

Vol. XXIX, No. 12 (Jul. 1, 1959)

Date : 7/17/26, 8:54 AM

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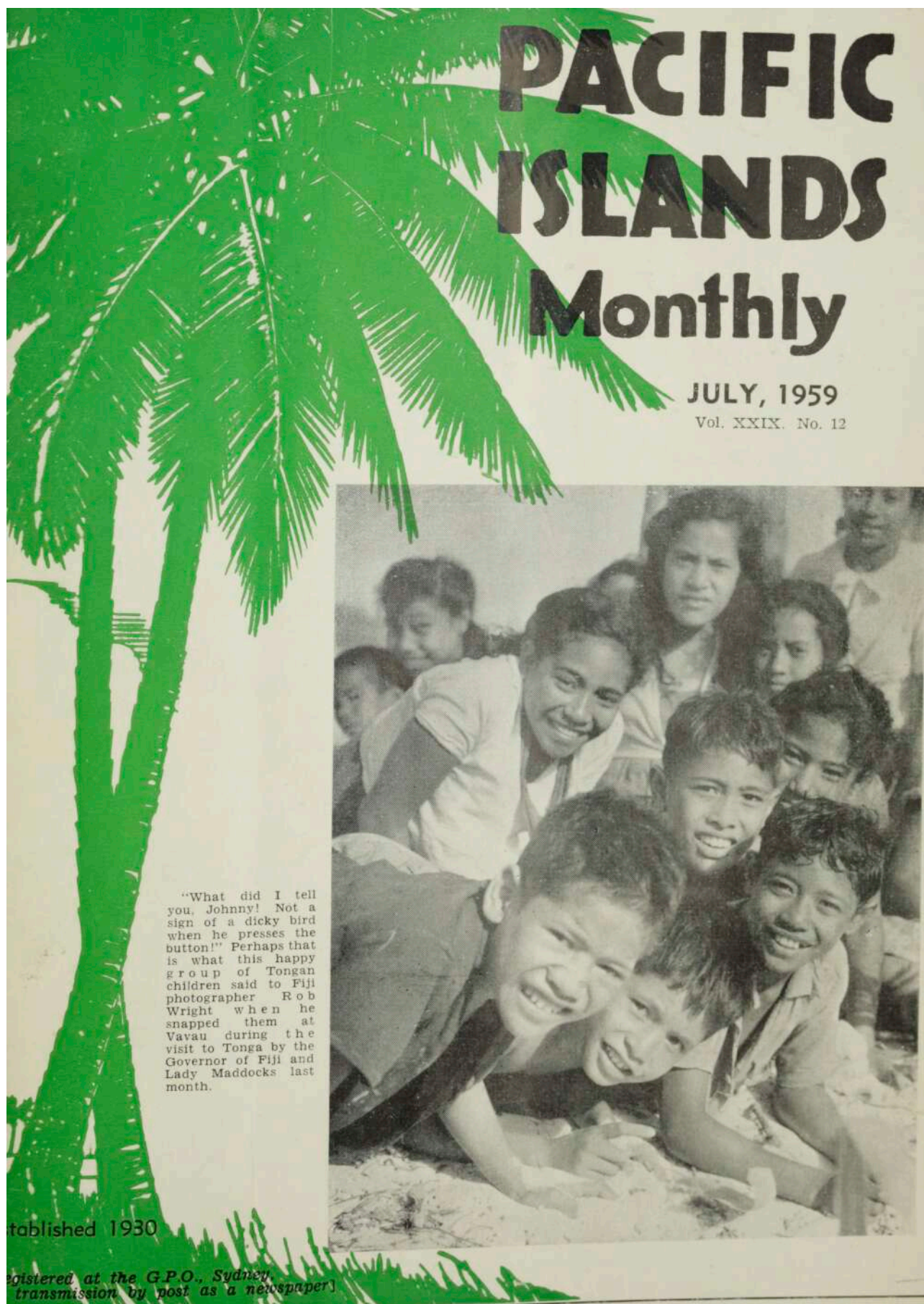
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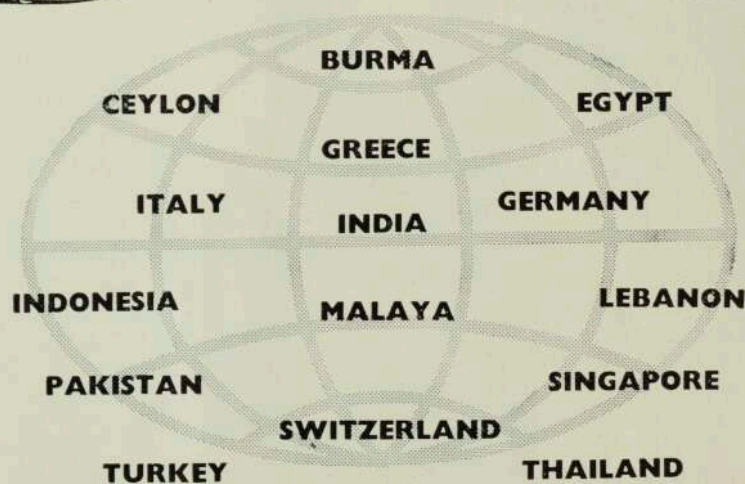
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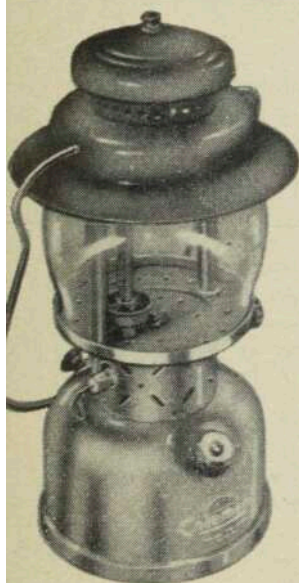
PACIFIC ISLANDS MONTHLY—JULY. 1959

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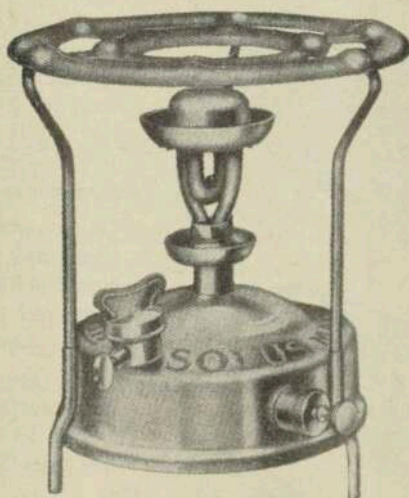
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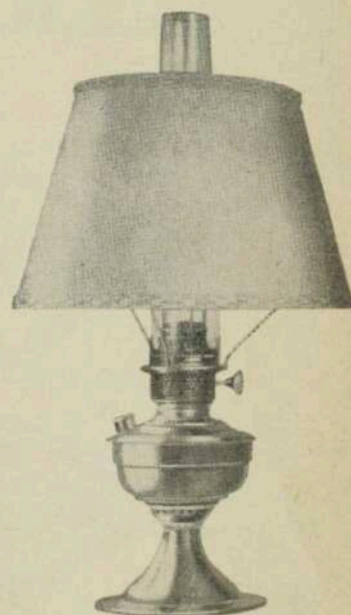
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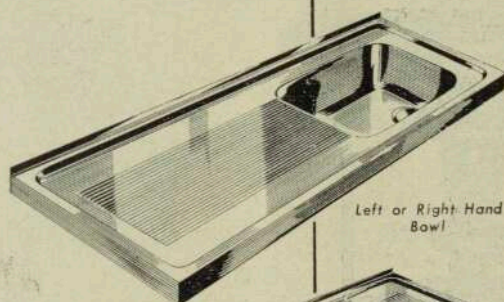
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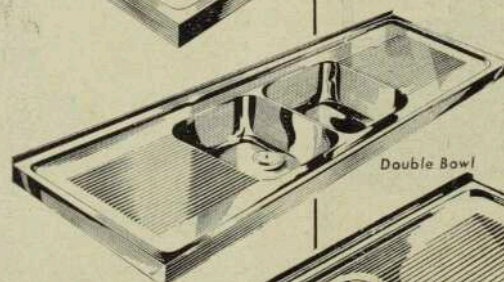
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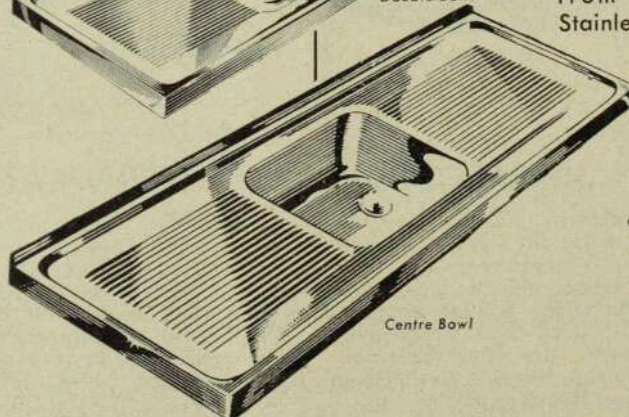
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JULY, 1959 — PACIFIC ISLANDS MONTHLY

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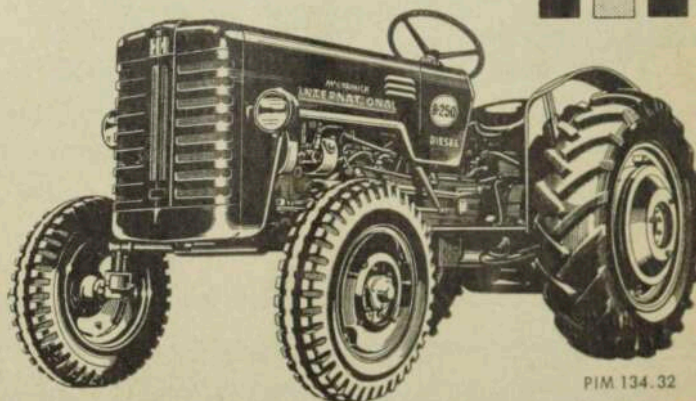
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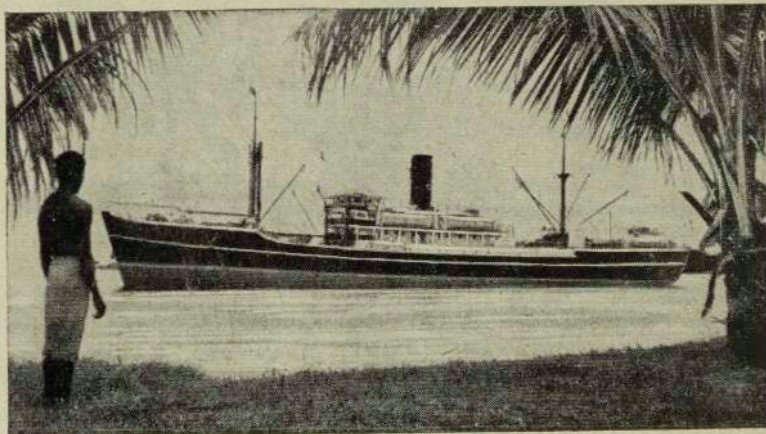
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For further details please apply to Agents or refer to the weekly advertisements in the "South Pacific Post".

AGENTS:

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

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

NOUMEA: Etablissements 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.

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

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PEOPLE

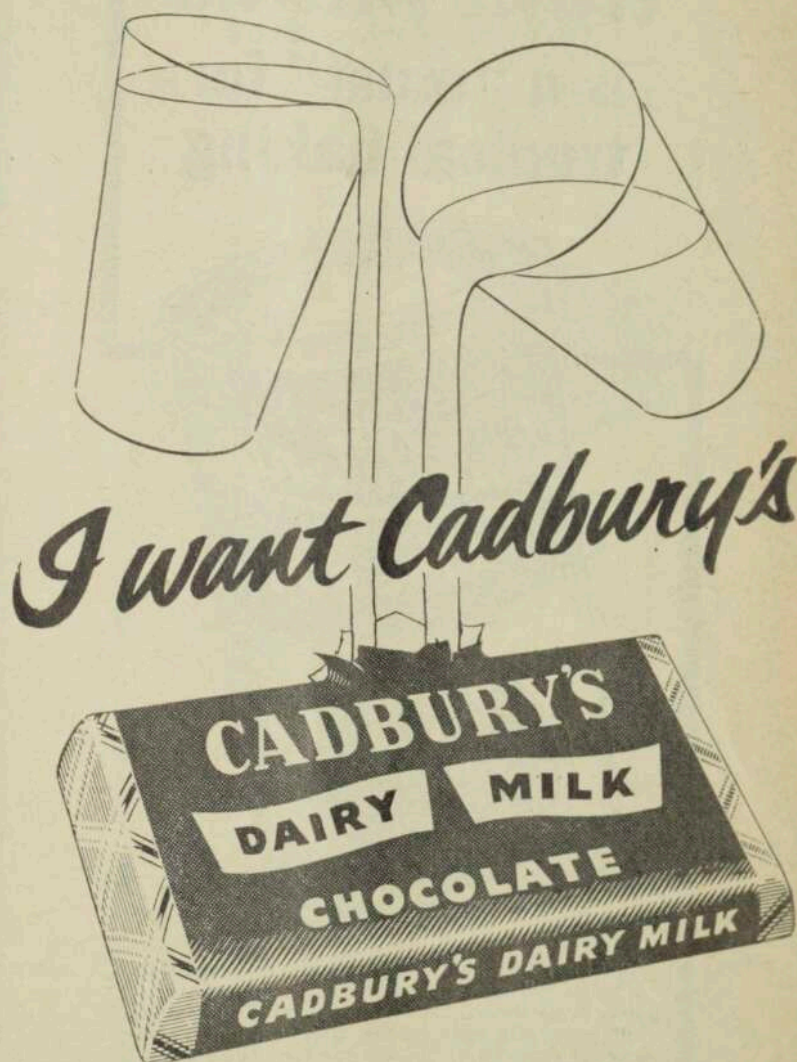
Mr. Charles Robert Harley Nott, OBE, Secretary for Fijian Affairs, received the CMG in the Queen's Birthday Honours. After 33 years in the Fiji Civil Service he will retire late this year; for a time he was in Tonga as British Agent and Consul. He will be succeeded by Mr. A. C. Reid, who has been in Fiji and Tonga since 1938.

Other Fiji Birthday Honours were: MBE to Mr. Walter F. H. Freeman (assistant manager at SR Co.'s Nausori sugar mill, who will retire at the end of 1959 crushing season), Ilisoni Cokanasiga (who has had 30 years' service with the government, mostly in veterinary clinical work), and Mr. Sadanand Maharaj (one of the best-known Indian farmers in Ra Province, formerly a nominated MLC); BEM (Mil.) to Sgt. Isoa Vavaitamana (member of No. 1 Construction Squadron of the Corps of Fiji Engineers at Christmas Island); Colonial Police Medal to Sub-Inspector Akaila Matanibukaca, of Bailevu (member of the Fiji Police Force since 1932).



Miss of the Dragon Ball in Rabaul, NG, in June was charming Miss Nancy Seeto.
Photo: C. H. Meen.

Assistant District Officer Bill Brown, of Wewak, New Guinea, is to marry Sydney in June—to marry Mera Kohn in the Congregational Church, Rockdale. After a short honeymoon at Hayman Island, ADO Brown and his bride will return to New Guinea.



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Rear-Admiral A. M. Valkenburg, Commander of the Dutch Naval Forces in Netherlands New Guinea, who was three years in Hollandia, has left for the Netherlands. Captain G. J. Platerink will act temporarily as C in C, and for the duration of that period he has been promoted to the rank of Rear-Admiral.

Dr. M. W. F. Schregardus, senior Netherlands New Guinea official in charge of Posts and Telegraphs and Shipping and Power, spent a couple of weeks in Pt. Moresby in June conferring with his opposite numbers in the Papua-New Guinea Administration.



Visiting Sydney from Wainunu, Vanua Levu, Fiji—Abraham Whippy, member of a well-known Fiji family.

—Tele-Photo.

Many tributes were paid to Mr. Vishnu Deo, OBE, senior Indian elected member of the Fiji Legislative Council last month when he announced that he was retiring from the Council and from politics, after a long and outstanding career. Except for a break of five years, he served in the Legco since 1929, as member for the Southern Division. Fiji-born, he was a dominating political leader of a very large section of the Indian population in the Colony. Ill-health and failing eyesight had forced him to the decision, he said.

Do-it-yourself fans are ever looking further afield—now Mr. A. P. Bagley, headmaster of Boroko primary school, Pt. Moresby, has just built himself a small aeroplane. It took him three years, using plans obtained from UK, but it has been passed by the Department of Civil Aviation and actually flies at 80 mph.

Mr. E. A. Craven, who was secretary of Messrs. W. R. Carpenter & Co. Ltd., for many years, and who recently spent long leave in North America, now has joined the headquarters inspection staff. In June and July he was in New Guinea, making an inspection of the company's various subsidiaries there.



Captain Orme Denny, New Guinea manager for Qantas for many years, receives a gift from Mr. R. Law-Smith at a farewell function in Moresby last month; Mr. C. Oliver, QEA Islands manager, centre. (See page 47). —Papuan Prints.

Mr. Phil Palmer, manager since 1937 of Fanning Island Plantation Co., Central Pacific, is now holidaying at Brisbane with his wife and two daughters. He travelled from Fanning to Fiji in the Cable ship Recorder and was joined there by Mrs. Palmer, who had flown from Brisbane. Their elder daughter is a nurse at Brisbane Hospital; the younger one is still at school and, later on, will go with Mrs. Palmer back to Fanning.



Mr. P. Miller, new Qantas area manager for the Pacific, who takes up his new post following the retirement of Captain Orme Denny.

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In brown homespun cassocks and cowls, sandal-shod feet, and white girdles knotted around their waists, three Anglican monks from England presented an unusual sight in Sydney when they boarded the Qantas airliner on June 25 for Pt. Moresby. They were Father Stephen and Brothers Mark and Andrew, on their way to join Father Geoffrey at Koki, Port Moresby, to establish the Anglican Franciscan Order's first overseas mission. Later they will extend to the NG Highlands. Roman Catholic Franciscan monks have been at work in NG since 1952.



Married at Taurama Chapel, Port Moresby, in June, were Mr. D. Lutterall and Miss L. Barwick.

—Papuan Prints.

Three top NZ educationalists returned home in June after examining possible future education developments in West Samoa after self-government. They are Dr. C. Beeby, NZ Director of Education; Dr. B. Lee, Superintendent of Technical Education; and Mr. J. Leggat, Headmaster of Christchurch Boys' High School, who will become the new Director of Education in Samoa.



Another recent Port Moresby marriage, in the Catholic Church—Mr. M. Thomson to attractive Miss B. Wilkins.

