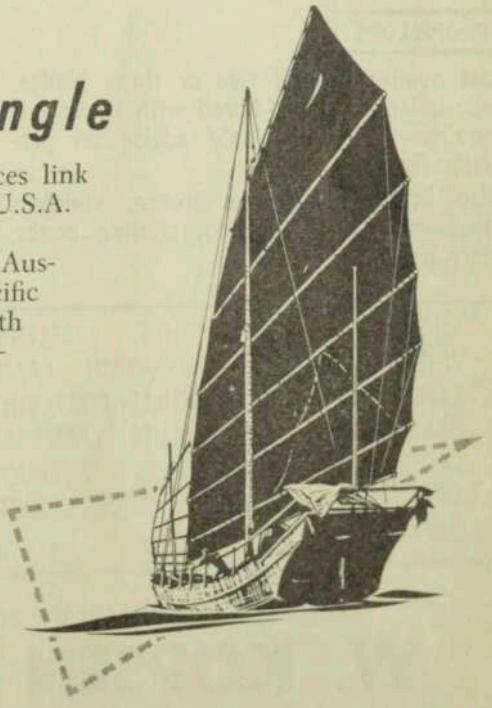
Sun.: Dep. Sydney 8 a.m., arr. Christchurch 3.05 p.m.

The Great Pacific Triangle

Orient & Pacific Lines' far-reaching Pacific Services link Australia, New Zealand, Fiji, Hawaii, Canada, U.S.A. and the Far East.

There are frequent sailings both ways, between Australia and North America, in the express Trans-Pacific Service; triangular voyages between Australia, North America and the Far East (and in the reverse direction); round world sailings via Australia, North America and Panama to the U.K., or via Australia, North America, the Far East and Suez to the U.K.

There are many O & P travel opportunities for both business and pleasure.



Orient & Pacific LINES

ORIENT S.N. CO. LTD., Incorporated in England. P & O S.N. CO., Inc. in England with limited liability.

nla.obj-331440542
National Library of Australia

FOR ALL

KOPSENS

MARINE EQUIPMENT

NOW . . .

THE NEW PENTA 5 HP 4 CYCLE DIESEL

WATERCOOLED
REVERSE AND
REDUCTION GEAR
WEIGHT ONLY 285 LB.

THE PERFECT ENGINE FOR BOATS UP TO 20 FT.
OR AS AUXILIARY FOR SAILING CRAFT

Write for Details and Leaflet:—

PENTA THE WORLD'S FINEST MARINE ENGINES

PROPELLORS

Best quality bronze, two or three blades, fully balanced, taper bored with keyway if required—we will gladly advise on propellor sizes.

Also brass, manganese bronze, stainless steel and monel shafting, stuffing boxes, stern bearings, etc.



VORTEX BILGE PUMP

The large capacity hand bilge pump—30 gallons per minute. Strongly constructed bronze throughout. Easy to operate—always positive in action. Excellent bilge pump for yachts or larger boats. Price: **£17/4/- ea.**

ANCHORS, SEARCHLIGHTS, STEERING WHEELS, PUMPS, NAVIGATION LAMPS, SKEGS, TOILETS, OARS, SCULLS, PORTLIGHTS, BAROMETERS, MARINE GLUES, YACHT AND LAUNCH FITTINGS, BLOCKS, LIFEBUOYS, LIFE JACKETS, DISTRESS FLARES, MOORING BUOYS, ETC., ETC.

KENT CLEAR VIEW SCREENS

Be sure of sharp, clear vision under all weather conditions. Instal a Kent Clear View Screen.

9" and 11" Dia. Disc. **£69/6/- ea.** also 13" and 15" Dia.

AGENTS FOR SIMPLEX AND AILSA CRAIG MARINE ENGINES

W. KOPSEN & CO. PTY. LTD.

Phone: BX 6331 (11 lines)

376-380 Kent St., Sydney

Cables: "KOPSEN", Sydney

nla.obj-331440871
National Library of Australia

5. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

.: Dep. Christchurch 5 p.m., arr. Melbourne 9.35 p.m.

a.: Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

rs.: Dep. Auckland 8 a.m., arr. Melbourne 1 p.m.

r.: Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

17. Melbourne-Auckland-Nadi (Fiji)

By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

: Dep. Melbourne 7 a.m., arr. Auckand 2.45 p.m., dep. Auckland 4 p.m., rr. Nadi 9.15 p.m. Return, same route, llowing day.

ote: This service connects with Qantas r Constellation service from Sydney S.)

18. New Zealand-Fiji

an Empire Airways, with Super DC6 aft and Qantas Super Constellations

, Fri., Sun.: Dep. Auckland 4 p.m., r. Nadi 9 p.m.

, Wed., Sat.: Dep. Nadi 10.30 a.m., r. Auckland 3.30 p.m.

nday flights ex-Auckland, and Monday s ex-Nadi are operated by Qantas r charter to TEAL and arrive Nadi p.m. and Auckland 3.45 p.m.

-American Airways, with Skymasters

Tues., Thurs.: Dep. Auckland 5.45 n., arr. Nadi 1 a.m.

Wed., Sat.: Dep. Nadi, 5.10 a.m., r. Auckland 12.55 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats

Suva Thurs., 9 a.m., crosses Date-e, arr. Satapuala (Western Samoa) d. 1.55 p.m.

Satapuala Mon. at 8 a.m., crosses teline, arr. Suva Tues. 10.55 a.m.

Suva July 2, 9, 16, 23, 30, Aug. 13, 20, 27, etc.; dep. Apia July 6, 20, 27, Aug. 3, 10, 17, 24, 31, etc.)

0. Fiji-American Samoa

Pan American Airways with DC4 aircraft

ri.: Dep. Nadi 7 a.m., arr. Tafuna 0 p.m. (Thurs.).

hurs.: Dep. Tafuna 1.30 p.m., arr. di 5.05 p.m. (Fri.).

e: This all-tourist class service s International Dateline—the two-light is actually made on the one

21. Fiji-Tahiti

Tasman Empire Airways, with Solent Flying-boats

Suva 9 a.m. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 2 a.m. Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m. Services dep. Suva July 2, 9, 16, 23, 30, Aug. 6, 13, 20, etc.

Dep. Papeete 7.30 a.m. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues. Services dep. Papeete July 5, 12, 19, 26, Aug. 2, 9, 16, 23, etc.

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily—morning and afternoon.

Suva-Labasa-Suva: One flight daily.

Suva-Labasa-Suva (via Savusavu): One flight—Mon., Wed., Thurs., Sat., Sun.

Suva-Taveuni-Suva (via Labasa): One flight Mon., Wed., Sat.

Suva-Savusavu-Taveuni-Suva: One flight—Tues.

Suva-Taveuni-Savusavu-Suva: One flight—Fri.

23. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.

Noumea-Mare: Tues. (dep. Noumea 2 p.m., Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., dep Mare 10 a.m.).

Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).

Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).

Noumea-Kounie (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).

Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). **Note:** On this flight a call will be made at Plaine des Gaiacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Twice weekly service to the Leeward Group.

Wed.: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.

Thurs.: Papeete, Raiatea, Bora Bora, Papeete.

Fri.: Bora Bora, Papeete.

Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

25. Hawaii-American Samoa

Trans Ocean Airways

Every second Wednesday, a Boeing Stratocruiser operated by Trans Ocean Airways, of Honolulu, Hawaii, makes a return flight from Honolulu to Pago Pago (American Samoa).

26. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airways Agana, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see page 167.

FROM SYDNEY (Aust. currency) TO—

	Single			Return			Table
	£	s.	d.	£	s.	d.	No.
Moresby	51	5	0	92	5	0	2
Lae	62	15	0	112	19	0	2
Rabaul	72	9	0	130	9	0	2, 3
Noumea	42	4	0*	76	0	0*	6, 9
Honiara	94	5	0	169	13	0	2, 5
Norfolk Is.	27	10	0	49	10	0	8
Lord Howe	14	15	0	29	10	0	7
Nadi	85	9	0	153	17	0	1
Suva	92	0	0	166	19	0	1, 7
Auckland	52	10	0	94	10	0	13
Christchurch	52	10	0	94	10	0	14
Honolulu	282	12	0	508	14	0	1
San Francisco	350	9	0	630	17	0	1
Vancouver	350	9	0	630	17	0	1
Apia	118	14	0	214	14	0	1, 17
Papeete	178	2	0	320	12	0	1, 21
Aitutaki	155	12	0	281	2	0	1, 21
Biak	103	15	0	186	15	0	4

* Tourist class.

FROM AUCKLAND (NZ currency) TO—

Apia	62	0	0	111	12	0	18, 19
Aitutaki	93	10	0	168	6	0	18, 21
Nadi	39	7	0	70	17	0	18
Norfolk Is.	19	15	0	35	11	0	12
Papeete	114	10	0	206	2	0	18, 21

FROM SUVA (Fiji currency) TO—

Apia	25	0	0	45	0	0	19, 21
Aitutaki	57	15	0	103	19	0	17, 21
Nadi	4	0	0	8	0	0	22
Papeete	82	14	0	148	18	0	17, 21

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways, Ltd.

Handy Sydney Addresses for Islands Visitors

AUSTRALIAN TERRITORIES DEPARTMENT, Commonwealth Buildings, Circular Quay West (B 0537)—a massive brown stone building on the right side of lower George Street, Millers Point.

PAPUA-NG COPRA BOARD Representative (Mr. Winn, B 0537, extension 59A)—located in Commonwealth Building, above.

NEW ZEALAND GOVERNMENT offices: Colonial Mutual Building, 14 Martin Place, opposite GPO. Tourist Bureau on ground floor. Trade Commissioner's Office and library elsewhere in building.

FIJI GOVERNMENT Representative: Dalgety and Co., Ltd., 15 Bent Street. (B 0524, extension 342, Mr. Menzies). Bent Street is an extension of Spring Street.

SOUTH PACIFIC COMMISSION: City office for publications, etc.: 115 Pitt Street (Tels. BW 3409/BW 5487). West side of Pitt Street between Martin Place and Hunter Street.

nla.obj-331441265
National Library of Australia

Classified Advertisements

Per line, 3/-; Minimum, 4 lines.

PENFRIENDS WANTED

FIJI—"The Crossroads of the Pacific". Headquarters, World's leading Society (Est. 1933) providing world-wide correspondents interested in British Colonies and Pacific Islands study and friendly exchange of ideas and hobbies as Philately, Conchology, etc. Write for specimen copy Club journal "Island Life" and application form, to Secretary, **South Sea Island Correspondence Club, Natuvu, Fiji Is.**

AGENTS WANTED

THIS IS HONG KONG CALLING, offering you the opportunity of building sound relations with established exporting house, handling all Hong Kong products. We wish to appoint agents, samples supplied free. Write: **P.O. Box 3446, Hong Kong.**

SERVICES

WATCH REPAIRS to all brands of watches. Send your repairs directly to the only Swiss watchmaker giving service to the Pacific Islands. Rapid service—all work guaranteed. **Swiss - Clox Watch Service, 9 Garner Avenue, French's Forest, Sydney, Australia.**

DRIVE YOURSELF CARS

DRIVE YOURSELF CARS.—At your service in Brisbane. Lloyd-De Laurier Pty. Ltd., Rowes Cafe Lane, Edward St., Brisbane, Queensland. Phone: **FA 1091.** Enquiries invited.

FIJI HIRE - DRIVE LTD. Modern cars accommodating 5, 6 and 9 passengers. Minimum formalities. Rates include insurance and free mileage plan. Aircraft and ships met. **Queen's Road,** Walu Bay, Suva (P.O. Box 299). Cables: "Hiredrive", Suva. Also at Lautoka.

CAHILL'S

DRIVE YOURSELF CARS
93 GEORGE ST., BRISBANE
B 0505—B 0506—B 4132

1958 HOLDEN SEDANS
Unlimited Insurance Cover Available.

Open Sat.-Sun. 8 a.m. to 12 noon.

AFTER HOURS, PHONE NOS.
38.1596—98.3414
91.4323— 6.2476

Write or Phone for Price List.