—Papuan Prints.

A good many months have passed since a share-selling company bought from Messrs. Fraser and Matthews their well-planted coffee plantation in the Highlands of New Guinea. Messrs. Fraser and Matthews, with their happy families, went South last November. The purchase price was reported at the time to be in the neighbourhood of six figures. Mr. Fraser paid a visit to the Territory in June, and was warmly welcomed. He and his partner were popular residents during their strenuous years in the Highlands. He has purchased a amazing property in the Tumut district of New South Wales. Mr. Matthews and his family are at present in North Italy.

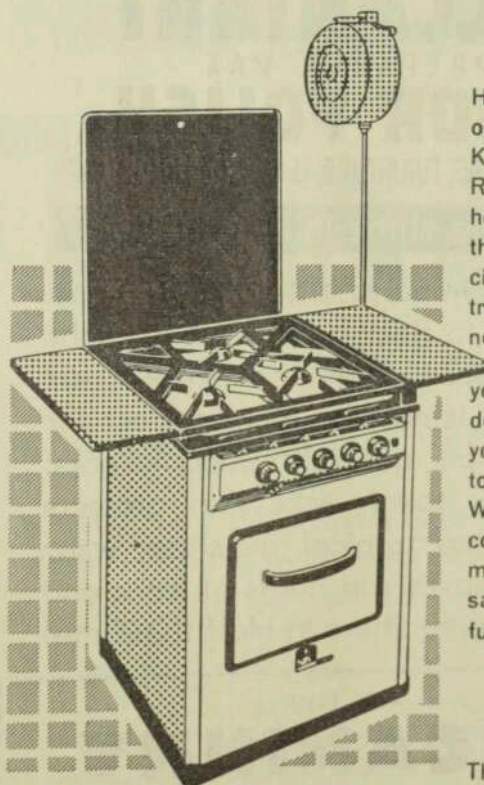
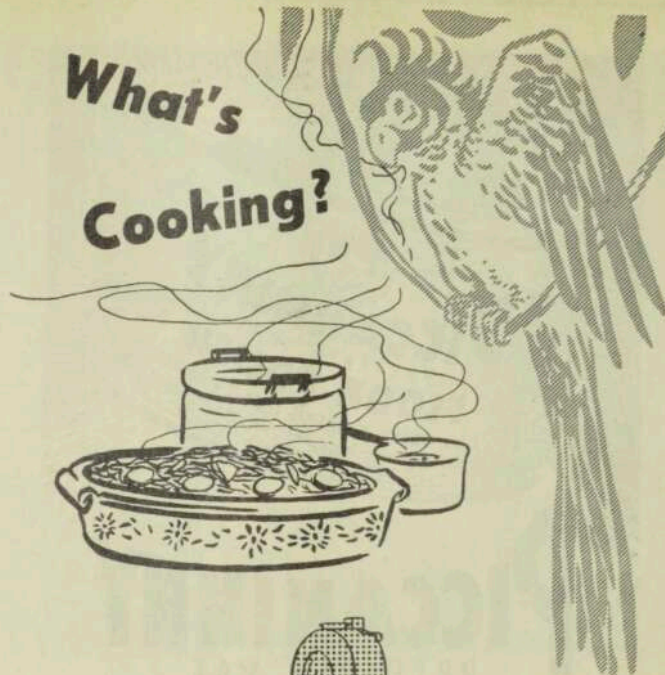
Mr. David Ernest will arrive in Suva in August to replace Mr. R. G. Shackleton as US Consul in Fiji. He was previously with the US Embassy in Paris, and is married with three children. Mr. Shackleton opened the Consulate in Suva after it had been transferred from Suva last year, thus returning to its pre-war site. Older Suva people still remember the times when the Consul's party guests could not drink liquor on the premises, because it was then the prohibition era and the Consulate was in the Territory.



camp in the Star Mountains of NNG, a artist just in from a patrol (right) discusses with the technical leader of the Dutch mission which is now stationed there, Commander Venema, RNN (in white), and the Pacific leader Dr. Brongersma (with camera).

Miss Helen Brown, 18, formerly of Lae, NG, presented a bouquet to Lady Woodward, wife of the Governor of NSW, at the world premiere in Sydney of the film "The Pennies" in June, and then met the star of the show, Betty Kaye. Helen was spotlighted

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Names of Philips' Agents/Distributors can be found on page 145.



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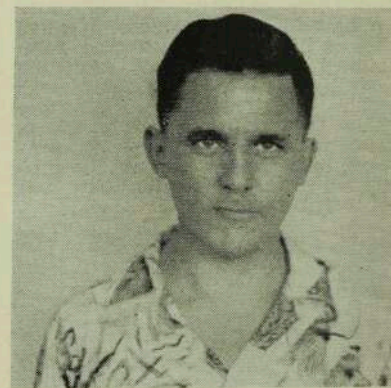
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because her own true-life story of a fight against polio parallels that of the girl in the film. Two years ago, after completing her education in Sydney, she went back to her family's home in Lae; and within two weeks she was stricken with polio. It has been a long, difficult fight but she now is almost recovered and soon will be discarding her iron caliper. Though she now cannot be a nurse, as she intended, she is studying orthoptics.

Patrol Officer Don Lindsay, with Capt. Roy McCary and Sgt. Henry Paolillo, of the US Army, set out from Lae at the end of June for the mountainous country in the Upper Erap River region of NG. They will attempt to collect the remains of servicemen from the wreckage of a US Air Force Dakota that crashed in 1945, and which was recently found by natives.



Splitting the kilocycles in June in places where radio amateurs are scarce, for the benefit of overseas "Hams", Mr. Wyn McGee, loaded with the necessary permits and equipment, made a circuit of central Polynesia from New Zealand.

Mr. P. J. Twomey, of Christchurch, who is secretary of the non-denominational NZ Leper's Trust Board, has been awarded a new honour for his 34 years' work in the interests of lepers in the South Pacific—the Decoration Benemerenti from Pope John XXIII. The decoration, a gold medal awarded to lay persons of the Roman Catholic faith for outstanding service, is the fourth conferred on Mr. Twomey for his work in helping sufferers from Hansen's disease in the Islands—he received the MBE in 1948, in 1953 the French Medal d'Or des Epidemics, and he was made a Chevalier of the Legion of Honour in 1957.

Mrs. M. McConnon, wife of a gold mine manager at Wau, NG, had an expensive shopping excursion while on holidays in Brisbane at the end of June—an £800 diamond fell from a ring which her husband had given her and was lost.

Dr. C. V. Phipps, a Sydney geologist, has recently spent some time in the Solomons studying the manganese deposits on Manus, in the Florida Group. Dr. Phipps arranged for 30 drums of manganese to be shipped on the *Ikhoi*.

Mr. John Grover, senior geologist of the British Solomon Islands, married Miss Caroline Sandon, only daughter of Mr. and Mrs. C. A. Sandon, of Surrey, England, in Sydney, in June. The bride arrived in Australia only a week before the wedding. The two will live at Niara.

Mr. J. Thompson, a New Guinea forestry officer on leave in Australia, was elated when he won a prize trip to Tasmania in a radio quiz session in June, but his excitement turned to despair in the middle of his tour when he received news of injury to his 17-months-old son, Bruce. Bruce had damaged his eye in a fall on a garden stake at Yamba, Northern NSW, where the family was holidaying while Mr. Thompson took his prize trip. To reach the bedside of the baby as he was operated on, Mr. Thompson made a 1,000-mile dash by air, train and car.



Irene Thomas, of Levuka, Fiji, celebrated 21st birthday in June. Here, from left, E. Stolz, a well known Levuka resident; Stolz; Miss Thomas; Mrs. Thomas; and G. F. J. Thomas. Photo: Raman Lal.

Alph Perrier, Qantas manager Port Moresby, and Mrs. Perrier are recent San Francisco visitors en route back to Australia and the Territory after leave.

The High Commissioner for the Western Pacific, Sir John Gutch and his wife, visited San Francisco in June en route to the United Kingdom on home leave. They will be visiting three sons, all at English schools; Sir John talked with his fellow South Pacific Commissioner, Dean Knowles A. Ryerson, on his one-day California stay. Mr.



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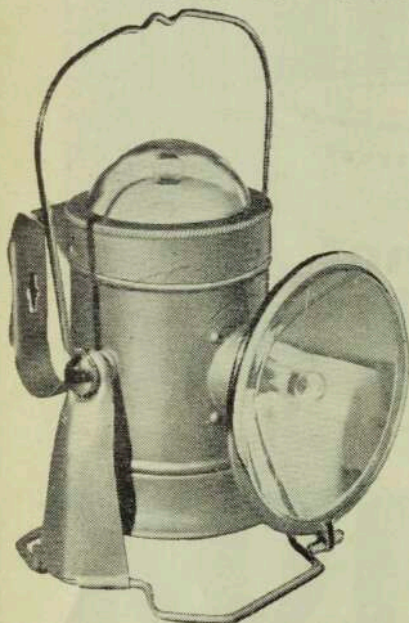
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M. D. I. Gass, BSIP Chief Secretary, is High Commissioner in Sir John's absence.

Mr. A. Pavitt, banana shipping manager in the Samoa Department of Agriculture, retired at the end of June after 27 years in the Government service, 20 of them as plantation manager of the former NZ Reparation Estates. He now intends to take up planting on his own account.

Mr. Frederick Devenish, who was British Consul at Tahiti when the Consulate closed in mid-1958, returned to Papeete from UK as a passenger on the *Tahitien* in June. He indicated that the British Consulate property may soon be returned to the chiefly Pomare family of Tahiti which gave the land to Great Britain nearly a century ago.



Ian Burness, formerly of Suva, at a meeting of the Polynesian Association of Sydney, with a Sydney friend Miss Thelma Smith.

—Tele-Photo.

The Governor-General of NZ, Lord Cobham, with Lady Cobham, will pay his first official visit to the Cook Islands and West Samoa in late July and August.

Mr. and Mrs. Ralph Sanft, residents of Vavau, Tonga, recently moved to Nukualofa to take charge of the cinema business there owned by his father, Mr. Otto Sanft.

Mr. Owen Martin, Sydney author, editor and publisher of school textbooks (he has written more than 50 textbooks and teachers' handbooks) will be visiting P-NG in July-August to discuss problems with teachers and parents.

Mr. Harold Hindwood, who has been general manager of Mandated Airways (a Carpenter subsidiary) in New Guinea for many years, retired on June 30, and will in future reside on his coffee plantation at

ainantu, in the New Guinea Highlands. He has been succeeded by Mr. Hector Nagel, as acting manager. Mr. Hindwood has been a prominent and popular figure in New Guinea since before the war, and carries with him into retirement any good wishes. Mr. Doug Rhinestone and Mr. Brian Carter preceded Mr. Hindwood in the management of Mandated Air-



Puhia "Tony" Lindsay was entertained in by his sisters-in-law, Mrs. Selina Whitbe (right), and Mrs. Lil Hawthorne, in July. In Tahiti, Mr. Lindsay left there for New and in 1924. In 1928 the silent film "Orable Outcast" was shot in Fiji, and Mr. say was one of a group of nine young ds people who toured Australian movie tres supplying the authentic Islands back- and music at each showing. In that year "talkies" came to Australia, too. Now oyed with an Auckland freezing company, Lindsay plans to spend a few months at Papeete, his home town.

ice-Admiral Sir John Collins, N, ret'd., Australian High Com- sioner to New Zealand, made a f visit to Fiji-Tonga-Samoa in e-July, travelling in the Tofua n Auckland.

Mr. J. L. Chipper, of Rabaul, has ounced that his various pro- ies are for sale, and he plans eave the Territory. He has been iminer, timber-miller, shipping ransport contractor, planter, der, in the 30 years he has been New Guinea.

Mr. Chipper is a bitter critic of Administration, and of the con- ons forced on the country by berra. As a timber-getter, he instrumental in opening up the e and fertile and completely un- bited Warangoi Valley. He con- cted roads and built bridges— he was confident that, when timber was cut out, he would llowed to acquire a healthy slice this potentially valuable cocoa ntry. Instead, he received only ery small area.

he Administration, in accordance Hasluck policy, is showing some stance in opening up the War- oi Valley. It could have been a e for a score of European ters. Only four have so far been ted; and three or four more are emplaced. They will be avail- for the returned servicemen World War II.

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Publisher:

R. W. ROBSON.

Editors:

JOHN TUDOR STUART INDER

Manager:

SELWYN HUGHES.

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

G.P.O. BOX 3408, SYDNEY.

Registered Address for Telegrams,
Cables, and Cables: "Pacpub",
Sydney.

SUBSCRIPTION RATES:

British Pacific Islands,
Australia, annual
subscription (includes sur-
mail postage) .. £1 4 0
French Pacific Islands,
annual subscription (in-
cludes surface mail
postage) .. £1 7 0
(280 Pac. frs.)
are, per annum, \$5
or (Sterling) .. £1 10 0
Copies 2 6

BRANCH OFFICE, PAPUA- NEW GUINEA

Publications (New Guinea) Ltd.,
Building, Fourth St., LAE, New
Guinea. Tel.: Lae 2577.
Miss Pat Robertson, Manager.

BRANCH OFFICE IN FIJI:

Press Building, Gordon St., Suva.
Tel.: 4043.

REPRESENTATIVE IN N.Z.:

Whitcombe, P.O. Box 5179,
Auckland. Tel.: 42.384.

REPRESENTATIVE IN U.K.:

Wallis, 13 Rood Lane, London,
E.C.3. Tel.: Mincing Lane 8633.

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

All main trading firms and
merchants in the Pacific Islands.

TIMES AGENCY IN AUSTRALIA

Pacific Publications Pty. Ltd.,
Press House, 29 Alberta St.,
(Telephone MA 9197-8), is the
Australian Agent for THE FIJI TIMES,
Suva, Fiji.

Pacific Islands Monthly

No. 12. Vol. XXIX

JULY, 1959

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The Showdown Comes!

New Guinea Tax Issue Leads To A Constitutional Challenge

The stubborn refusal of Australian Minister for Territories Hasluck to meet the almost unanimous wishes of the non-official residents of Papua and New Guinea, in regard to the character and timing of his plan to introduce income taxation there, has led to a grave constitutional position which may affect the status of the Territory.

NTIL Friday, June 26, the issue was fairly simple. If Minister Hasluck had allowed an ill-

own Taxation bill to stand over another year, pending reconciliation between Government and payers—and possibly some re-fitting of the awkward measure—it is probable that the Taxpayers' Association would have withdrawn challenge to the validity of the Legislative Council; and all would have been peace.

But the Government, from April to June 27, went on with its taxation bill plan, blindly and stubbornly; and then suddenly, on June 26, the proceedings before the Territory's Full Court became no longer an attack on the validity of the Council, but challenge to the validity of the Papua and New Guinea Act of 1949, under which the whole structure of government in the Territory has been built.

The Supreme Court's rejection of Bunting's application on July 7 not remove the danger. If

Port Moresby insists income tax shall start from July 1, there will be a challenge to P-NG Act, which will go through to the High Court.

It would appear that, when the attack on the Papua and New Guinea Act began on June 26 before the Full Bench of the Supreme Court of Papua and New Guinea, the things were called into question—

The meaning and application of the Trusteeship Agreement between the United Nations and Australia, as it affects former German New Guinea.

The "constitutionality" of the Papua and New Guinea Act of 1949. The character and scope of the relationship between the old Australian Territory of Papua and the Trust Territory of New Guinea.

The validity of the Legislative Council which was created under the P-NG Act.

The legality of all the laws passed by the Legislative Council since its inauguration.

After the Tax bills were introduced into Legislative Council on

April 20, a sort of politico-economic-legalistic storm developed quickly in three dimensions. They are—

In Legco—Government presses on with bills, despite resignation of three elected members; receives several scores of suggested amendments; and then adjourns until July 13, so that amendments may be submitted for consideration by Minister Hasluck.

In P-NG Supreme Court—Urgent application made for injunction restraining Council from passing Tax bills, on ground that the Council without elected members is unconstitutional; but proceedings unexpectedly develop into an attack on validity of Papua and New Guinea Act.

In Hush-Hush Section—The attack on P-NG Act in Supreme Court causes alarm among persons in Australia concerned with maintenance of Australian Trusteeship in New Guinea. There were significant and highly secret radiophone conversations between Port Moresby and Canberra. These were followed

PACIFIC REPORT

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

Fiji's Governor Visits Tonga—117; Boffins Tour S. Pacific—117; Australian Press Under Fire in NG—119; NNG Beef Industry Plans—121; Land Planes for RNZAF in Fiji?—123.

New Relics from La Perouse Mystery—125; In NG It's Deader on the Cheap; Fiji's Education Bill Rises Sharply—127; The Manus Believe in the American Way of Life—129; Birthday Honours for WPHC; W. Samoa Makes Life Tougher for Drinkers—133; They're Using Henderson Field Again—137.

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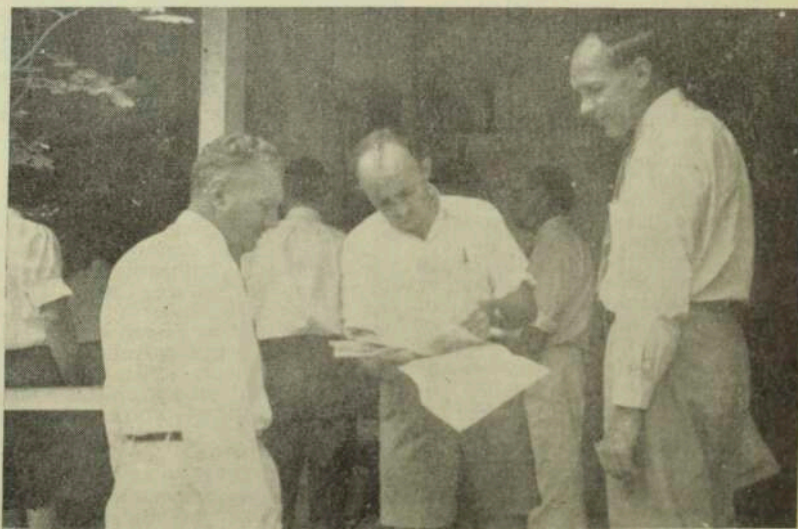
by discussions in Canberra and Melbourne.

The situation as this issue goes to press is—

The Australian Government, as far as is known, still supports Minister Hasluck in his determination to pass the Tax bill on July 13, and impose the tax as from July 1.

Supreme Court has rejected Mr. Bunting's challenge to validity of Legco; and Bunting refuses to appeal to High Court because this may endanger the whole Papua and New Guinea Act.