FOR SALE

BOOT REPAIR BUSINESS, for sale in Port Moresby, P.-N.G. Address genuine enquiries only to: **E. Loder,** Hunter St., Port Moresby, or 'phone 2503.

OCEAN CRUISING YACHT, cutter rigged, 46 ft. x 12 ft. x 6 ft. Very heavily constructed, 7 years old, raised deck construction would make tremendous hold leaving two bunks in Dog House. New 50 h.p. Diesel, 2 to 1 reduction gear, only run 20 hours, perfect condition. Ready to leave for anywhere. Price £7,950. Further details: **J. Gilliam,** 2 The High Tor, Castlecrag, N.S.W.

ISLAND VESSELS under construction. **40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: Wynne S. Breden Pty. Ltd., "Phoenix Shipyards", Newcastle, N.S.W.**

FLEETS. 42 ft. bridge deck cruiser, carvel, coppered, built 1946, near new 90 h.p. marine diesel, 9 berths, toilet, galley, polished furnishings, refrig., power winch. £6,000. 49 ft. launch, fitted for tourist cruises, 72 h.p. Gardner diesel, £7,500. **Fleets,** 525 Stanley St., South Brisbane, Queensland, Australia.

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. **Berkelouw, 114 King St., Sydney. Telephone: BW 7874.**

READERS OF ENGLISH are invited to apply for a free book entitled "Preaching the Truth" which makes clear the teaching of the Bible. Write to: **Room "P",** Bible Mission, 21 Glamis Avenue, Northbourne, Bournemouth, England.

STAMPS

COLONY AND ISLAND STAMPS — used. Highest prices paid, minimum 500 one time, preferred on part envelope. **J. Nobles,** 1903 Arendell, Morehead City, N.C., U.S.A.

TO LET

A VERY DELIGHTFUL HOME to let with accommodation for six people, five miles from Gosford, in an area that is unsurpassed. Handy to beaches, The Entrance, Wamberal, Gosford, Terrigal, Cameron's Bay, Toukley, half-way between Sydney and Newcastle and has all the benefits of living in the South-in-Central Coastal areas of N.S.W. This property is made available for people who are requiring accommodation from Territorial areas at a cost of £10 per week. For an additional £10 per week a Holden car will be supplied with a mileage limit of 100 miles per week; handy to transport facilities. Property has electric light, sewerage and all modern conveniences that are required to have a very happy holiday. Conditions are for lease for 10 or 12 weeks, car optional. For further detailed information write to: **G. Cowan,** P.O. Box 628, Newcastle, N.S.W., Australia.

ACCOMMODATION

HOLIDAY FLATS, at famous Manly Beach, Sydney. Comfortable two bedroom units with all facilities handy to Sydney. **Regent Flats,** P.O. Box 92, Manly, N.S.W., Aust.

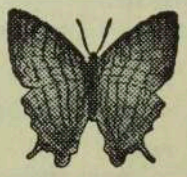
FURNISHED FLATS, Cremorne, Sydney. Water frontage, large, comfortable, two bedrooms, linen and cutlery, 10 minutes to city. Enquiries: **Nelson & Robertson Pty. Ltd., G.P.O. Box 5316, Sydney, Aust.**

POSITION WANTED

EXECUTIVE, 32 years, married. B.Com. A.A.S.A., A.C.I.S. Sound experience all aspects of accounting and top level management. Interested in opening with prospects in the Pacific Islands—three years previous residence. Replies to: **"Executive",** c/o Box 3408, G.P.O., Sydney, Australia.

POSITION WANTED

PLUMBER, with previous Islands experience, used to responsibility, seeks post. References, young, single. Replies: 2 **Marine Terrace,** Bayswater, Auckland, N.3, New Zealand.



AMERICAN DOLLARS FOR BUTTERFLIES

From all islands in the Pacific

Any boy or girl scout, student, teacher, hobbiest or nature lover, in fact anyone on any island in the Pacific can earn American dollars from this fascinating hobby. We would like to receive butterflies from any Islanders who are now collecting and know how to send perfect butterflies. Specimens from New Guinea, Indonesia, Borneo and Malaya, especially required. Will pay for any perfect specimens received. Write for free instructions, concerning collecting, packing, etc.

BUTTERFLY ART

289-297 East 98th Street, Brooklyn 12, N.Y., U.S.A.

nla.obj-331441673
National Library of Australia

Pacific Commerce and Produce

Impressive Strength Of The Burns Philp Empire

The width and the strength of e Burns Philp empire in the outh Pacific Islands were more an ever apparent in the com- ny's 76th annual balance-sheet, d the speech of the chairman Ir. James Burns) at the annual neral meeting, published in ay.

STABLISHED modestly, over 80 years ago, by the late Sir James Burns, with a few little trading res and chartered sailing-ships, ssrs. Burns Philp & Co. Ltd., rough scores of big and little panies and organisations—chiefly Australia and the Islands—has wn into a huge corporation with ets worth nominally (official ance-sheet) £18,415,000 but worth ually perhaps double that sum. he BP empire now covers not y stores and ships, but also ntations and hotels, insurance finance companies, cinemas and kyards, mainland chain-stores factories—in fact, there are few ds in commerce, transport, plant- and finance which this organ- ion has not entered.

Another Big Bonus Issue

wing to its enormous holdings all kinds of property, the cease- spiral of inflation has been a rce of real embarrassment to the ctors in recent years.
ecessary revaluations of assets in forced the owners, a year ago, distribute 1,000,000 £1 bonus res (one for four). The chair- n, in an explanation of this gift ch was almost apologetic in tone, cated that it would not soon pen again.
ut here again, in 1958, the in- ion ogre has forced another re- uation of assets upon the board; here again is another distri- on of 1,000,000 £1 bonus shares for five). This will bring the ed capital to £6 millions, with ut £9 millions of reserves still king in the business.
his tidying-up process presum- must go on, while inflation inues. But no conservative d likes it.
he net profit for last year, from ources, was £833,906—which was about a quarter-million larger than the previous year's profit. The dividend remains at 10 per cent. but the carry-forward in the P/L Appropriation Account is increased by the said quarter-million to £957,700.

Because there are BP establishments in practically every Islands centre from New Guinea to Samoa, and substantial BP money circulating everywhere in the South Pacific, these points from the chairman's speech to shareholders have common interest:

Since 1948, BP's have spent over £5 millions on plantation development in Papua and New Guinea, and about £750,000 in recent years on expansion in Fiji, Tonga and Samoa.

Factor in Islands Life

During the past ten years, the company has exported from its own plantations copra worth about £20 millions.

It is becoming increasingly difficult to find in Australia and the South Seas suitable young men to staff the various Islands establishments. The selection in Scotland of suitable men, and their transportation to the Islands for training in specialised work, were proving successful.

The company was now getting a better return from its ships, as the result of quicker turnaround in the ports. "When ships cost up to £1,500 per day to run, a few days saved here and there make a lot of difference."

The members of the board which handles this huge organisation are Messrs. James Burns, Joseph Mitchell and P. T. W. Black (active executives of the company), F. E. Loxton, G. R. Rickards, and Sir William Crawford Currie, GBE, who represents important overseas shipping interests.

There's Nothing to Howl About

These are opinions expressed by one of the leaders of Australian trade and finance, who has substantial Islands interests:

FIJI—This country has nothing to cry about for the present. There is going to be a record sugar crop, at good prices. And the price the planters have been getting for copra for many months have brought a huge amount of additional money into the Colony. But the longer view is bad. There will be very grave trouble unless something is done soon to force into productiveness a lot of the land held idle by the Fijians—and also a lot of the excellent alienated land held idle by the CSR Company and one or two private owners.

NEW GUINEA—It is utter nonsense to say that the new taxation will cripple private enterprise. Big firms, carrying on big development, actually will be better off. Two classes of people really will get it in the neck, however—first, individual traders and professional practitioners, like lawyers, doctors, dentists, accountants; and, second, all those clever Australian concerns which registered subsidiary companies in the Territory in order to dodge Australian income tax. But the new system should have been introduced after Parliamentary discussion. The Government did the right thing, in the wrong way.

Enterprise and Oil Permits

Enterprise of New Guinea Gold and Petroleum Development received advice from the Administrator of Papua and New Guinea in mid-May, that the company's application to prospect for oil on Permit No. 25 area of the Sepik River would not be granted. The company subsequently lodged an application for Permit 29 area which covers an area of approximately

Brunton's
PLAIN AND SELF RAISING
FLOUR
Ask for it!
ESTABLISHED 1868
Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.

3,600 sq. miles of the Bewain-Paul depression near Aitape and Vanimo.

The company originally was granted No. 21 permit area in the Upper Sepik area in 1954, but for some reason, this permit was not renewed by the Administration in mid-1958. In February, 1959, the Administration reversed this decision, provided the company could show that it had sufficient funds to carry out an aerial photographic survey and complete certain gravity traverses.

The company's report on gold-mining for the four weeks ended May 19, was to the effect that 57 oz of bullion had been recovered from 70 tons of ore crushed and that 31 oz had been recovered from alluvial workings.

Placer Dividend

Placer declared a dividend of 25 Canadian cents per share in May—payable at Sydney office of the company on June 23, at rate of exchange ruling on May 30.

Choiseul's Steady 30 Per Cent.

Choiseul Plantations, Ltd. (one of the Burns Philp group) paid the usual dividend of 30 per cent. in spite of the fact that profits were slightly down on the previous year.

When accounts were closed at November 30, 1958, the company had not felt the benefit of the boom prices for copra that started late last year and are still continuing.

Net profit for the year ending November 30, 1958, was £84,381 down about £7,000 on the previous year. Replanting reserves received £5,000 more (£20,000); and £28 598 was allowed for depreciation —about £16,000 more than last year.

A Good Time To Float a Company

The current copra boom is making Australian investors look very favourably on Papua-New Guinea plantation companies—which will remain largely unaffected by income taxation as the former tax on all copra exported will be removed.

It is expected that Bali Plantations, Ltd., owned by Harold Coldham who bought the property from the Expro-Board in the 20's, will shortly be floated into a public company. Something like £250,000 is mentioned in regards to this transaction. Bali is located on Unea, one of the Witu group off New Britain, and is not only a bumper copra producer, but is in a favourable position with regard to labour which is still almost entirely local.

Garua Plantation, in the Talasea area of New Britain which is owned by Mr. Dyson Hore-Lacy, has been bought by W. R. Carpenter and Co. interests. It was reported towards the end of last year that this property would be floated into a public company. But this did not eventuate.

Not in the plantation business, but rumoured as a new public company is a "chain of hotels in important centres in Papua-New Guinea".

Still Got Faith in Oil

In spite of disappointing results from Puri's first deviated hole, and a slump in the price of Oil Search shares, residents of Papua-New Guinea are still confident that payable oil will be struck eventually.

Australasian Petroleum Company commenced a second deviated hole at Puri in May; and will also shortly start to drill at Bwata, 15 miles north-west of Puri.

Papuan Apinaipi Company Case Dismissed

The Papuan Apinaipi Petroleum Co., Ltd., advises that, with the consent of all parties, the suit against the company and its directors, and against Associated Freney Oil Fields, NL, and Associated Australian Oilfields, NL, challenging the validity of the joint agreement between the three companies, was dismissed by the Equity Court of NSW on June 3.

Counsel for the plaintiff announced to the Court that the plaintiff, for himself and those on whose behalf he claimed to sue, desired it to be noted by the Court that, when he instituted those proceedings, he did so upon the basis of what he believed to be the joint venture arrangements between the companies. Since the suit was commenced, the plaintiff had learnt much more about the nature of those arrangements and now believes that those arrangements were entered into by the companies and their directors in the best interests of those companies and of the shareholders generally.

Counsel for the defendants announced to the Court that the companies are satisfied that the plaintiff instituted the proceedings under a misapprehension of the joint venture arrangements as they appeared in the pleadings filed by the defendants.