Trust Territory interests may now inaugurate new action in Supreme Court, with view to ultimately challenging P-NG Act before High Court. (Over)



Port Moresby solicitor, Craig Kirke (centre) on the steps of the Legislative Council building serves copies of the famous injunction application to Council members B. Fairfax Ross (left) and Dr. R. F. R. Scragg. In the background at right can be seen Department of Territory's Assistant-Secretary J. E. Willoughby.

What the P-NG Act Says

Section 36 of the Papua and New Guinea Act, 1949-57, reads—

The Legislative Council shall consist of 29 members, namely:

- (a) The Administrator;
- (b) Sixteen officers of the Territory (who shall be known as official members);
- (c) Three non-official members possessing such qualifications as are provided by the Ordinance and elected, as provided by Ordinance, by electors of the Territory;
- (d) Three non-official members representing the interests of the Christian missions in the Territory;
- (e) Three non-official native members; and
- (f) Three non-official members.

(The remainder of the Section provides the machinery under which the various classes of non-official members are nominated and appointed.)

Section 38A (added only in 1957) contains, among other things, these words:

A question respecting the qualification of a member of the Legislative Council, or respecting a vacancy in the Council, may be determined by the Council or may be referred by resolution of the Council to the Supreme Court.

But Papua and New Guinea has itself been challenged on ground that Trusteeship Agreement does not authorise a Legislative Council.

To understand what had occurred—and still is going on—it is necessary to describe all these strange events, in their sequence.

The P-NG Legco, after adjournment in April, met on June 22, to proceed with the second reading of the Tax bill.

Elected Members' Resign

Territorians, expecting fireworks, gathered in the Council Chamber (the Red Cross Hall) with the soothing waves of Ela Beach on one side, and the screaming main road traffic on the other. But all was quiet, dull and anti-climactic.

The bill did not come up, that day. Actually, the venue of the fight had changed. There were no elected members present.

At 11 a.m. that day the three elected members (Messrs. Dudley Jones, of Rabaul, E. A. James, of Port Moresby, and Ian Downs, of Goroka) who had already given notice that they would retire as soon as the bill reached a certain stage, drove to the office of the Administrator (and President of the Council) and handed in their resignations. In a joint statement they said they took this course because—

- The Income Tax bills had been introduced without the prior inquiry demanded by all non-official members and the overwhelming majority of the residents.

- The people of the Territory had not been given adequate Council representation.

- The proposed bills were "so complicated and full of anomalies and inequities" that it was not proper to ask the Council to accept them—that was why they had decided not to remain in Council and consider suggested amendments. The bills should be re-drafted.

- They would not accept nomination for re-election until the people were given a more effective voice in the Council.

Council's Status Challenged

But the sting of the announcement was in its tail: "We have received the advice of Queen's Counsel that the Legislative Council cannot pass valid laws until the vacancies created by our resignations have been filled."

What did this mean?

The Port Moresby-Canberra radio ran hot.

It soon was known that eminent constitutional lawyers, who had been consulted by the Taxpayers' Association, held that, if the Council was not constituted in accordance with Section 36 of the Papua and New Guinea Act (see panel) it could not pass a valid law; and that this applied to the Taxation bills.

On the evening of the 22nd, Port Moresby seethed with rumours. It was a period of huddles among lawyers, constitutional know-alls, amateur experts and others—with an eye on the two notable strangers who had come up from South with the homing Legco members on the Saturday plane—Mr. J. E. Willoughby, First Assistant Secretary in the Department of Territories, who was proceeding to sit inconspicuously and watch events; and Mr. John McKellar White, top-ranking taxation consultant in Sydney, who was there to assist and advise the Territory's hard-fighting Taxpayers' Association.

Everyone wanted to know: What was the next step?

'Bob' Bunting as 'Plaintiff'

It came as the Council assembled on the morning of the 23rd. At 10 o'clock a little team of amateur process-servers appeared, under the direction of lawyer Craig Kirke; and two documents of formidable appearance were served on each of the 26 surviving members of the Council (except Keith McCarthy, who is absent on leave, and Robert Frederick Bunting, who appeared on the documents as "plaintiff").

It was all very puzzling to the deeply interested spectators.

It had been thought that Mr. Bunting, one of the nominated non-official members, and important because of his leadership of the Returned Soldiers' League, would resign with the elected members, who carried his sympathy and



Mr. Ian Downs, one of the three elected members of the P-NG Legislative Council who resigned in June over the tax issue. He is former NG District Commissioner, turn planter.

support. But the director of tactics asked him to stay in the Council to act for them there.

To him had been given the job of challenging the validity of the Council, as constituted without three elected members.

The documents initiated an action in the Supreme Court. Mr. Bunting now was applying to the Court for an injunction, restraining the Legislative Council from proceeding with the Taxation bills, or any other business, on the ground that it was not properly constituted, in accordance with Section 36 of the Act.

Speaking from the chair, the president of the Council said the Members had been served with copies of the notice of motion, and supporting affidavits; and the Crown Law Office would "enter an appearance" for them.

Mr. Bunting then presented petition to the Council, praying that Mr. John McKellar White be permitted to address the Council from "the bar of the House", and present Taxpayers' Association arguments against the bill.

The petition was rejected on the

On Second Thoughts

When the P-NG Tax bill (which has 360 clauses) reached Committee stage, the Government introduced no less than 74 amendments and eight new clauses; while more than 100 other suggested amendments were submitted by non-officials.

The appearance of the Government's numerous amendments was regarded as evidence of faulty draftsmanship.

Some represented concessions to primary producing and mining interests; and further depreciation allowances were conceded; but the majority of the provisions which are most strongly condemned by taxation experts apparently will remain in the bill when it goes to the Third reading, and enactment, on July 13.

New Elections — But Of Whom ?

(Continued from previous page)

es and Council resumed the and reading debate on the Tax ed by Mr. Fairfax-Ross, all the -official members made im- sive, well-reasoned speeches, not inst the principle of income tax, against the Minister's method ntroducing the measure. xcept for the Treasurer's state- at, not one word was said in ence of the measure by either al or non-official members. t the back of the hall, among spectators, was Mr. E. A. James. t other two ex-MLC's (Downs Dudley Jones), had left by y planes for their homes.

Supreme Court Takes Over

he next move in the curious na came next day (Wednesday) he Supreme Court. gh officialdom affected to treat tly the elected members' chal- e to the Council, in view of ion 38A; but Canberra must e been kept closely advised; be- e that (Wednesday) morning's e from South brought Mr. A. F. on, a young Sydney barrister apparently had some official ding, but who sat inconspicu- y in the back of the Court with Willoughby. ief Justice Mann had Judges e and Kelly on the Supreme rt Bench with him. The pro- ings were brief. e Court asked Mr. Kirke to e the application for an inter- tory injunction, and save time oing straight to the main point. r. Kirke said he could not do —he was awaiting legal aid from alia. Meantime, Legco was g ahead, and the Tax bills could ased by an incompetent body. r. Watkins (Crown Law Officer) ehalf of the Government gave ositive assurance that the bill d not be carried past the com- ee stage until the challenge had disposed of. r. Kirke still wanted an inter- tory injunction; so it was de- d to hear his application for it xt day. xt morning the same Court embled; but by now Crown Law er Watkins was sitting on the lines, and Sydney barrister on, representing the Australian of the Crown, had taken over. r. Kirke stated that Mr. oney, a barrister associated Mr. McFarlane (the QC who advised the Taxpayers' Associ-) was en route from Sydney; he sought an adjournment, ing Mr. Mahoney's arrival. e application for an inter-

locutory injunction was stood over accordingly until Friday, June 26.

By now, the Court side of these proceedings was beginning to assume a stern and forbidding appearance.

No Laughing Matter Now

And meanwhile the Legislative Council was fighting for air, almost smothered under a mass of proposed amendments.

All day Wednesday, the remaining non-official members tried to get the amendments (many of which covered similar ground) into some sort of order, and to reduce their number.

All Thursday the Council ("in committee") took each clause of the bill separately, and considered it in relation to amendments.

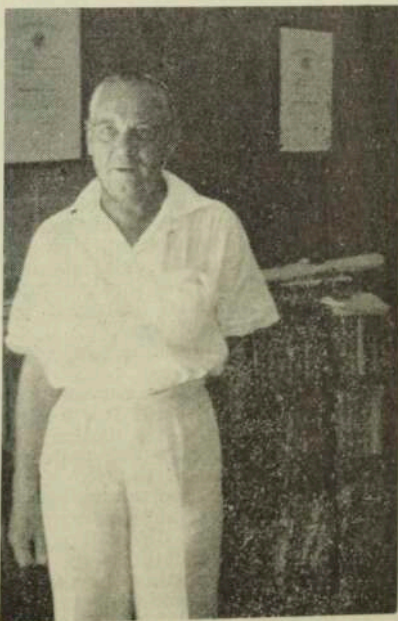
As each amendment survived, the President announced that it now was "deferred for further consideration"—in other words, for submission to Canberra.

Apparently, nothing could be done there without Canberra's approval.

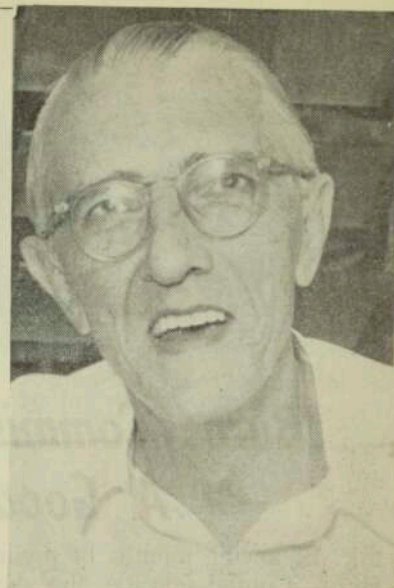
Watching the farce from the back of the hall, Mr. E. A. James remarked in an aside: "Do you wonder I resigned? What's the use of the Council, in this form?"

When they adjourned at noon for lunch, the councillors had dealt with 36 clauses in two hours. There are 360 clauses in the bill.

"I thought I might get home for



Another who resigned is Mr. Dudley Jones, Rabaul barrister and solicitor who has been a driving force and forthright counsellor among the Taxpayers' Associations of P-NG.



Mr. E. A. James, senior of the three MLC's who resigned. He is a Port Moresby public accountant and former editor and proprietor of the pre-war "Papuan Courier".

the week-end," moaned a New Guinea official. Nobody laughed. By now, Hasluck's wretched Taxation bill—cursed by the community, challenged by scores of amendments, and now shrinking under a gathering Supreme Court storm—was no longer a laughing matter.

Main Act Now Challenged

On Friday, June 26, while Legco struggled wearily with masses of bill amendments (which achieved nothing, because they all had to go to Canberra for vetting, anyway) the centre of interest changed sharply and definitely to the Supreme Court.

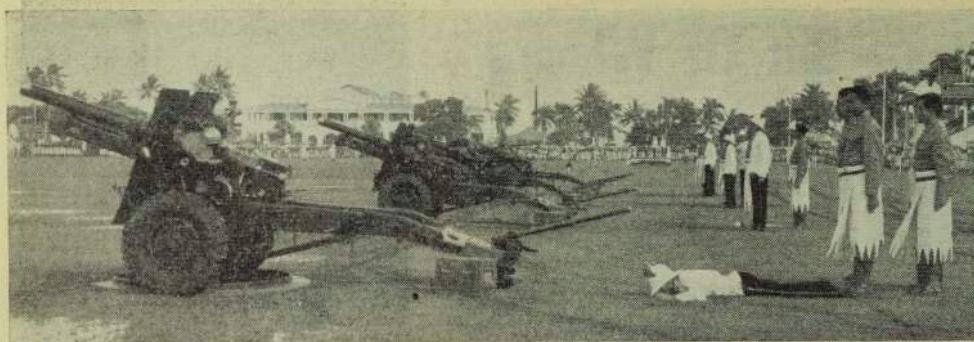
A young Sydney barrister, Mr. D. L. Mahoney, who had received his instructions in Sydney only 36 hours before, came off the all-night plane—where he had slept in his clothes—and went straight into action in the Supreme Court.

Within an hour, official Port Moresby was buzzing with excitement. Mr. Mahoney was not following Mr. Kirke's line of questioning the authority of Legco, under Section 36—he was attacking the validity of the Papua and New Guinea Act itself.

It has been known, for ten years, that some experts in constitutional law express doubts about the validity of this Act. They question the possibility of combining the old Australian Territory of Papua with the Trust Territory of New Guinea, in view of the way in which the government of the latter is defined by the Trusteeship Agreement between the United Nations and Australia, made on December 13, 1946.

The Agreement allows "a customs,

(Continued on page 149)



WELL, BLOW ME DOWN!

This wasn't quite part of the drill laid down for the handling of the Royal Salute for the Queen's Birthday, but none could say that the man concerned did not adopt a tidy pose as he fell in a faint just prior to the firing in Albert Park, Suva, on June 13. A moment later an ambulance crew had adjusted matters.

Photo: G. Winkelkoetter.

Burns Commission Off To A Good Start

Following months of preliminary research in the UK, the Burns Commission on the development of Fiji started field work in the Colony in July.

THE Chairman, Sir Alan Burns, made many friends for the Commission right at the beginning with a sane summing up of what the Commission would and would not do. He said that he had heard rumours that the Commission would disregard assurances given in the past about Fijian land. But any recommendation would take earlier assurances into account.

Sir Alan also warned against rumours of what he or his colleagues might supposedly say during their inquiry. Such statements should be disregarded unless they were from an authoritative source. People should remember, too, that if the Commissioners' questions should sometimes seem pointed, it might merely mean that they were testing reaction—not that they had made up their minds on anything.

The Commission has received 500 letters containing suggestions from the public. The Fijian and Indian communities have also presented in written form their official submissions.

Main Submissions

The Fijian submissions were signed by the five paramount chiefs and five chiefs representative of the commoners. The Indian submissions were signed by five Indian members of the Legislative Council and 100 other leading Indians representative of the Legislative Council and 100 Hindu and Muslim. These two groups are not always unanimous in political matters.

Broadly, the Fijian submissions cover the following points:

The promises made under the Deed of Cession regarding Fijian control of land must be adhered to.

Having regard to the increasing

Fijian section of the population, there is no worthwhile land in excess of Fijian requirements.

Lack of finance, and not the Fijian way of life, is the principal reason for failure by the Fijians to make the fullest use of their land. Finance for this purpose in the form of grants or loans from the British Government is petitioned.

Because of the limited amount of good land, greater attention should be paid to the development of secondary industries. Greater opportunity to be provided for Fijians in commerce and industry, and greater educational facilities provided in technical colleges and universities—preferably in England “for social and political reasons”—to fit them for these tasks.

The limitation of population increase by birth-control methods and the provision of greater public expenditure on the dissemination of birth control information, though this is “unfortunately not a cure but only a palliative for possible future ills . . . (but) essential to the welfare of the Colony.”

The Indian submissions are, very broadly:

The land of Fiji is capable of great development and if full use is made of it there is no danger in the near future of any over-population problem. Nevertheless the Indians would support any programme of artificial birth control so long as such is not directed solely at Indians as a racial group, and is entirely on a voluntary basis.

To develop the land, substantial funds be made available and terms of land-tenure liberalised in the case of leased lands. Land tax urged.

Greater diversification of agricul-

ture, and better local and overseas marketing organisations.

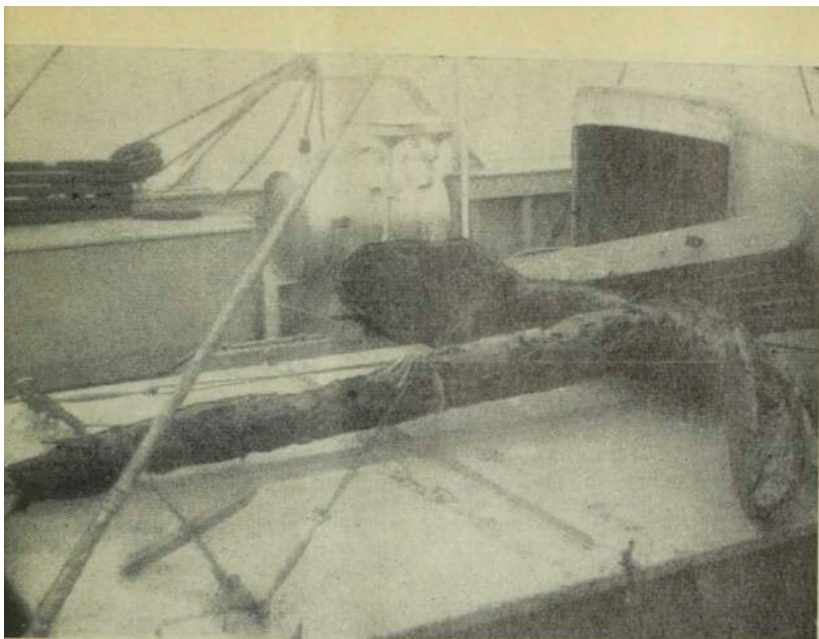
Greater educational facilities and the removal of all fees in primary education.

It is maintained that “the Indians were introduced in the Colony for permanent colonisation, and they were given solemn promise by Her Majesty that their rights . . . would be ‘no whit inferior to those of any other race’”, and that such pledge has not been fulfilled . . . “in the matter of land utilisation and holdings.” This should be corrected.

Greater representation for Indians in the legislature and local government, and the removal of discrimination in all spheres of their life.



Young Timothy Strachan of Lae, is typical of the healthy European youngsters that New Guinea produces these days. Timothy's smile is no doubt due to the fact that he has just won the boy's 8 years-and-under swimming race at the Morobe District Interscholar Swimming carnival in June—held at Lae this year for the first time. Bulolo won the carnival for the fifth time in a row. Photo: Pat Robertson.



One of the anchors recovered by the latest expedition to the wreck of La Perouse's ship, photographed aboard the "Tiare" in Noumea in July, by "PIM" correspondent Fred Dunn.

More La Perouse Relics

Six coral-encrusted anchors and other relics from what is believed to be the wreck of La Perouse's ship "Astrolabe" were recovered from a Vanikoro reef and arrived back in Noumea on the French Naval patrol vessel "Tiare", on July 1. Above is one of the anchors. (See story page 1).

THE WRECKAGE of the vessel was located last year by M. Pierre Anthonioz, who also saw several anchors embedded in coral and recovered one of them. (PIM, April, 1958). The present relics were recovered by M. Haroun Tazieff, a geologist, and a team of divers, with the help of *Tiare's* winches. Other than the anchors, cannon balls, chain, ballast and a Russian chronometer dated 1724, were recovered. La Perouse called at a Siberian port before crossing the Pacific).

It is not clear whether the geologist and the divers went to Vanikoro on *Tiare* or not. One report indicates that this party has been around Vanikoro for some months looking for wrecks. The Dutch Government, to which Vanikoro and its reefs belong, does not appear to know what is going on there; officially it knows nothing about the French expedition—or if it does, is not saying anything.

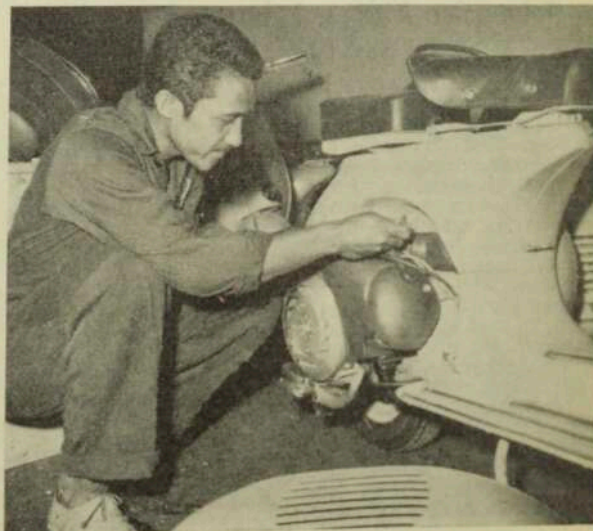
Meantime, the relics were recovered in Noumea with full military honors and one minute's silence for the members of La Perouse's expedition who, of course, perished years ago. The French High Commissioner and the Admiral commanding Pacific Navy Forces were there to welcome *Tiare* when she arrived. The relics will ultimately

go to the French Navy Museum.

La Perouse is now part of history, and belongs to the Pacific as well as to the French; it might be an idea, therefore, if some of the British in the Solomons could work up sufficient enthusiasm to collect a couple of Vanikoro relics for a British museum.

INDONESIANS HAPPY

All 37 of the Indonesian stowaways who were refused entrance to Holland last year, and were sent on to Dutch New Guinea instead, have now found work in the Dutch territory, despite their earlier troubles there, which caused some anxiety for the authorities. (PIM Dec., 1958). This Indonesian is working as a scooter technician in a Dutch firm in Hollandia.



Plenty of Grievances

Aired

Fiji Sugar Report Due End of July

The inquiry into ways and means of maintaining peace in the Fiji sugar industry, which opened in Suva on May 25, was concluded there at the beginning of July. The recommendations of the Board of Inquiry are expected to be available by the end of July.

THE inquiry was the result of a dispute between one section of the sugar industry workers—the mill workers who are members of the Fiji Sugar Industry Employees' Association—and the employers, the Colonial Sugar Refining Co. Ltd.

Whatever the recommendations, the inquiry was valuable in that it publicly aired a very wide range of grievances, real or imaginary, by both parties.

The Board of Inquiry permitted presentation of submissions over a very wide field, whether backed by firm evidence or not. All statements were made under privilege, and all hearings were in public except on one occasion near the end of the inquiry when the spokesman for the Company and the union's spokesman were the only persons present before the Board, while the ability of the employer to pay higher wages was investigated.

The Board of Inquiry consisted of four members: Mr. G. G. Honeyman, QC, from the UK, chair-

(Over)

man; and Ratu K. K. Mara, Mr. P. K. Bhindi, and Mr. D. M. N. McFarlane, all of Fiji.

Union Argument

Beyond its many petty grievances, the main line taken by the union, through its general president. Mr. B. D. Lakshman, was that wages paid in the sugar industry should be based simply on ability to pay, and should not be related to the inability of some other Fiji industries or employers to pay a similar amount. A fair share of the fruits of the sugar industry should be the only criterion, he said.

The CSR Company maintained on the other hand, through first its chief manager, Mr. J. C. Potts (who entered hospital on June 23 following a heart attack), and later through its Mr. L. M. Sherwood, that sugar wages must be tied in with the general ability of all Fiji employers to pay.

Mr. G. G. Honeyman indicated towards the end of the hearings that on the information which had been given the Board of Inquiry would not be disposed to recommend a minimum rate of pay for the whole Colony.

The union had submitted that on the basis of cost-of-living figures for prisoners in the Colony, the barest minimum wage should be 3/- per hour as compared with the present 1/5 ruling in this branch of the sugar industry. A reduction of working hours to 40 per week, and certain other improvements were also sought.

On behalf of the Company, Mr. Sherwood said that inability to pay a just and reasonable wage had never been pleaded in these hearings. His Company held that there should be some machinery set up for the fixing of a Colony-wide minimum wage and that any other negotiations should be based on that.

Polynesian Airlines Ltd. Backers

Polynesian Airlines Ltd., registered in Apia recently with the primary object of establishing an air link between Western Samoa and American Samoa, disclosed the names of its share-holders in June, as follows: Mesdames S. Annandale, K. von Reiche, and E. F. Paul; Messrs. P. M. Paul, N. S. Paul, D. Atoa, G. T. Jackson, K. Meyer, R. F. Reynolds, R. P. Berking, R. R. Barnewall, A. N. Grey, Lesatele Rapi, E. and R. Fabricius, C. and L. Bartley, H. and J. Retzlaff, and S. V. Mackenzie & Co. Ltd.

Mr. Barnewall is the Australian Operations Manager who is handling the technical side.

The directors are given as Messrs. E. F. Paul, E. Annandale, B. Cobcroft, Vaai K., and K. von Reiche, with B. W. Leamy as secretary.

HOME BASE

By
Sydney'sider

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

Commonwealth Ministers, meeting in early July to cook up the 1959 Budget, have found £50 million in the kitty that they didn't know about. This, say the optimistic experts, points the way to a tax slash. (Any department will do).

Railway officials sitting in their Counting House figuring out how much the 1958-59 loss will be, say a lot of lost patronage is due to slow, uncomfortable and grimy conditions of train travel "a few years ago". To which most Sydneysiders reply, whadda you mean—a few years ago? Increased use of private vehicles and air travel is also blamed for the railway not being the popular way—although the Public Service Board of NSW is doing its best for the railways by banning public servants from air travel where a train can get them to the same place.

TAKE YOUR MAP: Two new lanes on the Sydney Harbour Bridge (they used to be tram lines) are expected to ease traffic congestion for two years by which time additional vehicles will have got us back where we started from. Out of town drivers are advised to approach the Bridge between midnight and 6 a.m.—it's now no game for the novice or uninstructed. During the month, newspapers have boosted circulation by printing diagrams and maps on How to Do It; and Transport Department is issuing pamphlets to the same purpose.

CHINESE PUZZLE: It was a feather in the caps of NSW police when they cleared up, within two days, what looked like being an insoluble Oriental mystery of how two Chinese bodies got to be floating in Sydney harbour done up in calico shrouds.

They were the casualties of a party of five Chinese smuggled from Hongkong by crew members of the liner *Taiyuan*.

The three who got ashore are still abroad as illegal migrants. The two whose Chinese luck ran out apparently smothered in a cupboard during a Customs search for contraband, and their bodies were thrown overboard by panicky sailors.

HAPPY ANNIVERSARY: July 1 was the 50th anniversary of the introduction of Australian old age pensions. Beginning at 10/- per week in 1909, the rate has risen to the present £4/7/6. The pensioner today is slightly better off, getting something like one-third the basic wage. In 1909 he got about one-fifth the unskilled male wage rate. Other benefits go with the age pension today; and over 500,000 Australians are taking it—a far higher proportion than in 1909, when there was some sort of social stigma attached.

BIG DIVVIES FROM LITTLE INVESTMENTS GROW: Record for the month, any department, goes to General Motors Holden's for a £15.3 million profit—the biggest an Australian company has ever made in one year. Over £7 million of it goes to ordinary shareholders in the United States—giving them 425 per cent. on their investment. Australian preference shareholders get £33,696. The rest goes to reserves. GM-H has given its American parent the best investment it ever had; the Australian public the most popular car it ever had; and in addition it contributes magnificently to consolidated revenue—£11,000,000 in income tax in the year under review.

DISTINGUISHED GUEST: Danny Kaye, here in Sydney for a four weeks' season at a fabulous fee. He's delighting the fans on and off the stage.

LOCAL BOY RETURNING: Prime Minister Menzies, on July 8, after 10 weeks abroad, back with the happy news that the world is now more likely to talk it out than fight it out.

OUT DAMNED SPOT: After some interesting wrangling going back over weeks, the Municipal Council of the high-toned Woolahra area (it takes in Double Bay, Rose Bay, Edgecliff, etc.), decided on July 13 to order the demolition of two, almost completed, luxury blocks of flats (value £1 million), at Darling Point—because they are too near the water. The bet is it won't happen, but it has been one of Sydney's more entertaining stinks.

The Case of the Molotov Cocktails

Tahiti's Pouvanaa Still Awaits Trial

Travellers from Tahiti in June made known the astonishing fact that steps had just been taken to bring to trial, before "the Criminal Court of French Polynesia", the former 64-years-old French Polynesian Premier and Deputy, Pouvanaa a Oopa, on charges connected with fire-raising incidents of October 10, 1958.

PIM reported in November, 1958, that—following a series of political clashes—a muddled attempt had been made in the night of October 10 to start fires in business premises; that the Governor had taken certain drastic action; and that Pouvanaa a Oopa and a member of his closest supporters had been arrested, on a series of criminal charges, apparently involving arson and assault. Since then, there has been no word about the Deputy or the system of government being followed in Tahiti. It was assumed that the French authorities had let the sole unhappy incident be forgotten and taken no further action. But now it appears that Pouvanaa a Oopa—and presumably his associates—has been held as prisoner since October 11—over eight months—while high officialdom in French Polynesia has discussed the best way of bringing him to trial.

How Political Hatreds Led To Terrorism

The discussions and arguments are difficult to understand. French law, which holds an accused guilty until he proves himself innocent, is different from English law, which states that an accused person is innocent until evidence satisfies a court that he is guilty. Delay has occurred because the French-Tahitian authorities insisted that Pouvanaa should have a fair trial; and it was feared that in Tahiti there would be too many persons involved, with pre-conceived ideas about the case. The Criminal Court before which Pouvanaa is expected to appear, shortly, will consist of three magistrates (one of whom will preside) and four jurymen. They are indebted to M. Jacques Fa'au, of Papeete, for the follow-



The Pacific Jet Age Is Here (Somewhere)

Not Aotearoa—but the Long Black Cloud. That's what irate local aldermen thought, anyway, when Qantas' new Boeing 707 jet took off from Mascot, Sydney, for the first time on July 6. It was the advent of the Pacific jet age. Somewhere in that black cloud—which Civil Aviation authorities went to a lot of trouble to explain was much worse than normal—is the aircraft, and also the spies of the aldermen from the nearby suburbs who for months have been yelling in anticipation of "jet aircraft nuisance".

Said the Mayor of Randwick after the event: "They pulled every trick to convince people that the planes would not be a nuisance . . . I enjoyed their supper [referring to the Qantas' reception] but they didn't pull the wool over my eyes. Jets mean noise, kerosene and smoke to a far greater extent than conventional aircraft."

Qantas will put jets into regular Pacific service on July 29. Pan American will come in with jets a little later—which is pretty smart of them. By the time they start, Botany-Randwick civic fathers will no doubt have accepted the fact that, like amplified sound, TV westerns, pneumatic drills and motor scooters, jet noise is just another modern nuisance that we are stuck with.

Pan-Am will be introducing the Intercontinental version of the Boeing 707 to the Pacific service, although whether it will come right through to Sydney at the outset is not yet known. This version is 18 ft. longer than the current Qantas model and will carry more passengers. Pan-Am has already had nine months jet experience across the Atlantic with a version of the 707 which is slightly shorter again than the ones Qantas is using.

ing notes on this very remarkable case.

Before the leaders of the RDPT (Rassemblement Democratique Populations Tahiti), Pouvanaa a Oopa and his lieutenant, J. B. H. Ceran-Jerusalem, got political power through the Loi Cadre elections at the end of 1957, they had developed much influence (apparently anti-European) among the Tahitian people—especially the large illiterate section.

They buttressed their influence by quoting freely from the Bible; and they were helped very much by two Tahitian pastors, formerly trained by a Protestant organisation.

The credulous native voters were easily persuaded that the two RDPT leaders were "the envoys of God on earth"; and they did all that they were told to do. The majority were

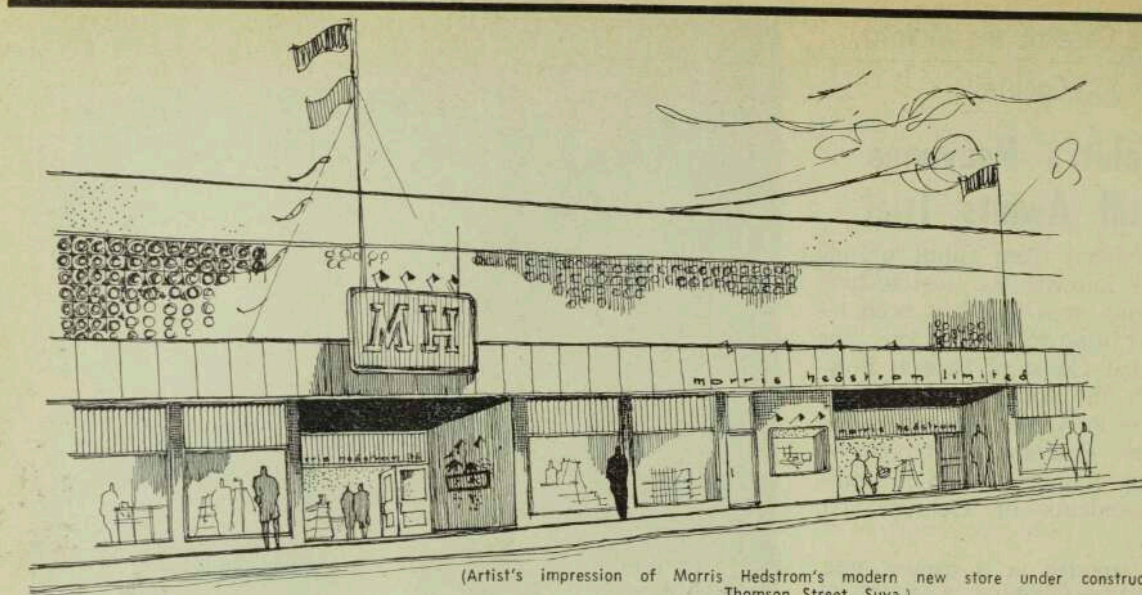
quite incapable of an independent vote on political subjects, like the introduction of income tax, and an independent republican government.

When Ceran-Jerusalem, as President of the Assembly, and Pouvanaa a Oopa, as Premier, took charge of the government early in 1958, they introduced these two "reforms". The Rightist parties rose in revolt against the new Government on April 29 and 30, 1958, and broke up the Assembly. The Governor resumed control of Administration.

The majority of the RDPT followers were quite incapable of understanding what it was all about.

The vote for or against De Gaulle and the Fifth Republic was taken on September 28, 1958, and the RDPT party worked very hard for

(Continued on page 147)



(Artist's impression of Morris Hedstrom's modern new store under construction
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FIJI — SAMOA — TONGA

COMMENTARY

N Gives "Go head" to W. Samoa

In contrast to the UN Visiting Mission's report on New Guinea, which caused some heartburns in High Places in that Territory, the report of the Mission that visited Western Samoa is as mild as the Biblical asses' milk. (See page 29).

For this reason, it cannot be read so much as a blue print for the West Samoan self-government, as a grandmotherly pat on the head for a favourite grandchild. Led down to a sentence, it concedes the Samoans' right to choose men and how they shall have self-government; nonetheless, the rest of the report that pads this basic fact to 78 pages has plenty of built-in warnings to the Samoans, who are soon to be running things, of the difficulties in which they could find themselves.

The UN Trusteeship Council report which followed the release of the report was as mild as the report itself. Even the Russian delegate was hard put to it to find ammunition for his accustomed ruses, and contented himself with a demanding "unqualified independence", and the charge that New Zealand was trying to force a policy of friendship on an unwilling Samoa.

NZ has made it abundantly clear in recent years that she would be content to be done with Samoa; it seems that she will be stuck with the Territory to some extent at least, even when it has got its independence.

There is an indication that the Visiting Mission did not learn all the problems of the Territory. The report dismissed public health in a few lines; nor was this dismissed in the debate, although the delegates (and the report) talked at length about educational policy. The most pressing public health problem in W. Samoa at present is the inability of the department to attract qualified European medical officers.

Within a short time, European medical practitioners will be reduced to two—with no resident medical specialist—to care for the health needs of 102,000 people. The men of the work will then fall to the 40 Samoan AMP graduates of the Suva Medical School who have the specialised knowledge and experience of qualified European doctors and specialists.

And a European resident of long standing, recently: "It is practically impossible to engage medical men at the niggardly remuneration

offered by W. Samoa when they are offered much more in neighbouring territories. The UN Mission and the delegates at the Council ignored this but talked endlessly of the £400,000 worth of grants-in-aid that should be forthcoming from NZ for higher-education, even after self-government is established."

No one is opposed to giving Samoan children adequate education although academic distinction in itself, in a Territory of only limited opportunities for this sort of thing, is useless. As the report itself points out, the stress for years to come must be on agricultural development if the country is to pay for the kind of life to which it has become accustomed.

There is no reason why self-government should not succeed in Samoa, as it has in Tonga—except that the Tongans have always cut their suit according to the cloth. Western Samoa, on the other hand, seems much more disposed towards designing a lavish suit and then expecting someone else—preferably New Zealand whom they occasionally affect to despise—to furnish the material.

☆ ☆ ☆ Spook in the Cupra Cupboard

A NEW word has entered the vocabulary of the copra industry in recent years—particularly since the end of the MOF copra contract in 1957. It's "interchangeability" and it means that if copra can't be produced at a reasonable price, something cheaper like soya-bean or groundnut oil will have to be substituted.

This bogey has been dusted off and brought out to frighten copra producers almost monthly in the last year since copra prices have been high—to such an extent that when, or if, it does happen that alternative oils take a slice out of copra's traditional market, producers will be likely, at first, to discount the wolf that has been crying "interchangeability" so long.

Although a switch to cheaper alternatives is an ever-present threat to copra, it is difficult against the background of the last 12 months to dismiss entirely the idea that "interchangeability" is not also part of consumers' bargaining technique. There has been proof during the months of copra scarcity that, however much cheaper substitutes might cut into the field in some departments, in others there is no substitute for coconut oil.

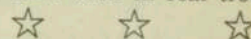
But whether copra and coconut

oil have a claim on the edible-oils market to the extent indicated by the unrealistic price levels reached during the last eight months, is an entirely different proposition—and producer and consumer alike were, no doubt, relieved when in June the price of copra showed a downward trend.

Whether this is a temporary halt is too soon to say, but it would be a good thing all round if copra now stabilised at a reasonable price level.

Just what level could be regarded as reasonable is the \$64 question—but it would have to be well below the freak prices realised early this year.