THE
YORKSHIRE INSURANCE
CO. LTD.
(Incorporated in England)
ALL CLASSES OF INSURANCE
Including
Fire — Accident — Guarantee
— Motor — Workers — Marine
PAPUA AND NEW GUINEA BRANCH
James Arcade, Cuthbertson St.,
Port Moresby.
Manager: O. S. Pudney.
CHIEF ISLAND REPRESENTATIVES
Port Moresby . . . E. A. James & Co.
Rabaul . . . . . A.S.P. (N.G.) Ltd.
Lae . . . . . Paul Hyman
Madang . . . . . Roy Macgregor
Manus . . . . Edgell & Whiteley Ltd.
Honiara, B.S.I.P. . . E. V. Lawson, Ltd.
Suva . . . . . Williams & Gosling Ltd.
Noumea . . . . . R. Laubreaux
Norfolk Island . . . . . A. E. Martin
Apia . . . . . E. A. Coxon & Co.

Economic Outlook

IN early June, economic experts in Australia were trying to access the impact of the 15/- per week rise in the Federal basic wage, which will put an extra £50,000,000 per annum into the Nation's pocket.

Most of the experts were coming up with the inevitable conclusion that, in spite of all the wishful thinking on the subject, it would inevitably mean a further twist of the inflationary spiral: Higher prices, more funds pouring into the Treasury through income taxes, sales taxes, etc.

As a corollary to the rise, and the consequent boost in Treasury takings, optimists are already forecasting that there will be distinct benefits to industry (even the total removal of pay-roll tax), in the up-coming Federal Budget. More conservative souls are adopting a policy of wait-and-see.

No perceptible effect of the basic wage rise was seen on the Stock Exchange, which seems to pursue its own course these days to higher and higher peaks—share index for all ordinaries on June 5 was 253.41, in spite of a temporary setback on the overseas wool market.

SYDNEY SALES PRICES

	May 7	June 5
Burns Philp	75/-	83/6
Burns Philp (SS) . .	54/-	57/-
C.S.R.	£52/7/6	£58/5/-
Dylup Plantations .	19/6	27/6
Hackshalls	50/9	51/-
Kauri Timber	18/6	18/4½
Kerema Rubber . . .	11/-	17/-
Koitaki	15/-	15/1½
Lolorua	7/3	9/-
Mariboi	6/3	7/6
Norfolk Is. Whaling	3/1	4/1
Queensland Insurance	70/-	73/6
Rubberlands	5/5	6/3
Sthn. Pac Insurance	17/6	18/9
Steamships Trading .	51/9	54/-
W. R. Carpenter Hold.	17/1½	18/-
Timor Oil	6/3	6/4

OIL AND MINING SHARES

FIJI

	July 9, '58	May 7	June 5
Emperor .	b5/9	s7/3	b7/6
Loloma . .	—	b33/-	b34/-

PAPUA-NEW GUINEA

Bulolo . . .	b35/-	b35 -	s40/-
N.G.G. Ltd.	b1/9½	b2/3	b2/5
Oil Search	b2/6	b6/10	b6/11
Ent. of N G	b7d	b6d	b6½d
Papuan Apin	b9d	b4/4	s4/3
do. opt .	b6½d	b2/2	b2/1
Placer Dev.	b86/6	b99/-	b98/6
Sandy Creek	b4d	b2d	s6d

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ. or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 168 Pac. Frs.; $US 2.20-2.30.)

COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and to some extent, in Tonga and Cook Islands) expired on December 31 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1959), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for hot-air dried.

From April 1, 1959, P-NG Copra Board announced "Tentative Prices", for copra delivered main ports: Hot-Air Dried, £A55 per ton; FMS. £A54 per ton; Smoke-Dried £A53/7/6

FIJI:—No Government control—producers

nla.obj-331442412
National Library of Australia

ll where they wish. Bulk of copra goes crushing-mill in Suva, whose price wharf, Suva, is announced each week. June 1, prices were: HAD £F83/15/-, M1. £F82/7/6; FM2, £F81/2/6.

WESTERN SAMOA:—Official Copra oard receives all production and sells me and makes payments to producers. rge proportion goes to Unilever, at ilippines FM grade rates, plus preiums up to £Stg 3 per ton for hot- dried. Prices announced in March, 59, to operate till further notice: Hot- dried, £S67/13/8 per ton; sun-dried . 1, £S65/3/8; sun-dried, No. 2. S61/13/8.

TONGA:—Sales are under Government ntrol. Part of production goes to Europe, der arrangement with Unilever conolled by Philippines prices, and part to open market.

SOLOMONS:—All production marketed rough official Copra Board, at prices sed on Philippines market. Price dered early June: 1st grade, £A80; 2nd ade, £A78; 3rd grade, £A68 per ton, .b., BSIP ports.

GILBERT AND ELLICE:—Production arketed in Europe through official Copra ard, at prices based on Philippines tes, less "stabilisation fund" charges.

. SAMOA:—Producers receive 4 cents lb. JS89.6 or £A40 approx per long ton). riodic bonus, if average proceeds exceed vt. buying price and expenses.

NEW HEBRIDES:—On June 2, local ying price was £63/15/- per ton, dered Vila/Santo. On same date, price s 123,000 Metrop. francs per metric ton, f. Marseilles.

COOK IS./NIUE/TOKELAU: Price fixed first half of 1959, by Abels, Ltd., of ckland, who mill it, was announced in ruary as follows: Standard Grade: NZ66/15/6 plus £1 for bags, plus /5/- premium, totalling £NZ69/0/6. st Grade: £NZ66/15/6 plus £1 for s, plus £1/5/- premium, plus £1/5/- cial premium for hot air dried, total- £NZ70/5/6, f.o.b., Rarotonga.

OTHER PRODUCE

OCOA:—Islands prices are based on the e for Ghana cocoa which, on June 8, £Stg.285 per ton, c.i.f., Sydney

. SAMOA:—Nominal price quoted in ney June 8: £S285, f.o.b., Apia.

.-N.G.: June 8, £A335 ex-wharf, ney.