High prices rebounded in the Pacific a few months ago when the copra crushing mill at Rabaul closed temporarily because its owners could not see the future market trends of coconut oil sufficiently clearly. As it happened, this made no difference to P-NG copra producers, because the Copra Marketing Board was able to clear all copra elsewhere. But had the mill closure been in Suva instead of Rabaul, Fiji planters, who sell almost entirely to the Suva mill, would have been in real trouble.



Unity of Commercial Interests in Fiji

IN Fiji there are now four important groups of traders—Europeans, part-Europeans, Indians and Chinese. The Fijians trade through co-operative societies, but rarely as individuals.

There is a tendency for the traders to group themselves racially. There is a European and an Indian Chamber of Commerce, and the Chinese are now moving to form a Chamber.

The president of the Suva Chamber of Commerce, Mr. M. H. Helsen, has entered a strong plea for unity of thought and action, among Fiji's Chambers of Commerce. He has pointed to the growing importance of Fiji's trade, both internal and external, and the ways in which a United Fiji Chamber could help the Government in difficult days ahead.

Mr. Helsen could have added that the things which divide the Chambers in their expressed objects are as nothing compared with the considerations which unite them.

Some people profess to see insuperable obstacles to national unity in the growing numerical strength of three or four racial communities in Fiji. There really are no obstacles there—it is mainly a matter of intelligence and tolerance on the part of the community leaders.

Hawaii has more races, in some ways more sharply divided, than has Fiji. Yet Hawaii has gone

ahead and prospered as a united community—an example to all the Pacific Islands Territories — and Hawaii now has become the Fiftieth State of the United States.

What Hawaii has done in the North Pacific, Fiji can do in the South — always provided that the communities can approach their common problems without bigotry and intolerance.

This Chamber of Commerce proposition provides a good case in point.

Let there be, if desirable, a separate Chamber of Commerce for every community and every trading centre; but a united all-Fiji Chamber of Commerce, in which all the smaller Chambers shall have representation, should be an essential part of the structure. The smaller Chambers would deal with local needs; while the all-Fiji Chamber would speak for the Colony's traders as a whole, and co-operate with Government in every possible way.

Trading and primary production are closely linked. An organisation of planters, affiliated with the Fiji Chamber of Commerce, would be a good and helpful thing.

☆ ☆ ☆

The Axe of Asia for

Fiji's R. A. Howlett

ONE of Fiji's brightest young men, Mr. Bob Howlett, was appointed Director of Tourism in Singapore last year. He threw himself into the job with typical Howlett enthusiasm. His work pleased all observers—some of the publicity he arranged was most effective.

Last month, Bob Howlett was sacked—just like that!—and given three months' salary in lieu of notice.

This month, Indonesia's Jap-trained rabble-rouser, Dr. Soekarno, has thrown aside the last vestiges of the so-called Parliamentary system introduced into that be-devilled "republic" after World War II, and has established himself as an Army-controlled dictator.

The two most powerful bodies in the former Netherlands Indies now are the tight-knit Chinese community of about 3,000,000, and the ever-growing Communist Party of Indonesia — which will be in Soekarno's Cabinet, whether he likes it or not.

Those factors, plus the economic deterioration of the "republic" since the Dutch were ousted, contribute more and more towards the creation of the Indonesian causeway, along which Asia's hordes eventually will pass to the South Pacific Islands, Australia and NZ.

There is growing restlessness in the Philippines—our near neighbours in the northwest; and grow-

ing uncertainty about the future of Dutch New Guinea, with which we share occupation of the world's largest island. . . .

Bob Howlett, Dr. Soekarno, Dutch New Guinea, Philippines—how are all these connected?

They are part of the same overall picture—namely, the growing thrust of Asia against the Europeans, and against the clean and freedom-loving nations which Europeans have established in the South Pacific.

The British built the great entrepot of Singapore out of a swamp; and then, without a fight, abandoned it to the Asians who had subsequently established themselves there. A Chinese near-Red premier has taken charge—and promptly has thrown out all the European employees he could reach, including Mr. Howlett. The Chinese politicians will eject British business-men eventually from Singapore, just as Soekarno's Indonesian rabble has driven the Dutch out of the Netherlands Indies.

Since 1945, we have seen it happen in Burma, India, Ceylon, Indonesia, Singapore, Indo-China. Why do we imagine that this flood will stay west of New Guinea and north of the Equator?

☆ ☆ ☆

What Mr. Hasluck

Is Doing to P-NG

THE very intransigent Minister Hasluck must be held responsible for the danger now threatening Papua and New Guinea. It is developing as a result of the Minister's stubborn refusal to meet the unanimous wish of non-official P-NG residents that the Tax bill be postponed for one year.

This is written as the Territory's Legislative Council assembles, once more, to pass the Taxation bills. The Supreme Court has said that the Council has the power to do this; and the Administration has indicated that the tax will be levied as from July 1, 1959.

Sooner or later after the bill becomes law—probably sooner—the validity of the Taxation Act will be challenged; and, when that happens, the matter will go at least to the High Court, in the shape of an attack upon the Papua and New Guinea Act, under which the Territory of Papua and New Guinea is constituted and governed.

High legal authorities always have had doubts about the P-NG Act; and it has been repeatedly attacked in the United Nations. Most of its authority is derived from the Trusteeship Agreement between United Nations and Australia; but the critics hold that there is nothing there to permit, between Papua and New Guinea, a

union which includes a law-making instrument of the nature of the present Legislative Council.

Mr. Hasluck has known this. It is known also to other Australian Ministers, and to certain high Australian officials.

Why, then, did Mr. Hasluck press on with his badly-drafted and untimely Tax bill, and stir up a constitutional challenge under the worst possible conditions, when a little courtesy and patience with the Taxpayers' Associations would almost certainly have brought compromise and the temporary removal of a very real danger? Echo answers, why!

That P-NG Act should have expert attention—but in a calm atmosphere, clear of bad feeling.

Now—assuming that Tax bill passes, in its present form—disaster could be just around the corner. Because, even if an attack on the validity of the P-NG Act should fail, issues will be raised which inevitably will stir up trouble for Australia at all points where the international organisations we support meet the emissaries of the Communist block, and of Asian and African anti-European countries.

This grave error in judgment and in tactics could—and should—write *Finis* to Mr. Hasluck's career as Australian Minister for Territories. In some ways, he is the ablest man who has held that portfolio in 50 years; but a series of incidents since about 1952 suggests that, in outlook and in temperament, he is unfitted for the post.

For example, it is well known that he has insisted on being Administrator as well as Minister, so that the official Administrator never has been given a chance to administer, and a kind of demoralisation has spread slowly through the District and Departmental heads.

In introducing the bill suddenly, and without notice; in ignoring all pleas and arguments for delay and review; in inducing the Australian Cabinet to push on ruthlessly with the measure—in these things, Mr. Hasluck has suggested that he regards Territorians as an unintelligent, selfish mob, screaming against income taxation generally. . . . Well, he is due to learn something more about the character and backbone of Territorians.

Mrs. Rachel Cleland, wife of the Administrator of P-NG, Brigadier D. M. Cleland, and well-known for her personal interest in many Territory voluntary organisations, became a Member of the Order of the British Empire in June. The citation said that the recent development of Guiding in the Territory was largely due to her work as president of the P-NG Girl Guides' Association.

The Editors' Mailbag

Who Discovered the NG Highlands?

A reader in Germany, writing via *ola*, refers to a Mailbag item in March, where doubt was thrown on the story that a man called Detzner, dodging Australians during World War I, actually was the first to discover the NG Highlands.

Detzner now is living in England, says our reader, and continues: "It would have been only fair to let Detzner know the accusations and hear his side of the story. Why were these accusations brought to light now the missionary who made them is dead? Why did he not accuse Detzner while living?"

No one waited until anyone was dead, of course; there is ample evidence to show that the Lutherans began their war with Detzner shortly after his book was published — presumably in the 20's.

If Detzner had wanted to defend himself he could have done so after publication of a long article in *PIM* in July, 1934, which said all at the March, 1959, item said, only were so. But so far as the present editors of *PIM* are aware—and other was engaging in literary exercises in 1934—there never has been one word from Detzner published in *PIM* in the 29 years of existence, although there has been ample opportunity.

In 1934, shortly after the Leahy brothers, Spinks and Taylor first explored the New Guinea Highlands, the late Mrs. Molly Lett, writing from Detzner's book, proved her own satisfaction that Detzner had discovered all the entry between the Purari headwaters and Mt. Hagen. In the July issue of 1934, a Sheila Lane replied, in part, as follows:

Mr. Bergmann (of the Lutheran Mission), states that Detzner himself has since repudiated his book New Guinea travels and has regarded it solely to the fictionists. No longer can it be accepted as authentic history. . . . This opinion was taken following a protest from the German Geological Society and the Lutheran Mission, which accused Detzner of using information from the Mission to write his book. The contents were entirely to his powers of listening while he was temporarily domiciled at the mission."

Miss Lane then went on to say that Detzner's description of the Purari natives fitted exactly Kukukuku natives who roamed the region of Wau and the out; and that there was no mention anywhere like his description of Mt. Joseph.

For some reason, in subsequent years, *PIM* always referred to the Molly Lett version and it was not until the old letter came into our hands a few months ago that a search back through old *PIM* files revealed Miss Lane's version in the July issue of 1934.

At that time, we asked Mick Leahy—about whose explorations there is no doubt—if he thought Detzner had discovered the Highlands. He said no; that he thought Detzner had never got further than the Saruwaged.

If Mr. Detzner can prove otherwise, we'd be delighted to hear from him—it's something we've been waiting for for 30 years.

Send Them Your Islands Stamps!

A letter received by the Editor:

Please do not think us too forward in writing this letter to you. We are two polio patients, and have been in respirators for the last six years; and during that time we have become very interested in stamp collecting. Strange as it may seem, we find that the stamps we are most short of, are those of the Islands of the near north of Australia—such as New Guinea, Solomons, Nauru, etc.

We were wondering if it would be possible for you to print a small piece for us in your paper: We will gladly pay for same if you send the account. Hoping you can see your way clear to grant us this request.

BILL ROBINS,
MAX RAWSON.

Ward 12, Fairfield Hospital,
Fairfield, Victoria.

No charge to Bill and Max.
Islanders, please send of your best!

Continuing the Story of Humphrey Berkeley

Writing to "*PIM*" a week before an accident put her in hospital (June "*PIM*"), Mrs. Ellen von Moltke, of Norfolk Island, had a few more facts to add to the story of Humphrey Berkeley, which has almost become a "*PIM*" serial in the last 12 months:

Mr. Berkeley was married twice and had three sons. His first wife must have died in England shortly after the eldest son was born and, presumably, was brought up by his mother's family.

Humphrey's brother, Sir Henry Berkeley, KCMG, was Chief Justice of Fiji, but am not sure whether he was there when his brother arrived in Suva in 1892. The family came from the Leeward Islands, West

Indies—they were originally German Jews named Hartmann, but the two brothers decided to change their names legally taking that of their mother's maiden name.

Humphrey had great charm.

He studied law in England, started law practice in Suva immediately after his arrival and was joined by a Mr. Beddard, from England, who remained only a few years in Fiji.

Some time afterwards, Humphrey's second wife arrived with her two sons, Tom and Reginald, and a maid, who looked after Mrs. Berkeley (a recluse).

Tom was never the brilliant one of the family. "Sparrow", the younger, started writing plays when he was in the Army in France, during World War I. After that, he practised law in England and became a member of Parliament. He died at middle age. He was married to the younger of two sisters of a man in the Civil Service in Suva—can't just remember the date but it was about the time when a high chief died at Bau. He saw her at the huge ceremony at Bau, married her soon afterwards and they went off to England.

Humphrey Berkeley, by this time, had "gone to the pack"—he was a heavy drinker: a bottle of whisky a day man. He ended up with the local scandal of the Bua-bua logs, hard-wood sleepers for train lines for sugar plantations. These were ordered for the Punjabis at a cost of £400, but were never paid for.

The Punjabis threatened to murder Humphrey and to dismember the body and destroy it, so Humphrey left orders that when he died he was to be buried at sea.

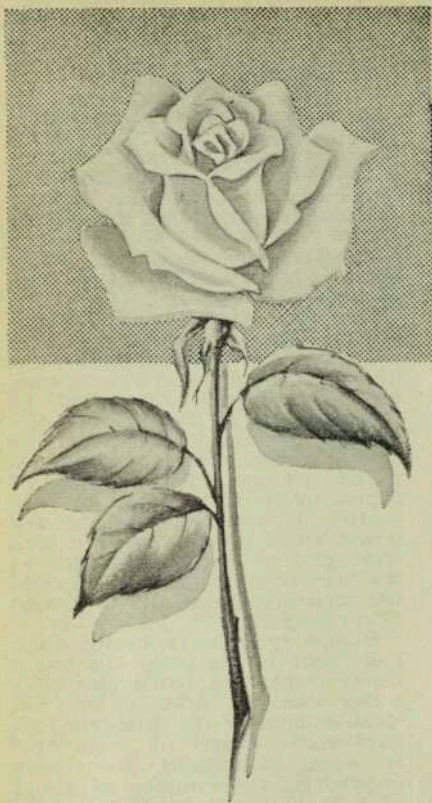
Humphrey's eldest son (of his first marriage) visited his stepmother in Suva after his father died. He was in his early 20's, a good-looking, fine type of Englishman. He was a good actor—it was he and not Tom who starred in *The Geisha*, mentioned by Mr. Chris Wager (*PIM*, March).

Should Diddiman Be Diddima?

Mr. Harold Wickham, of Swansea, NSW, has a new slant on the Pidgin word "Diddiman" (which originally referred to the curator of the Rabaul Botanical Gardens, and now is used for anyone who does this type of job).

He says the word was not "diddiman", anyway, but "diddima". "Diddiman" was a mispronunciation by one of the officers of the Rabaul garrison who was notorious for his inability to speak Pidgin.

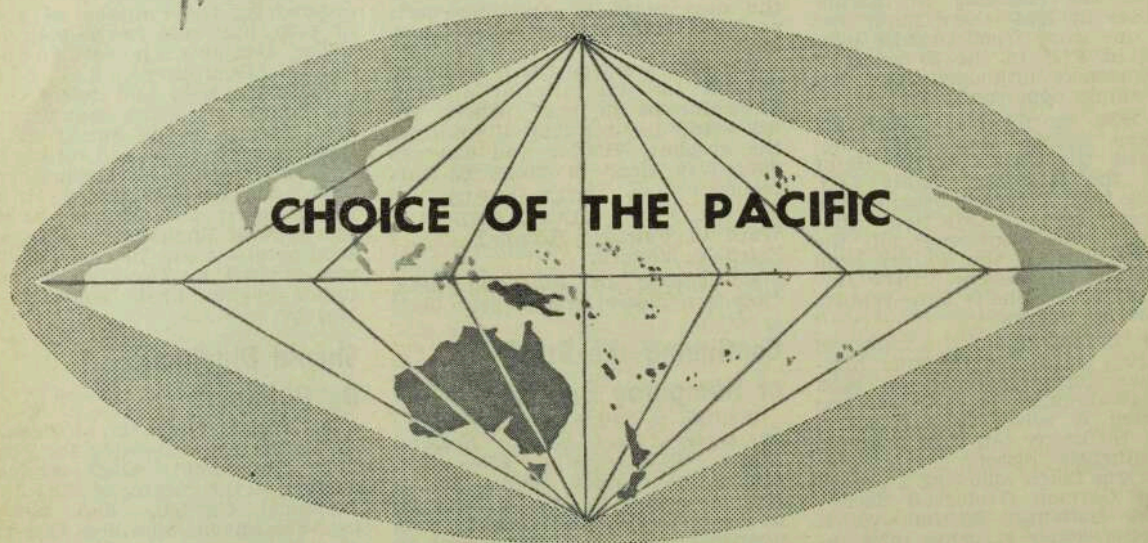
"The same officer was responsible for the use of the Pidgin "Soda-water" for saltwater. The natives always called it "sollitwater"—the nearest they could get to saltwater. But the nearest the officer could get to "sollitwater" was "sodawater".



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and What of Interchangeability?

COPRA PRICES WILL LEVEL OUT

• Although few of the experts have committed themselves as yet, there are indications that the price of copra, which has been maintained at boom level for the best part of 12 months, will adjust itself in the next six.

THE world oil and fat supply position was admirably summed up by Mr. J. C. A. Faure, of Lever, in his address to the Congress of the International Association of Seed Crushers, held in Cannes, France in early June, when he said that he foresaw a period "adequate but not excessive supplies".

According to Mr. Faure's forecast for 1959, total world export of all edible oils and fats will be close to the record 7½ million metric tons in 1957—and 350,000 tons more than in 1958.

However, although overall exports will be up, demand from Western Europe will also be increased considerably so that supply and demand will just about balance. But from the copra producers' point of view, here are several other factors to be taken into consideration: The 350,000 tons increase over 1958 exports is all in alternative oils—soya, cottonseed, groundnut, seed, tallow and lard; and it is expected that 1959 will end showing copra oil exports to have been 100,000 tons less than for the same period in 1958; and that whale oil will be 10,000 tons down.

Nonetheless, the copra boom prices have continued long enough to disconcert consumers to make the change to alternative oils and what Mr. Faure had to say on this so-called "interchangeability" is interesting:

It always takes time for a substitute to establish itself. Manufacturers are loath to change formulas and if a commodity is to be in short supply for only a limited period, they would rather follow the market than change formulae. When a shortage threatens to be of long duration a change in formulae becomes unavoidable.

The old English proverb "Necessity is the mother of invention" has certainly come into its own, and as a result of the shortage the readiness to interchange oils has been greatly stimulated. The fact should ultimately result in freer markets and eliminate some of the fluctuations. It should help to ease the pressure on those in short supply.

In June there was a considerable adjustment in local prices paid to copra producing centres. During that month, the price in Suva for HAD grade fell from £F82/7/6

on June 1 to £F76/2/6 on the last day of the month.

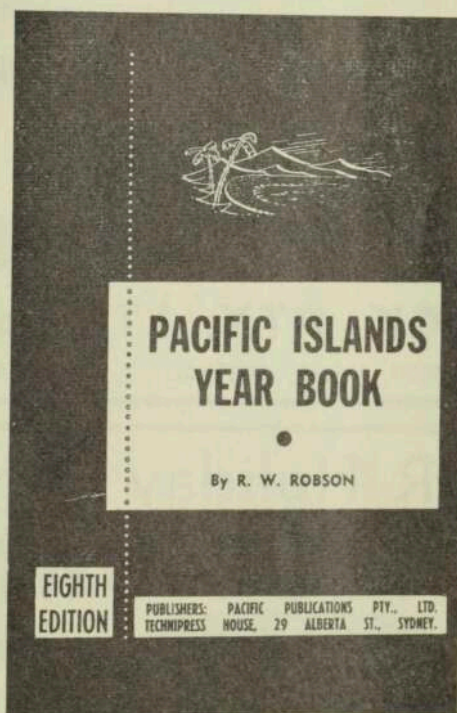
In Papua-New Guinea, the price planters will ultimately get from the Copra Marketing Board is based on the London average for Philippines copra in June, which was £Stg.91/2/6—a fall of £Stg.8/15/- from the May average. Meantime, the tentative price in P-NG remains the same: £A55 per ton delivered to Board's warehouses.

During June, however, a price adjustment of £20 per ton was made to planters in respect of their deliveries to the Board during January-March this year. It is anticipated

that a similar adjustment will be made in respect of April-June deliveries, payments being made by August 15.

It is expected that adjustment will be made also to the price paid in BSIP, which last month was at a peak of £A80 per ton.

Another factor enters Papua-New Guinea copra production from July 1. It seems likely now that income tax will be introduced from that date (in spite of the best efforts of the Taxpayers' Association to delay matters), and at the same time, the collection of export duty on copra will cease.



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In an attractive new green dustjacket, the Eighth Edition contains 480 pages and some 80 maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms), the new Year Book has a number of Special Sections, such as: Notable Developments in the 1940-59 period; Description of the Airline and Shipping Services in the Pacific; Radio Network in the South Seas; The Islands as a Resort for Tourists; Directory of Pacific Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Islands Port Facilities; General Subject Index and Detailed Index of Place Names in the South Seas, etc.

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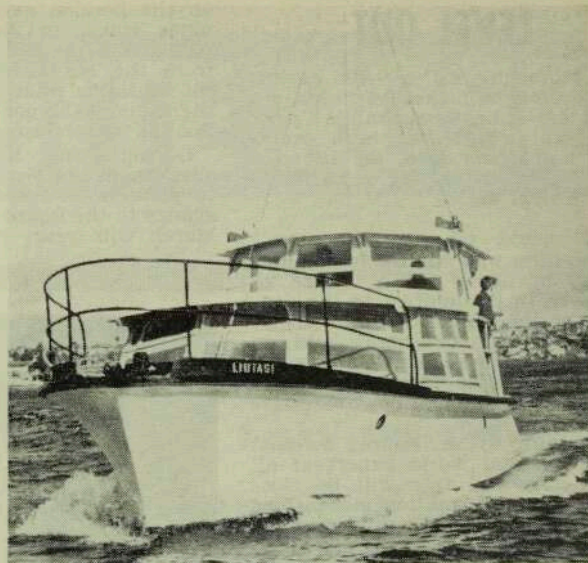
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Sign of the times in Rabaul.

Those Stubborn Tolais!

UNANSWERED QUERIES IN THE RABAU DISTRICT

from R. W. Robson, in New Guinea

One of the minor mysteries of the background of the relationship between the Hasluck administration of New Guinea and the "difficult" Tolais of the Gazelle Peninsula, was the arrival and departure of Mr. Ted Taylor, veteran District Officer and a popular official of Timorore.

THE Hasluck regime in 1958 introduced the detested head-tax (£2 per head, paid by all Territorian males, European, Chinese or otherwise—although some classes of natives were given reduction or exemption).

A section of the Tolais refused to pay. The unhappy District officials resorted inevitably to their duty, and resorted to force. Two Tolais were taken by police at Navuneram in August, 1958.

There was an inquiry by the Department of Justice (whose long and tough report, by the way, still hidden from public scrutiny by parliamentary procedure). The Tolais' attitude towards Europeans—and still is—ugly.

"Welfare Officer"

About the end of 1958, Mr. Taylor arrived in Rabaul, apparently with a *blanche* from the Minister of the Interior. He and his wife were provided with a house on Namanula, a car, secretarial assistance,

an office. He travelled all over the District, and talked to innumerable people.

"What is Ted up to?" asked the intrigued Rabaulites. Some insisted that he was planning a new heaven and earth for the Tolais.

"Mr. Taylor has come here as a Welfare Officer attached to the Department of Native Affairs," announced District Commissioner Foldi.

A large sign "Welfare Office", was erected outside a small building on Mango Avenue, which Mr. Taylor used as an office, when not out in the field.

After three or four months Mr. Taylor departed. Nothing more of his mission has been heard. Presumably, he reported to Mr. Hasluck on Tolai pigheadedness.

The sign is still there. I photographed it on June 29 and then had a look at the "office".

Three quarters of the building appeared to be a storehouse of junk, but was locked up. One quarter was wide open. It was fitted out as an office, with two modern desks and a typewriter. It was unoccupied, dusty and apparently unused.

The building itself was in a state of disrepair and dilapidation. Meanwhile, the Tolais remain withdrawn and sullen. They turn a dead-pan face upon any European who drives through their

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villages and waves to them a friendly greeting.

Did they eventually pay the disputed taxes? Officialdom does not know—or won't say. The Tolais have received many urgent communications from the Hasluck Administration — and they have been "compensated" for the loss of the two men shot by the tax-collectors' police in August.

They Are Anti-Pegs

Their temper is not co-operative. There have been some nasty incidents lately in connection with the work of survey teams in this district. Officials—obviously afraid of Top Brass vengeance—will not talk; but it is known that, after

the surveyors go out and put in their pegs, the Tolais pull out the pegs and throw them away—in our society, almost a criminal offence.

There is a dispute current in Matupi village about some land. The Administration claimed it is Crown land, and had it pegged accordingly. The Matupis pulled out the pegs.

Angry officials lined up the villagers. "Yes" said the villagers, "we pulled out the pegs. So what?" (or words to that effect).

Presumably, officialdom is still trying to find the answer.

Meanwhile, if anyone would like to be a liaison man between unhappy District Administration and stubborn Tolais, he at least is assured of a nice, empty, central

office, and a fine big "Welfare Office" board which now appears to be a superfluity.

SYDNEY,

The United Nations visiting Mission to New Guinea speaks of the Navuneram troubles in its report released in June—and gives a hint on what the Government expects to get from the work of Mr. Taylor. The Mission said that during a meeting it had with the people of Navuneram their spokesman said that many Administration things were not very good. In the Government schools "no good work or progress has been taught the people". There were no subjects that taught people how to run a business. Some local people had formed a co-operative which later "fell down" because they had not learned much about business. The people knew that it was a waste of money because the managers had no training. The Navuneram spokesman ended by saying they wanted to ask the Mission to have America or England to take charge of the people.

"Weaknesses"

The Mission stated that in Canberra the Minister for Territories, Mr. Hasluck, told the Mission that the Navuneram incident revealed some weaknesses of the Administration: basically it revealed the imperfect means of communication between the people and the Administration. The Administration "would have to examine every possible weakness which may have contributed to the events". He said that the Navuneram Commissioner (Mr. Justice Mann) had found that the question of taxation was only incidental to a much wider dispute going back over a number of years.

The Mission added that among the matters relating to Navuneram that the Minister said he was now giving attention to included taxation, the problem of land shortage, measures "to bring closer contact with the natives", local Government Councils, the problem of Native Affairs officers assuming magisterial functions, the too-frequent transfer of officers, and measures to improve communication between the Administration and the people.

FIJI SCHOOL OF MEDICINE EXTENDS

The Fiji School of Medicine—better known round the Pacific as the Central Medical School—made a further important advance in June when the new Nuffield Department of Social and Preventive Medicine was opened by Sir Kenneth Maddocks, Governor of Fiji. The building housing the new department was made possible by a grant of £20,000 Sterling from the Nuffield Foundation.

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UN MISSION OUTLINES SOME PROBLEMS

Self-government For W. Samoa Will Be To Schedule

The report of the United Nations Visiting Mission to Western Samoa — the most important of this year's reports, as West Samoa is approaching self-government — threw no spanners in the works of local political ambition. Nonetheless, the wide cover of the report, and its very mildness of tone, may help to crystallise for the Samoans the fact that self-government will not be the complete blessing some have imagined. It emphasises, too, the tremendous amount of work, constitutional and otherwise, that remains to be done if self-government is to start to function smoothly on the scheduled date — tentatively fixed for the end of 1961.

SUALLY, the same Mission visits New Guinea, Nauru, the US Trust Territory and Western Samoa. This year, at the request of New Zealand Government, and view of the march of political events in that Territory, a special mission went to Western Samoa. Members of the Mission were: Arthur S. Lall (India), chairman; Mr. Jacques Kosciuszko-Zizet (France); Mr. Omar Loutfi (United Arab Republic); and Sir Brew Cohen (UK).

Their report offers no general conclusions but sums up the Mission's stigmations under various heads.

Cabinet Government

One of the items that will be moved forward ahead of prepared schedule will be the introduction of Cabinet Government. It has been decided that this would be introduced after the general elections at the end of 1960. It will now probably be introduced about October, 1959, at the request of the Mission, "in view of the fact that Samoan leaders should have a longer period in which to gain experience in carrying out their responsibilities while the Territory is still under Trusteeship."

The original New Zealand proposal (agreed to by Samoan leaders) was that the present seven elected members and two officials (Attorney-General and Financial Secretary) resign from the Executive Council and be replaced by a Prime Minister and eight other ministers, of whom should be a European, nominated by the Legislative Assembly. The Executive Council, of Ministers and the Council of State, would be retained but the powers and functions of the High Commissioner would be transferred to the Council of State. Presumably all this will now come into operation in (or about) October next year.

The question of the appointment and the future role of the Fautua as joint Heads of State, was regarded as a delicate one. Although the Mission's comments are vague enough on the fact that the Samoans are determined that "future vacancies in the position of Head of State be appointed by the Parliament of Western Samoa from the two Royal families", it is obvious that it was not entirely happy about it.

The Citizenship Tangle

The report stated that "the Mission trusts that suitable working arrangements or provisions will be agreed upon which will apply should an occasion arise in which two Joint Heads of State are unable to agree."

Time Table For Self Government

The schedule for West Samoan self-government, as drawn up by New Zealand, has the endorsement of the Mission "in broad outline . . . Obviously the timetable is based on the premise that satisfactory progress will be maintained through each succeeding stage . . ."

Here are the steps which will lead Western Samoa to complete self-government:

1959

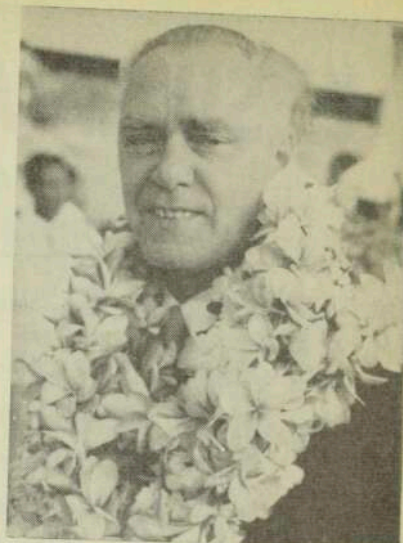
JULY-AUGUST: Samoan Amendment Act 1959 passed by New Zealand Parliament providing for implementation of NZ proposals on self-government.

AUGUST: Citizenship Bill passed by Samoan Legislative Assembly, providing option for residents not born in Western Samoa to be exercised within 12 months.

OCTOBER: Cabinet Government (NZ proposals) comes into effect.

1960

JUNE-JULY: Trusteeship Council asked to recommend that "Question of Western Samoa" be placed on agenda of 15th session of General Assembly.



New Zealand's Minister for Island Territories, Mr. J. Mathison, has part of the big responsibility of helping West Samoa attain self-government.

Under present laws, the Samoans have no national status of their own but are New Zealand protected persons. Non-Samoans mostly possess the nationality of their country of origin.

The plan now is to establish one citizenship for Western Samoa based on birth, descent, naturalisation or registration. According to these proposals, no person over the age of 21 will be able to have dual nationality; thus persons who are by virtue of birth Samoan citizens and citizens of another country, will have to opt for West Samoan citizenship (if they want it) within a few months of attaining that age.

(Continued on page 32)

SEPTEMBER: Elections to Western Samoa Legislative Assembly based on new citizenship law.

OCTOBER (or earlier if possible): Constitutional Convention.

1961

MAY: Plebiscite held in Western Samoa.

JUNE-JULY: Trusteeship Council examines report of Plebiscite Commissioner and is asked to make recommendations to General Assembly regarding termination of Trustee Agreement.

AUGUST: New Zealand Parliament passes legislation authorising the issue of an Order in Council abrogating New Zealand powers over Western Samoa on termination of Trusteeship Agreement (after December 31, 1961).

NOVEMBER: General Assembly asked to take appropriate action in respect of Trusteeship Agreement (termination on an agreed date such as December 31, 1961).

1962

JANUARY: Conclusion of Treaty of Friendship between New Zealand and Western Samoa.

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SAMOA'S PROBLEMS—Cont. from p. 29

The Mission urged that the legislation regarding citizenship be shaped up without delay and the whole matter clarified sufficiently long before the 1960 elections as to allow prospective citizens to know where they stood. The present framework of citizenship was prepared by the Working Committee on Self Government, but, as the Mission report points out, under the "transitional provisions" it gives residents of Western Samoa no automatic right to opt for West Samoan citizenship without going through the cumbersome business of naturalisation.

The Mission urged that persons

who had resided in the Territory for a reasonable period be given a period after the coming into force of the legislation, to decide whether or not they wanted to opt for West Samoa citizenship. [As in other countries, people who are not citizens will not have the right to vote].

Another matter to be clarified is the electoral system. At present the five European members are elected by universal adult suffrage, and the 41 Samoan members by vote of the *matais* or heads of families. The Samoans are evidently content to let this system continue, but the Mission fundamentally is against the *matai* system ("open to undue influence and pressure"); and is not keen on a separate European roll

("based on racial distinction").

The Samoan leaders have stated that they will "consider the Mission's suggestions".

Land and Human Rights

The Mission found that consideration had not yet been given to the question of including some provisions concerning human rights in the Samoan Constitution. It, therefore, suggested that the Constitution contain provisions on the lines of the Universal Declaration of Human Rights and the Constitutions of other states.

The Mission also suggested that the Council of State should issue a statement on the land policy of the future Samoan State, as in interviews with the Mission many representative groups and individuals had expressed concern regarding the situation after the attainment of self-government, particularly the security of tenure over land which they held as freehold or under lease from the Government or the Western Samoa Trust Estates.

Samoan leaders assured the Mission that these fears were groundless. After the departure of the Mission from Samoa the following statement was issued by the Fautua with the approval of the Working Committee on Self-Government:

"Land and other property rights in Western Samoa which are held in accordance with the law will continue to be respected. It is the intention to make due provision to this effect in the Constitution for Western Samoa. This applies to the land and property rights of all sections of the Community."

Public Service and Judiciary

The Mission spent considerable time over the question of Western Samoa's Public Service and the Judiciary. As far as the latter is concerned, it is generally agreed that the existing system of appointing judges from New Zealand is satisfactory, for the time being.

The Public Service, however, appears to be a shoal upon which Samoa's new ship of state will strike early trouble. It is evident from the report by the Mission, and statements from the Samoans themselves, that there is considerable ironing out to be done before Samoa knows clearly where the Public Service is going.

On the one hand, the Mission has numerous complaints from Samoan public servants about the disparity of their salaries in comparison with those of imported Europeans. On the other hand there is an equal amount of evidence to show that Samoa might be in real trouble over the difficulty of attracting skilled personnel—such as doctors and teachers—from abroad. And overall there is the fact that at the present stage of economic development Samoa cannot support a mo-

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is was the meeting place of the Fono of Samoa, disbanded in 1957. The building is used these days as a meeting house for the Samoan Legislative Assembly. It's passing through some historic times.

pensive or enlarged Public Service.

The Education Department is a case in point. Already 20 per cent. of the Territory's budget is devoted to education but this is far from adequate. Samoan leaders told the Mission that the financial implications of a policy of free and compulsory education were too much for the Samoan economy to bear and that they hoped that New Zealand would continue its educational aid after independence.

The Mission ultimately "... formed the opinion that the educational situation in Samoa is not satisfactory for a territory that is soon to be self-governing or independent." The Mission pointed out also elsewhere in the report that the position was likely to get worse rather than better in that the population is increasing at one of the highest rates in the world. Within the next 20 years it is expected to double its present 102,000—with a very high proportion of young people who, while they require considerable public expenditure on their behalf, are themselves economically unproductive.

Enlisting Village Rivalry

Samoa had, said the Mission report, "basically a subsistence economy of abundance." The Samoan social system is such that everyone gets sufficient to eat and the family takes care of the sick and the aged. However, the report makes it quite clear that the Mission considers that if Samoa is to survive as an independent, modern country it will have to do something more constructive in economic planning.

The Mission attributes the poor cultural methods of the Samoan peasant farmer partly to the excessive fragmentation of holdings and the small degree of security to industrious who hold their land

only at the discretion of a superior matai.

The Mission feels that Samoa needs a long-range, comprehensive programme of development and that the best way of achieving results would be to enlist the strong competitive spirit between villages and districts—the same sort of rivalry that has directed the building of churches, schools and other community projects.

When and How

It is a requirement of the UN Charter that self-government be attained through the freely expressed wishes of the people con-

cerned—which is generally accepted to be a plebescite of all adults. This cuts across the Samoan matai system and required a considerable amount of discussion by Samoan leaders. However, these leaders evidently decided that with their goal within reach, this was not the time to stick rigidly to tradition, and before the Mission had left the Territory a meeting of the Fautua and Legislative Assembly had resolved:

"This meeting of the Hon. Fautua and Members of the Legislative Assembly, having now given careful consideration to the procedure for the termination of the Trusteeship Agreement and in particular to the need to satisfy the General Assembly

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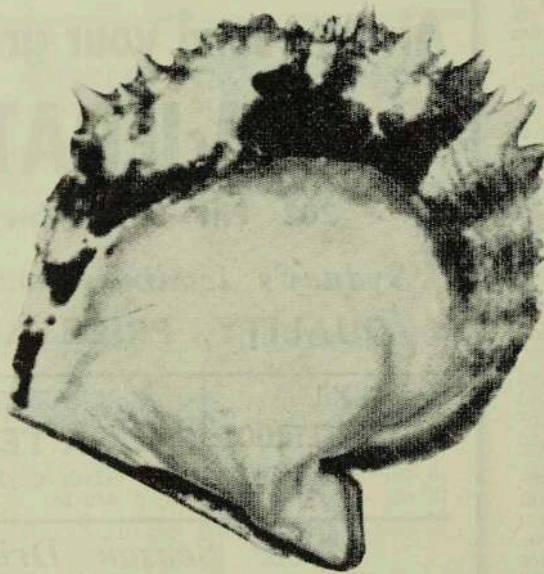
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of the United Nations, that the request for the termination of the Agreement is in accordance "with the freely expressed wishes of the people," recommends:

- 1) that a plebiscite should be held in which the people of Western Samoa would be asked whether or not they agreed to the termination of the Trusteeship Agreement and to the enactment of the proposed constitution, and Treaty of Friendship with New Zealand.
- 2) that all persons over the age of 21 should take part in the plebiscite."