OFFEE:—P.-N.G.: June 8, 4/5 per lb., Sydney, for good quality A grade. arly June (with no change expected be- new crop in early July) price quoted Kenya, c.i.f. Sydney, was: A grade, g.510 per ton; B grade, £Stg.480; C de, none available. Undergradings: g.255-285. Tanganyika: A grade, g.400 per ton, c.i.f. Sydney. Uganda usta, c.i.f. Sydney, £Stg.259-275 per

EANUTS:—P.-N.G.: June 8, Kernels lb ex-wharf; no sale in Sydney at ent for nuts in shell.

UBBER:—P.-N.G. price is based on apore rate, which June 5 was: No. SS, spot, 98½ Straits cents per lb. 2d Aust.).

ANILLA BEANS: Victor Karp, Tulk & Sydney, reported on June 8: New , c.i.f., Sydney, Tahiti White and ow label, processed standard packs , Green 73/-.

ICE (Australian):—Price from May 1, —P.-N.G.: Dry brown and dressed, lb bags, 5 tons and over, £61/10/- ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons £68/10/- per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—June quotations by independent pearlers were: Sound, £A750; D, £A550; E, £A225; EE, £A150 (in store Sydney). Manihiki lagoon still closed. Penrhyn, £Stg.400 (nominal), f.o.b., Rarotonga.

TROCHUS:—No demand—nominal £A280, ex-wharf, Sydney.

GREEN SNAIL:—No movement in market—nominal quote £A320 per ton, ex-wharf.

London and US Quotations

Copra: London, June 5, Philippines in bulk, $252, c.i.f. UK/Nth. European ports, Straits/Borneo, FMS, del. weights, c.i.f. UK/Nth. European ports, £Stg.93-94. New York: June 5, Philippines $254 c.i.f., Pacific Coast ports.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil:—London, June 5, Ceylon in bulk, £Stg.143, per ton, c.i.f., UK/North European ports. Straits/Borneo, £Stg.143 per ton, c.i.f., June/July.

Rubber: London, c.i.f., June 5, RSS No. 1, spot, 28¼d Stg. per lb; Oct./Dec., 28½d Stg.; June, 1960, 28½d Stg.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-. Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka agencies, Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF A/ASIA. (Port Moresby) quote exchange rate Australia-Papua-NG 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National [illegible]) in Sydney June, 1959, quotes: Selling, Noumea, 195 Pac. francs to £ Aust.; Papeete, 194.75 Pac. francs to £ Aust.; 242.5 Pac. francs to £ Stg.; 89.05 Pac. francs to US $. Selling 13.76 heavy francs (1,376 ordinary Metrop. francs) to £ Stg.

SAMOA IMPORTS ISLAND FRUIT

Many people outside the Islands, but with fixed ideas regarding them, would find some surprise in the manifest of the Union Co.'s "Tarawera" which arrived at Apia from Rarotonga in May. The vessel had a consignment of 100 cases of oranges and 30 of tomatoes to land there for local sale. Cook Is. have exported oranges and tomatoes by sea and air to Tahiti in post-war years and they could probably considerably extend the inter-island trade in these fruits if shipping connections provided better opportunity. Fast direct shipping services between Rarotonga and other Island Groups such as French Polynesia, Tonga, and Samoa, are almost non-existent.

Comparatively few citrus fruits are grown in Island areas other than the Cooks and Hawaii, and the same probably applies for tomatoes in any quantity sufficient for an export trade.

Most of the "Tarawera's" cargo was for NZ, and she diverted to Apia to load bananas too for the same destination.

Engineers from the contracting firm of Ellis, Hardie & Symington arrived in Rarotonga, Cook Is., recently to commence the installation of the freezing machinery in the new produce cool store.

VENTURA TRADING CO. PTY. LTD.

247 GEORGE STREET, SYDNEY

Island Merchants and Buying Agents

SOLE AGENTS FOR:

- ARMSTRONG SIDDELEY DIESEL ENGINES
- AJAX MARINE DIESEL ENGINES
- NORMAN PETROL ENGINES
- SALDANHA CANNED FISH
- V.I.C. CORNED BEEF

Distributors for all plantation, farm, trade requirements and merchandise.

Highest Prices obtained for Cocoa, Coffee, Shell and other produce handled on consignment.

Write direct to our Islands Export Manager with over 35 years experience in the Islands.

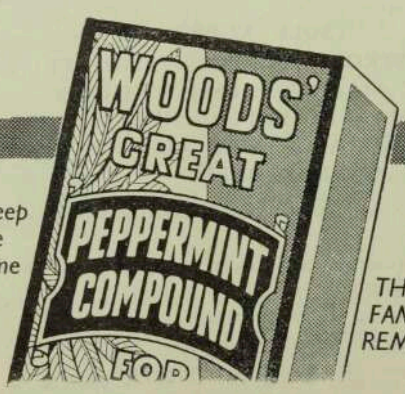
CABLES: VENTURA SYDNEY

Influenza colds
Children's coughs
Rasping throat
Croup

CHECKED INSTANTLY WITH

Woods'
GREAT
PEPPERMINT
COMPOUND

Provides wonderful relief and is completely free from habit forming drugs.



Always keep a bottle in the home

THE FAMILY REMEDY

W.71

Index to Advertisers

Agent Wanted . . 39
Akta-Vite 93
Aluminium Union 136
A.M.L. & F. . . . 40
Angliss, W. & Co. 2
Arnott, Wm. . . . 46
Aspro 126
A.W.A. 74
Aust. Cotton . . . 42

Ballina Slipway . 100
BALM Paints . . 72
Bank of NSW . 144
Berec Ltd. 80
Bethell, Gwyn . 157
Blaxland-Rae . . . 107
Booth, N. G. . . . 36
B.O.A.C. 158
Boroko Hotel . . 160
Bond's Industries Ltd. 28
Bradford Mills . . 44
Braybon Bros. 10, 141
Bristol Myers . . 66
British Paints . . 16
British United Dairies 6
Bunton & Co. . 165
Bunting, A. H. . 90
Bush, W. J. . . . 94
Butterfly Supply . 164
B.P. 89, 96, 119, 142

Cadbury 134
Carlton Breweries 116
Carpenter Ltd. cov. 4, 70, 130
Cheoy, Lee 107
Colgate 43
Colonial Meat . . 78
Colyer Watson . . 76
C'wealth Bank . 114
Corben, R. . . . 144
Crammond Co. . 109
Cystex 43