As the Mission report points out, the desire for self-government is by no means unanimous in the Territory. The 3,500 people of the Alealili district, for example, had assured the Mission that Samoa was not ready for self-government for at least another 10 years, and the Mission had heard similar expressions of opinion elsewhere.

The Mission made it clear that it was for the people themselves to decide for or against self-government; and that they should also decide when self-government—if it was the general wish—should come into effect. "A plebiscite would settle the wishes of the Samoan people . . . beyond dispute."

Samoan—NZ Relationship

Finally, the report has something to say about the future relationship between Samoa and New Zealand. Samoan leaders have always intended that there should be a close relationship between their country and New Zealand after the attainment of self-government. This view was initially set forth in the petition of 1947 to the United Nations for self-government and was more specifically expressed in the resolution of the Constitutional Convention of 1954.

During the Mission's visit this subject of affairs was discussed with Samoans and subsequently a meeting of the Fautua and the Legislative Assembly adopted the following resolution:

- 1) This meeting believes that it is in the best interest of Western Samoa to enter into a Treaty of Friendship with New Zealand. Consideration of the terms of such Treaty should be undertaken before the termination of the Trusteeship Agreement but ratification should not take place till after the termination of Trusteeship in order that the two parties to the Treaty shall possess equal status.
- 2) This meeting considers that the Territory should deal with matters of external affairs and defence but would prefer to await a Memorandum being presented in New Zealand before expressing views in greater detail.
- 3) It is considered that the right of Government of Western Samoa to conduct trade negotiations on its own behalf should be clearly stated and defined in the Treaty.
- 4) Specific provisions for the termination of the Treaty, if this should at any time be desired by one of the parties, should be included.
- 5) It is recognised that there are likely

to be a number of administrative matters concerning which Western Samoa and New Zealand will continue for some time to be closely associated. Such matters should be dealt with in some manner less formal than a Treaty in order that they can be easily modified or terminated when desirable.

The New Zealand authorities emphasised to the Mission on its return to NZ, that Samoa's attainment of self-government would be in no way conditional upon its concluding with New Zealand a relationship agreement or Treaty of Friendship, as it might be preferable to describe it.

New Zealand envisaged the Treaty of Friendship as a short document recognising the independence of

Western Samoa, declaring the goodwill between the two countries and dealing with the conduct of Western Samoa's external relations by New Zealand to the extent and as may be agreed upon by Western Samoa. There would be consultations between New Zealand and Western Samoa on matters of external affairs which concerned Western Samoa.

Ratu Edward Cakobau, Deputy Secretary for Fijian Affairs, returned to Suva late June after long leave in England. He called in at Christmas Island, on the way home to meet Fijian servicemen stationed there.

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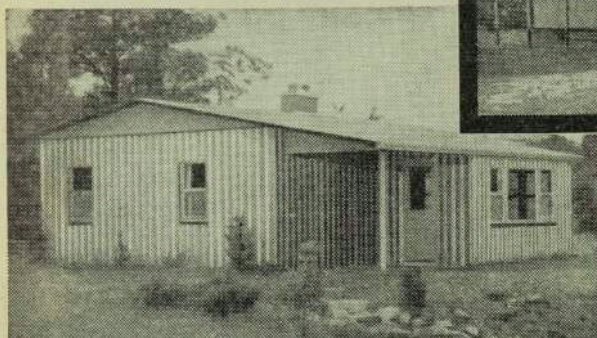
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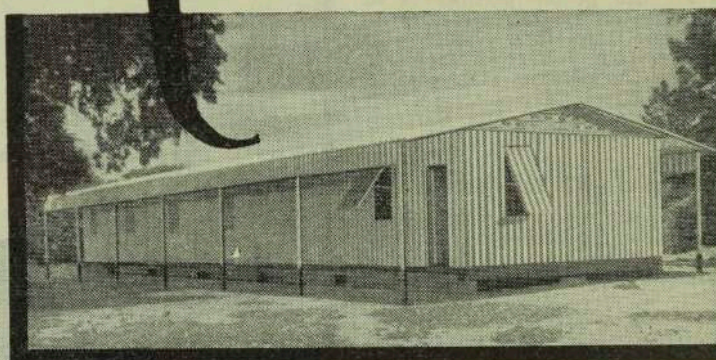
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TERRITORIES TALK-TALK

By Tolala

Wot! No adventures in these modern times? That seems to be the opinion of an official of a big Islands firm — B.P. to be exact — who said that the spirit of adventure was vanishing in Australia, and the number of young men applying to go to the Islands had almost dwindled away since World War II.

AID B. P. Chairman, Mr. James Burns, in his annual report to shareholders: "Nowadays we men have to wait up to five months before filling a position. Unfortunately the young man in Australia is not inclined to go to the Islands as conditions here [Australia] are more attractive in sport and entertainment".* It seems that the unpopularity of that "demon" Colonialism has had its influence on diminishing the spirit of adventure, and the present-day average male prefers the comforts of civilisation to the privations of the pioneer. This impression is underlined when one hears the present-day demands in "jungle" areas for modern "homes", air-strips, two-way radios and refrigerators. Evidently all very nice and comfortable, but not always practical. How much of Papua or New Guinea would have been brought to the pre-War II stage of development had such demands been made by the white settlers?

Pidgin—Revised

In my May *Talk-Talk* I made mention of Mrs. D. M. Cleland being "eager to revise and/or bridge the much maligned Pidgin-English", and her desire to call "Meris" women. My comments were based on a report in *The Rabaul Times*. I have since received a letter from Mrs. Cleland who writes: "On the contrary, I am an enthusiastic supporter of Pidgin, the 'Neo-Melanesian language' which I think can develop into a lingua franca) and love entering into arguments with its detractors, though I think English should be taught in the schools and do not think that Pidgin is a substitute for English or vice versa."

When "PIM" checked with the Big in June, it was stated that after Mr. Burns' statement was published, the Territory was inundated with applications from eager young men. This bit of newspaper publicity had done more to create interest in jobs in the Islands than all their newspaper advertising in the past years.

"However in my talk, the point I was making was quite otherwise. During the course of it I made a plea for speaking of the Tolai women as 'Women' when using English, but said it was perfectly right and proper to use 'Meri' when speaking in Pidgin."

Mrs. Cleland then goes on to describe how, after many visits to Rabaul, she has become aware of the great "difference in the social development of the men as compared to the women. . . . The difference . . . is more apparent than in most areas of the Territory and could seriously add to all the well-known existing strains in that district. The European women can help the native women so much in lifting themselves up to their husbands' standards, even by their attitude towards them. To refer to them as 'meris' and not 'women', when speaking of them in English may seem a little thing, but it immediately seems to dismiss them as people of little account".

An instance is then given by Mrs. Cleland of her visit to some villages, accompanied by an Infant Welfare Sister who told her of the wife of one of the leading Rabaul natives who refused to enter hospital to have her baby, preferring to go alone into the bush.

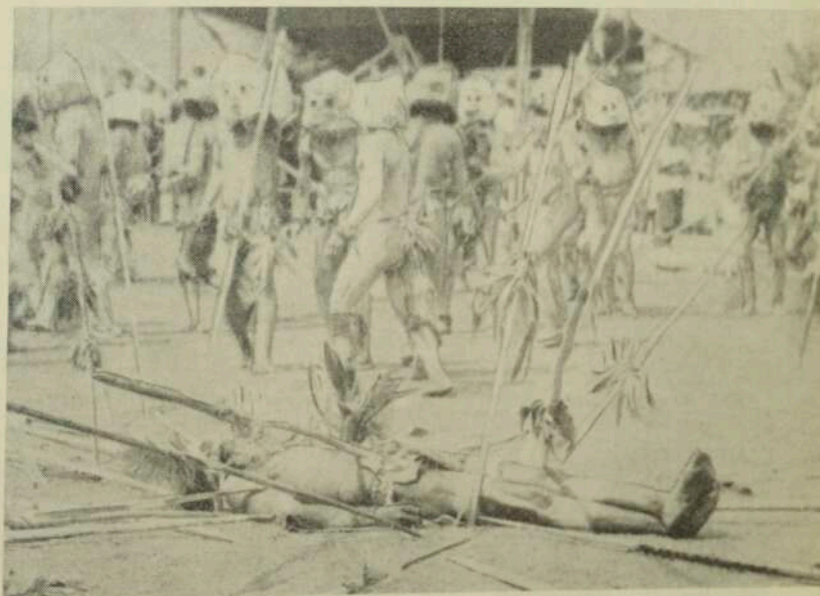
The greatest assistance in this drive for equality would be the green light from the Tolai fathers and husbands of these native women. But will they be prepared to give it? It took the white race males a few centuries to make up their minds about the equality of the sexes—and even now they are not too sure about it.

Historical Dates

The date of the Nakanai massacre was mentioned in May *Talk-Talk*. Someone had said it was in 1930. I plugged for circa 1926. There comes a letter now from Jock Mackay, of Madang district, who writes:

"To assist you in the Nakanai massacre, I will give you the correct details. In the first place I was present. A/PO, now retired."

"It was towards the end of November, 1926. Word reached Rabaul that six people, Nicholls, Britten, Page, Fischer, Marley and Collins had been killed at a village called Sananga, a few miles from Tarobi Bay and a village named Tarobi. I was stationed at Kokopo as PO; Ted Taylor was DO, New Britain, and also stationed at Kokopo. About 24 hours later—perhaps a bit more—we sailed on the MV *Vanapa*, accompanied by Mark



When the New Guinea Mud Men came to town in their weird masks of mud for the benefit of the sightseers at the Goroka Show, they staged a pretty realistic demonstration of how to kill a man. Here is the body. It got up later and walked off.

Photo: Eric Bolton.

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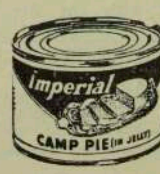
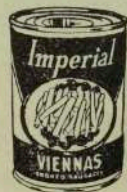
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The five Nakanai murderers—see below.

Pitt, who was a medical assistant; Hughie Mackenzie was the captain of the ship. (Later Lt. Com. during the War and now deceased).

"As we were approaching Tarobi Bay we sighted a small schooner approaching us; it had a red lap up flying from the masthead. I mentioned it to Ted and the others, shortly we came alongside her; it was a Japanese fishing boat from Rabaul.

"The first thing we saw was Ernie Britten (who was supposed to be one of the victims) sitting in the hatch. He told us what had happened, then proceeded on to Rabaul. We continued on and anchored at Tarobi.

"The next morning Nicholls (also supposed to be a victim) turned up and continued the story. Ted and Mark Pitt, the day we landed, proceeded to Sananga and discovered the bodies of the four others (Page, Fischer, Marley and Collins); their bodies were decomposed and spears were sticking out of what was left of them. . . . A few days later Ted went to Rabaul and reported his find. Dr. Cilento came out with Mark Pitt, collected the bodies and they were sent to Rabaul for burial."

Three months later, so Jock Lites, he built the first base camp at a place in Nakanai called Alutu. Ian Mack (later murdered natives in Morobe) was with him at the time.

Another old-timer, Basil Challis well-known for his valuable work in the Dept. of Agriculture in Rabaul sends along a photo of the Nakanai murderers at the time they were brought into Rabaul in 1917 under escort.

In his letter Basil adds: "However you may rest assured that the Department of Territories in Canberra have reliable records of such NG historical events". And that I firmly believe. But, with all due respect and in view of this publicity-loving age, is there any special reason why an authenticated history of NG events

should not be published for public consumption? While the good dope lies mouldering in dusty Canberra files, incorrect dates are being tossed about by oft-times reliable people. And that seems un-

necessary confusion to the general public.

Spleens and Aftermath

As was to be expected, there were many and varied expressions of readers' opinions published in the Southern Press following the Sear Spleen Case. And the more ignorant the writers were of territorial conditions, the more vitriolic their comments appeared in putting a tag generally on P-NG whites as a race of native bashers. As for instance, as one writer put it: "It is interesting to learn it is quite the usual thing in New Guinea to bash a native."

I can never quite understand the logic of these king-size prevaricators. Were their criticisms moderate and truthful their words might have a favourable reaction from the intelligent readers.

I was more than casually interested in a letter, appearing in "Onlooker's" Candid Comment column of the *Sun-Herald*, (June 21), from a Mr. D. G. Browne, who



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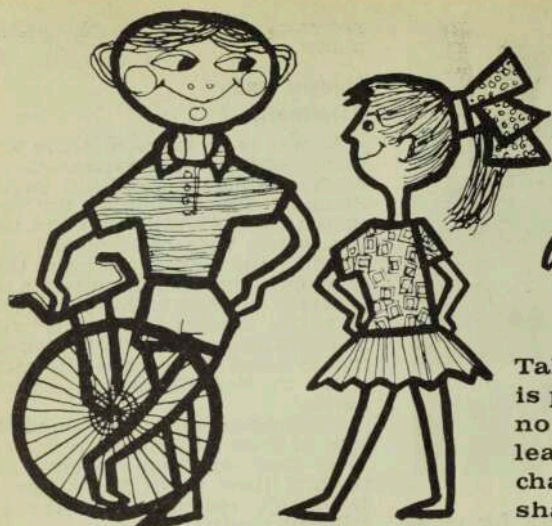
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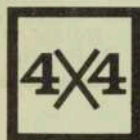


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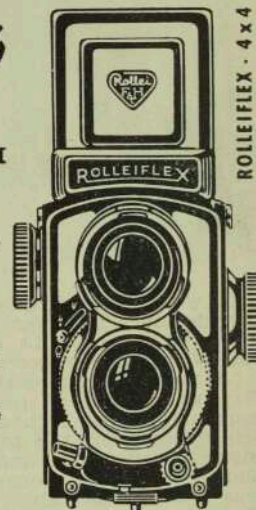
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and that in 1913 he "was employed by the Germans in Bougainville, Solomon Islands, as instructor to cadets sent out from Germany to be trained for plantation managers and overseers."

On one occasion, he said, he found necessary "to give a native labourer a thrashing for insubordination and insolence." Some weeks later a German government inspector and magistrate called at his place and the chastised native complained.

Browne explained that such punishment was officially recognised by the British Solomons (where he had been stationed for some years) but the German official informed him that "control of public conduct, whether of white men or natives, was the sole function of the German government."

He was fined 100 Marks and warned that if it occurred again he would be dismissed and deported. He appealed to the then Governor, Dr. Solf. . . The fine was not collected and the charge not recorded. . . but I was given strictly to understand that I was not under any circumstances to take any action against a native."

That is certainly a good plug for the German administration, which is so often been termed "harsh and unfriendly" towards the native people.

I have cudgelled what I am pleased to call my brain and for the life of me I cannot recall a D. G. Browne in Bougainville in those years. I lived in that area from August, 1912 to late in 1915. There were few Australian planters there those years and I certainly never heard of a non-German planter instructing German cadets.

Dr. Solf (as "Onlooker" himself points out) was Governor of Samoa until he went to Germany in 1911 to become Colonial Secretary. In 1913, Dr. Hahl was Governor of NG, followed by Dr. Haber.

Furthermore, in those days of large white population and greater attention from Government stations, plantation managers were issued after thorough screening) with disciplinary Permits (*Diziplinarlaubnis*) which permitted the holder to deliver canings to recalcitrant native labourers up to 10 strokes.

Detailed records had to be kept of these punishments and were checked by a visiting government official if any complaints were laid by a native who had been punished. I held such a permit but seldom used it, as the mere fact of natives knowing a plantation manager held such an authority led towards the maintenance of discipline. The German Kiap in Bougainville was Captain Doellinger, and

he would tolerate no mal-treatment of natives.

So, Mr. Browne's letter, to me, presents some anomalies.

The Ferdinand Light

Most readers will remember the code word Ferdinand, coined by Eric Feldt when the Coast Watchers were being organised. And what a strength they were during those anxious war years! But from murmurings I hear from Up Yonder it seems that all is not quite so well organised as should be for the opening ceremony of the Coast Watchers' Light Memorial at Madang on August 15.

There have been varied difficulties to overcome: a lag owing to liquidation of the contractors; lack of publicity generally and problems of transport and accommodation for those desiring to attend the ceremony. Somewhere a shot in the arm is indicated to pep up arrangements. If the memory of any particular body of men, who fought for our freedom, should be perpetuated then that body is the Coast Watchers.

Incidentally, I hear from a reliable source that a cheap edition of Eric Feldt's *The Coast Watchers* is to be published by a New York firm. This is indeed good news for copies of this fine record of gallant actions are as rare as hen's teeth.

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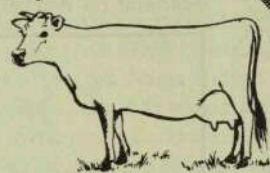
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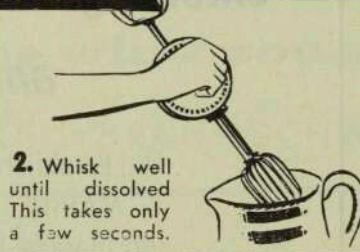
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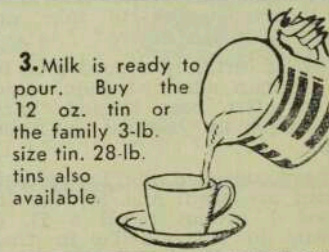
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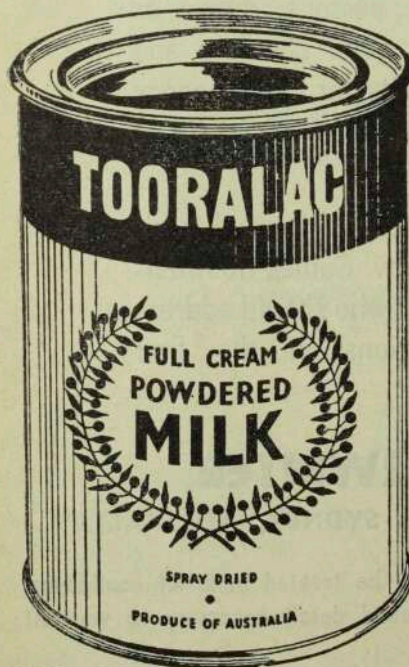
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JULY, 1959 — PACIFIC ISLANDS MONTHLY

fiji talanoa

VAKATAWA TALKS OF THIS AND THAT



Drinking habits are changing in Fiji. And the opening of the Suva brewery, rather than the abolition of the permit-system for Fijian and Indian beer-drinkers, has had a lot to do with it.