Davison Paints . . 5
Donald Ltd. . . . 49
Douglass, W. Co. 67
Dunlop Rubber . . 60
Dunsford, Capt. G. 103

Econo Steel 34
East Coast Agency 136
Edwards, O. . . 150
Everyday Prods. . 71

Filmo Depot . 93, 145
Franke & Heidecke 38
Frigate Rum . . 139

Gardner Eng. . . 112
Gillespie Bros. . . 90
Gilbey, W. & A. 118
Gillespie, R. . 1, 128
Glaxo Lab. . . . 57
Goodyear Tyre & Rubber Co. . . 140
Gordon's Gin . . 56
G.P.H. (Suva) . . 156
Grant's Whisky . 129
Grove Ltd. . . 38, 56

Halvorsen, B. . . 106
Hari, G. B. . . . 64
Harvey Trinder . . 12
Hastings Diesels . 52, 124
Hellaby Ltd. . . 109
Hemingway Robertson Institute . 42
Holbrooks (A/asia.) P/L 131

I.C.I. 132
International Harvester . . 3, 14

Kanimbla Hall . . 59
Kennedy, Capt. . 103
Kerr Bros. . . . 149
King, M. & Co. P/L 145
Kiwi Polish . . . 133
Kodak 138
Kopsen & Co. . . 162

Lawrence, A. . . . 98

MacRobertson Pty. Ltd. . . . 110
McIlrath's . . . 153
Matson Line . . 154
Mendaco 43
Millers Ltd. . . . 99
Morobe Hotels . . 10
Morton, P. G. . 121
M. H. Ltd. . 24, 115
Mullaly & Byrne 126
Mungo Scott . . 121

Nathan & Wyeth 113
Needham, F. J. . 106
Nestles 63
N. & R. 60
N.G. Aust. Line . 4
Nile Products . . 122
Nixoderm 43
Northern Hotels . 7

Orient Line . . . 161

Parke Davis . 50, 65
Parker Pen Co. . 58
Philips . . . 47, 54
P. I. Line . . . 157
Piccaninny Wax . 9
P. I. Society . . 59

Qantas . . . . cov. 2
Qld. Insurance . . 73

Ransomes, Simms & Jeffries Ltd. 148
Robertson, D. J. Co. 8, 72
Rohu, Sil 66

Seward Ltd. . . 149
Shaw Savill . . 155
Sisalcraft 75
St. Mary's School 49
S.T.C. Co. 94
Stapleton, J. . . . 93
Stewarts Lloyds . 119
S. P. Brewery . . 33
Sthn. Pac. Ins. . 150
Sullivan Ltd. 146, 147

Tait, W. S. . . . 110
Taikoo Dockyard 104
Ta'lerman & Co. . 35
Tatham, S. E. . . 62
Taubmans Ltd. . 150
T.E.A.L. . . . cov. 3
Thornycroft Co. . 97
Tillock & Co. . . 13
Tilley Lamps . . . 79
Tip Top Tailors . 145
Tooth & Co. . . 76
Tongala Milk . . 92
Turner & Growers . . . 133
Tyl'or's (Aust.) P/L 138
Tyneside Eng. . . 91

United Insurance Co. 127

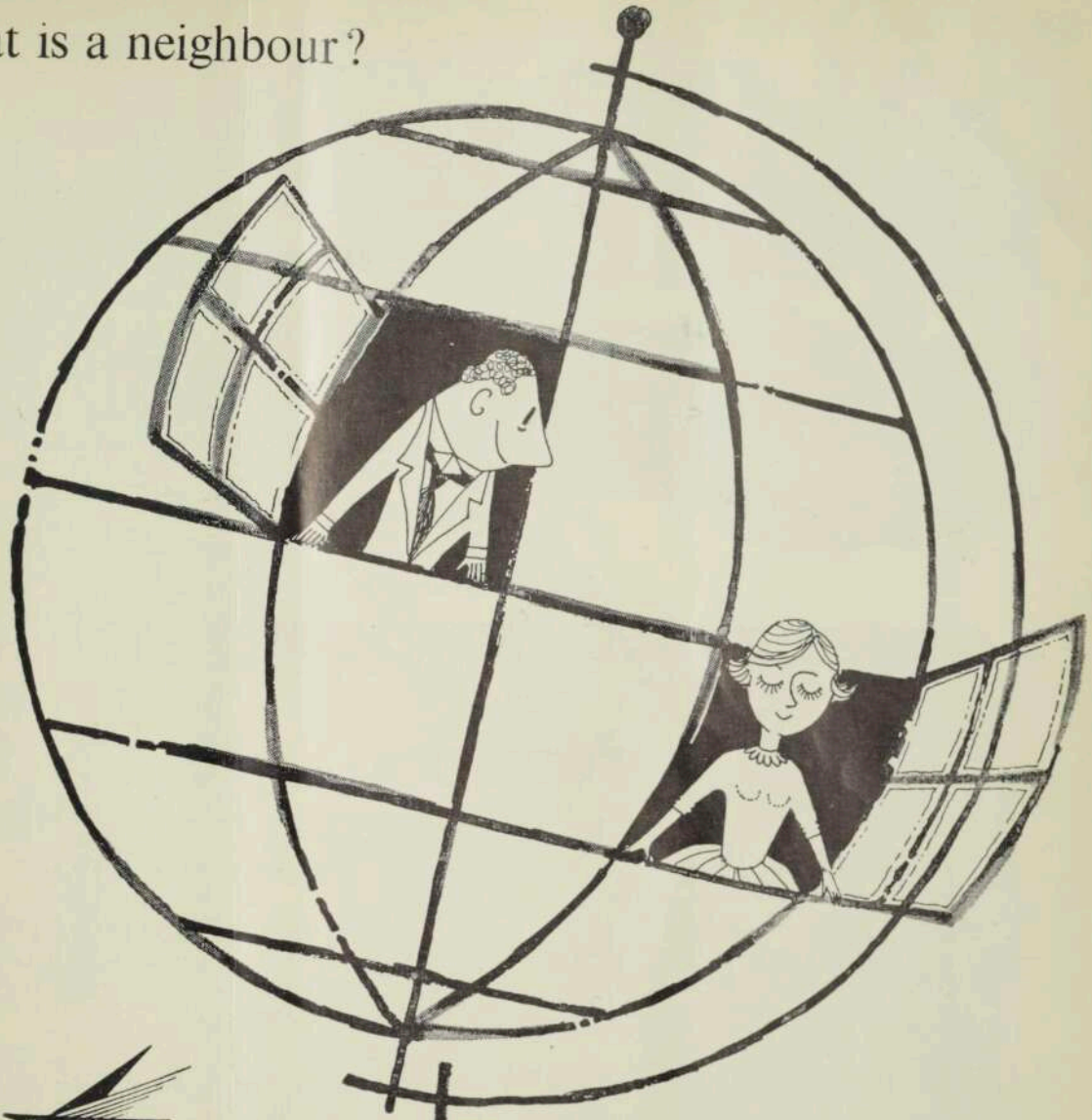
Ventura 167
Victa Mowers . . 51
Vi-Stim 59

Walkers Ltd. . . 102
Wall McNaught . 11
Walpamur Co. . 29, 30, 31
Warnock 113
Weymark P/L . 120
Webster, D. . . . 62
Wills Ltd. 68
Wilhe'msen, W. . 156
Woods, W. E. . . 168
Wright & Co. . . 102
Wrigley's 120
Wunderlich . . . 135
Yorkshire Ins. . 166

by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: MA 9197). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

nla.obj-331443182
National Library of Australia

What is a neighbour?



Who can say? Definitions change with time. People separated by hundreds of miles of Pacific Ocean can rightfully claim to be neighbours.

Flying by TEAL you can, in a matter of *hours*, visit a distant friend, make an overseas business trip or send merchandise to once remote places in the South Pacific.

TEAL'S business—and pleasure — is serving the South Pacific making near neighbours of widely separated peoples.

Enquiries or reservations — your Travel Agent or nearest TEAL office

TEAL *New Zealand's International Airline*

SERVING THE SOUTH PACIFIC

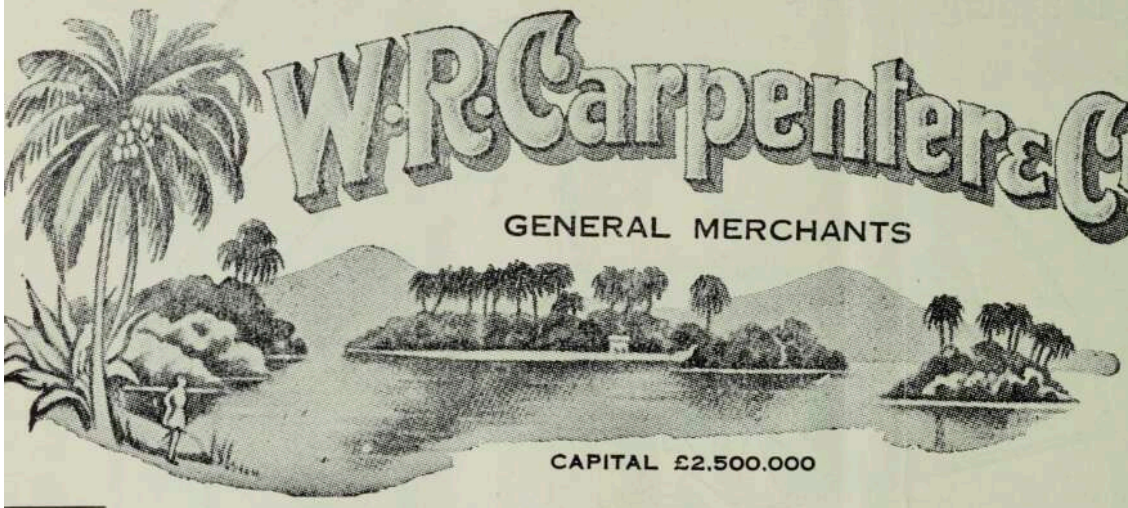
IN ASSOCIATION WITH QANTAS AND B.O.A.C.

AP16.96

JUNE, 1959—PACIFIC ISLANDS MONTHLY

nla.obj-331443566
National Library of Australia

27 SEP 1959



W. R. Carpenter & Co. Ltd.

GENERAL MERCHANTS

CAPITAL £2.500.000

— ESTABLISHED 1914 —

GENERAL MERCHANTS
and
PROVIDORES

COMMONWEALTH NATIONAL LIBRARY 23 JUN 1959

TRADE THROUGHOUT THE PACIFIC
OVER FORTY YEARS OF PACIFIC ISLANDS DEVELOPMENT AND SERVICE

WHOLESALERS AND RETAILERS
BUYERS AND EXPORTERS OF ALL KINDS
OF ISLAND PRODUCE, COPRA, COCOA,
M.O.P. SHELL, TROCAS SHELL, ETC.

AGENTS FOR AUSTRALIAN, EUROPEAN
AND AMERICAN MANUFACTURERS.
DISTRIBUTORS OF EVERY DESCRIPTION
OF MERCHANDISE.

Through our Sydney office, branches and agents, we distribute a wide and comprehensive range of general merchandise

W. R. CARPENTER & CO. LTD.

Head Office THE WALES HOUSE, 27 O'CONNELL STREET, SYDNEY, N.S.W.

Cable Address:
"CAMOHE."

Telephone:
BL 5421

Postal Address:
G P.O., Box 168, Sydney.

In London:

W. R. Carpenter & Co. (London) Ltd., 13 Rood Lane, London, E.C.3

ASSOCIATED COMPANIES THROUGHOUT THE PACIFIC:

IN NEW GUINEA:
New Guinea Company Limited, Rabaul, Lae, Madang, Kavieng, Kokopo.

IN PAPUA:
Island Products Ltd., Port Moresby.

IN FIJI:
Morris Hedstrom Ltd., Suva.
W. R. Carpenter & Co. (Fiji) Ltd., Suva.

nla.obj-331391216
National Library of Australia