HE dire predictions that moral and social disaster would follow the freeing of beer from the permit system have not been justified by experience.

There has been no noticeable increase in drunkenness. Although nearly all clubs and hotels report increased beer sales, a lot of this is due to the availability of draught beer from the Suva brewery, which opened at the end of last year. After years of beer only in bottles and cans, local judgment is that light is the drink.

There are those who still prefer overseas bottled or canned beer, but the brewery output continues to eat into the pile of over a million bottles assembled before brewing began, and the directors are a bit perturbed about the slow rate of reduction of empties.

Although beer consumption in general has gone up in Fiji, sales of other drinks have dropped, and the Financial Secretary will doubtless do some interesting arithmetic at the end of the year when he comes to assess excise returns against reduced revenue from import duties. Getting away with permits for beer has undoubtedly removed what was an instant source of racial resentment. Fijians and Indians of education and standing found it humiliating to have to produce a permit at the time they ordered a glass of beer, while their European (and some other) companions suffered no such restriction.

There have been some interesting side-line developments in drinking habits since the restrictions were removed and since hotels have offered improved facilities.

The new Club Hotel at Suva, for instance, the special lounge including one which is fully air-conditioned, are attracting far more custom than was anticipated. Large patrons in Fiji were formerly almost exclusively Europeans. New lounges, with furnishings and surroundings of the luxury type (prices to correspond) are attracting patrons of all races. It is these quiet social changes that tend to go un-noticed but all help to reveal the pretty spirit which characterises relations in Fiji.

Duty-Free

Shopping for Tourists

A tourist-minded Government has decided to open a duty-free shop in the new terminal building at Nadi Airport.

Like its counterparts at Shannon and Amsterdam and elsewhere in the world, this shop may well attract a lot of visitors from overseas. It should be a special attraction to people from New Zealand, where import restrictions have emptied shops of so many overseas goods.

The duty-free system is already working quite extensively in Fiji, through the draw-back facilities offered by a number of firms.

Cameras, watches, projectors, transistor radios and Scotch whisky at prices well below the ordinary retail cost are among the visitors' favourite purchases.

The system is simple. The traveller places his order and pays for the goods, the shop-keeper arranges the customs formalities of refund of duty or withdrawal from bond, and the goods are delivered aboard the ship or aircraft at or after the time of departure.

In a Legislative Council debate on customs concessions, some members hinted at a semi-racket on the part of the more greedy store-keepers.

Reputable firms give the traveller the full benefit of the refund of duty. Others, so it was alleged, are reducing the ordinary retail price by only a part of the amount of duty refunded. In this way, they increase their own profit, and while the visitor does get some price benefit he does not get as much as it was intended when the draw-back procedure was streamlined to attract him and his fellows to Fiji.

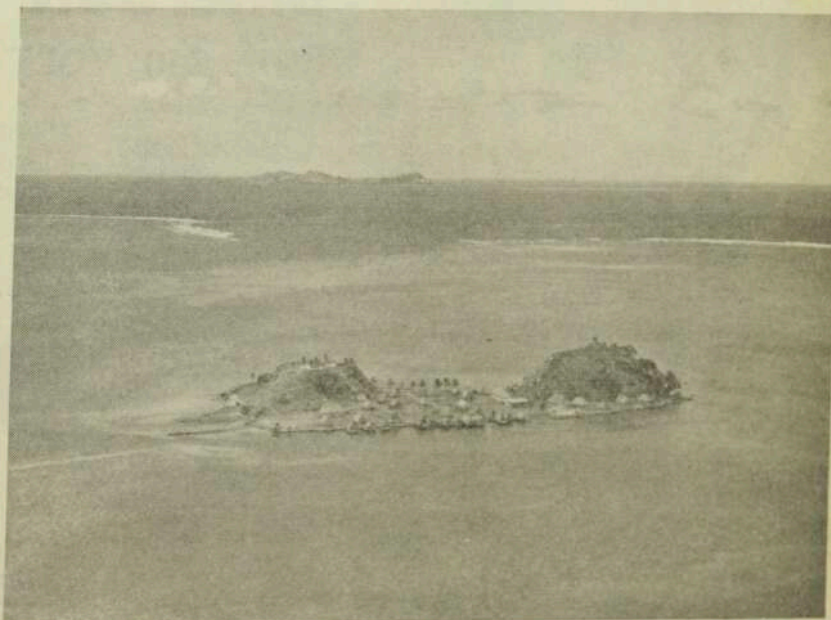
Army is In But

Navy is Still Out

There is some suspicion that there was an element of inter-Service rivalry in the decision to disband the Fiji Royal Naval Volunteer Reserve.

The move to cut down the size of the armed forces was in line with general policy throughout the Commonwealth, but the immediate reason for the move in Fiji, however, was the need to save money.

The New Zealand Chiefs of Staff, who are the Governor's advisers on



Photographed last month by Fiji PRO photographer Rob Wright—the tiny island of Serua, a fortress during the tribal wars of old, but today the provincial headquarters of the Roko Tui Serua—chief of this large province. It is a quarter mile from the mainland and can be walked to over the sand flats at low tide. In the background is the island of Yanuca, which lies within the confines of the Beqa lagoon.

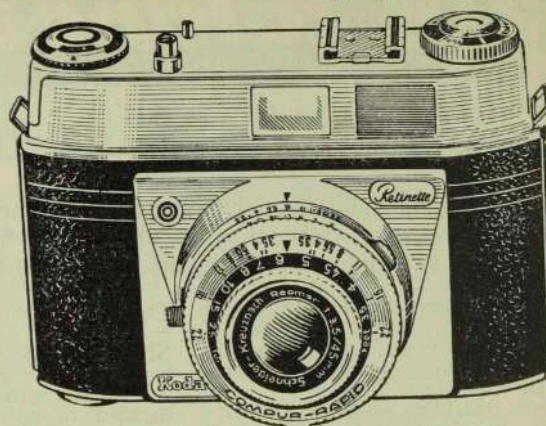
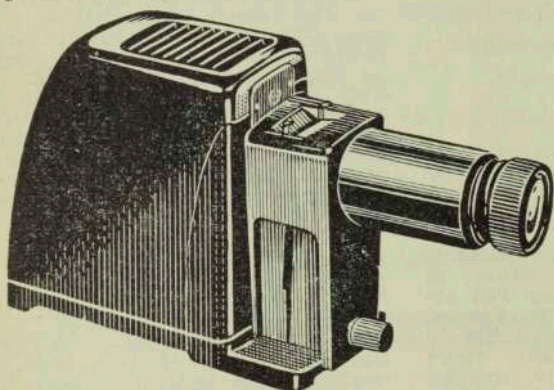
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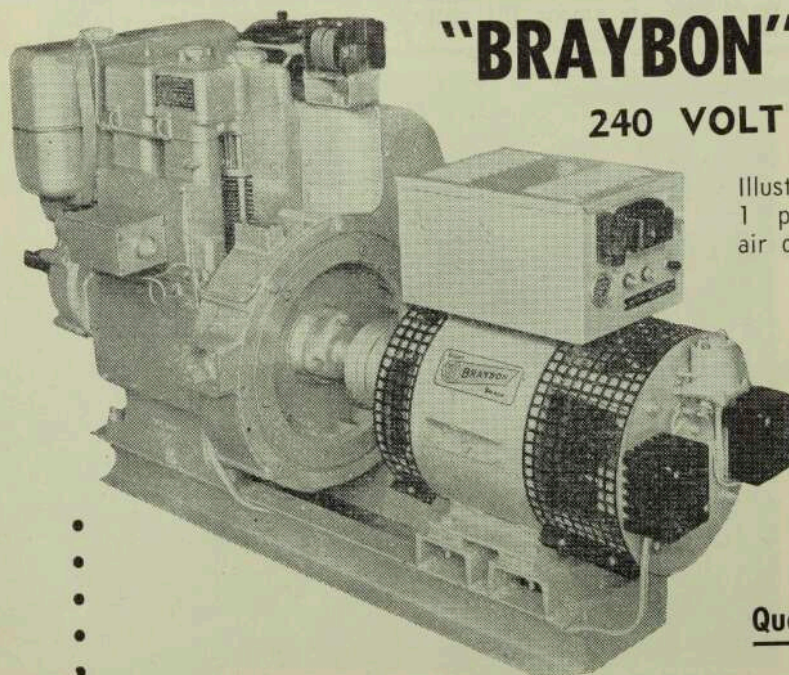
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military matters as Fiji comes within New Zealand's defence orbit, were asked how the reduction in strength should be made.

They sent one representative, and one only, to Fiji. He was the Army head. The principal representative of the Chiefs of Staff in Fiji is also the head of the Army in the Colony. All this could have had an effect in the eventual recommendation that the Army in Fiji be kept—although in greatly reduced form—and the Navy disbanded.

Nobody pretends that, if war actually came, Fiji could be fully protected by its own Army and Navy, with the help of the RNZAF from its Laucala Bay base.

There is good argument, however, for keeping at least a skeleton naval organisation alive in a country of many islands, and with tradition of pride in Her Majesty's navy.

The argument for a naval force applies also to internal security.

In an archipelago there is no more effectively mobile force than a group of trained men who are able to handle boats.

In the case of the FRNVR, there is a further argument. Under a keen and enthusiastic group of officers a body of young Fijian and part-European men of quite outstanding spirit had been created. It was a blow to their pride when they were suddenly told they were not wanted.

Yet another thing which made the service of particular value was its contribution to the job of completing the survey of Fiji waters.

This contribution has been much valued by officers of New Zealand Navy survey vessels operating in Fiji. The Captain of HMS *Cook* was overcome with indignation at the decision to destroy the Reserve and he wrote a letter to the *Fiji Times* expressing his views in no uncertain terms.

This dreadful departure from the procedure of Going Through Channels left various gentlemen in places on the verge of apoplexy and the Navy became still more unpopular with Authority.

But not with the people of Fiji.

The genuine regret of all communities found expression in the Press, and later in the Legislative Council when Mr. J. N. Falvey introduced a motion suggesting that the Reserve should be kept alive in its genuinely effective form and not as a semi-social organisation.

Could Give

Undertaking

The Government, faced with the fact that its policy was obviously unpopular, paid lip-service to the opinion but the Colonial Secretary

was careful to make no real concessions.

He "could give no undertaking" that the Reserve's headquarters building would be retained for training. The answer, he said, seems to be "in some sort of voluntary association", and he hoped that the people concerned would be able to form such an association and that it would be successful.

There the matter rests at present.

The officers and men who have built up the Reserve wish to carry on, but the officers feel strongly that unless there is a definite programme of training, and unless they have a specific part to play in the external defence or internal security (or both) of Fiji the organisation and the eager spirit of service (with all that means in a group of young men) which they have built up will gradually fade away.

They have been given an opportunity to state their case. Whether it will be listened to by the Governor and his advisers remains to be seen.

The Burns Commission and Birth Control

A side-effect of the Burns Commission, which begins a full-scale enquiry this month into population

problems of Fiji, has been the stimulating of public interest in the question of birth control.

There has been some lively correspondence in the *Fiji Times*, with views fairly sharply divided.

In general, opposition has been on religious grounds only, and that has been the basis of Roman Catholic views. Indian correspondents have been firmly in favour of family planning, and women's voices have been fairly evenly divided.

One feature of the general interest in the Colony is that it has disclosed a considerable lack of knowledge of contraceptive techniques, especially within the Indian community. Some of the meetings to create interest in the work of the Burns Commission have turned into clinical lectures when someone in the audience has said, "What exactly is this birth control we have been hearing about?"

Merchants and chemists report a sharp rise in contraceptive sales since the general discussion began.

Meanwhile the Medical Department's family planning clinics continue to operate without any particular publicity.

The department takes the view that in these matters it is best to spread the news through advice by doctors or nurses or by getting clinic patrons to tell their friends.

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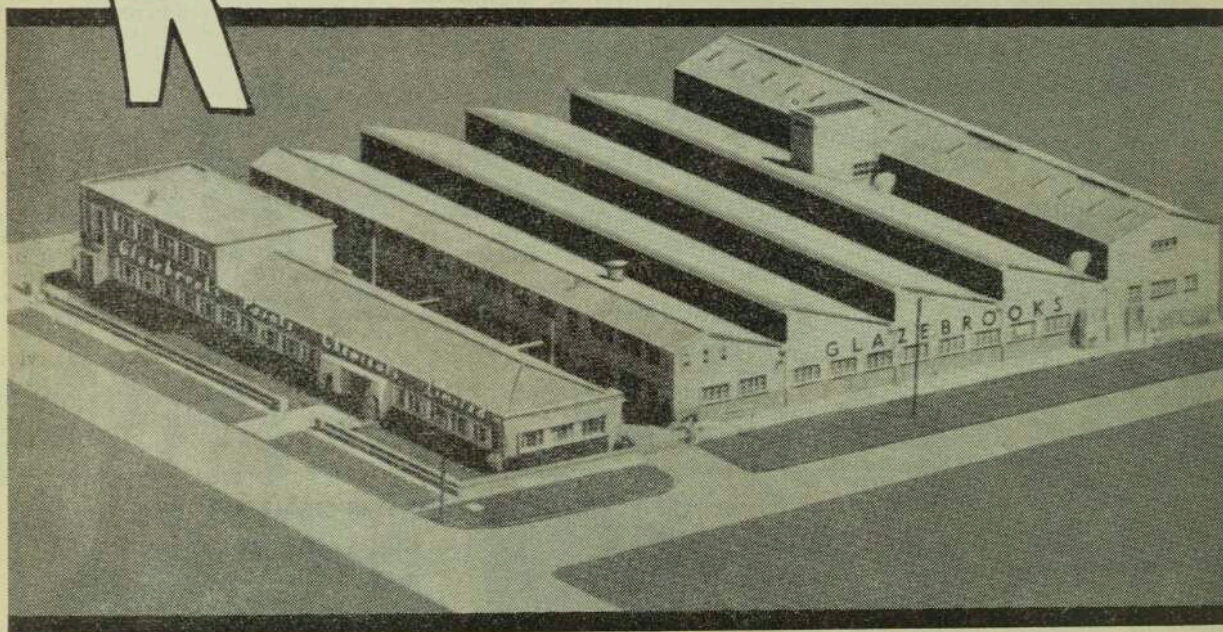
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At left, latest photograph of Captain and Mrs. Orme Denny, taken as they left Sydney on their world tour in July. In the old photograph above, taken from an issue of "PIM" of more than 20 years ago, pilot Denny, on the right, was photographed in the goldfields with a group of well-known Territory people of the day—Mr. Frank Fraser, Mr. James Stewart, Mrs. J. Spence and Mrs. McKenzie. Stewart was killed not long afterwards.

New Guinea's Farewell to Popular Orme Denny

Adventurer in the Most-Hidden Mountains

The District Commissioner of Moresby, New Guinea, wiped a brow which sweated gently at the memory of it. "I've been a long time in Lae," he said. "If I'm lucky, I'll be there a while longer. I shall try to get out, quick, before they start to farewell their Orme Denny!"

COCKTAIL parties and club functions, public and private presentations—and at nearly one I had to say something about Orme. He and his wife are among our dearest old friends, but awfully tired of praising them. "And then," added Mr. Niall, "I had to go across to Moresby and do it all over again." Each just about gives the measure of the popularity of Captain Orme Denny, Area Manager in New Guinea for Qantas Ltd., and his wife. He has just retired from his service; and they have gone

to live in Australia.

Orme Denny came into Australian commercial flying via the RAAF, over 30 years ago; and in 1931, when the then small and struggling Queensland and Northern Territory Aerial Service (QANTAS) folded up their Brisbane-Townsville service, Denny was the pilot who lost his job.

That was how he came to New Guinea—a pilot for Guinea Airways. That was where he first made acquaintance with Wau, Salamaua,

Moresby and Lae; and where he was associated with famous airmen like Bob Gurney, Jerry Pentland, Ian Grabowski, Eric Chater and Tommy O'Dea.

None was more famous than Denny—he had his own remarkable adventures among those uncharted, mist-hidden, central mountains of the big ugly island. He was among the first airmen into the Central Highlands, and he was the first man to put a plane down at Madang. He had the usual quota of forced landings in unexpected places—on a sand bank in the Markham River, and on a Kerema beach. (Over)

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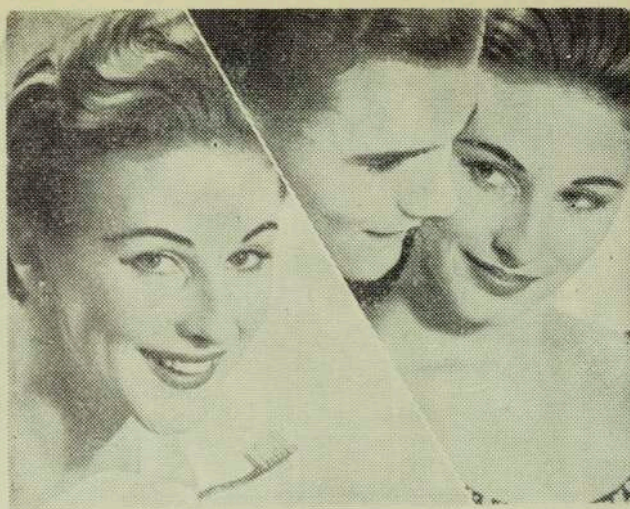
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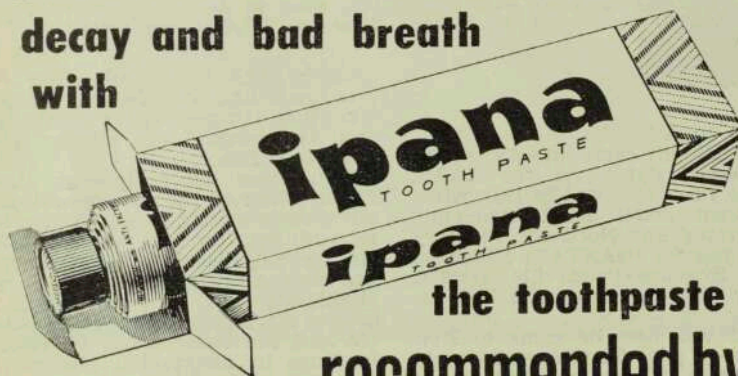
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He once went down hastily at Bulwa, while carrying two Guinea Airways directors. The success of the landing, plus the tight Orme Denny grin—famous in an emergency—brought him an unexpected increase in salary.

Denny was back in the Qantas service, piloting planes between Australia, Asia and Europe, in 1938, and thus became deeply involved in the critical air operations of the early days of World War II, north of Australia.

Later, he was away out over the Pacific, helping "the gang" to bring the sorely-needed Catalinas from America to Australia. That was a famous company of fliers—Captains Lester Brain, P. G. Taylor, "Scotty" Allan and Orme Denny.

By early 1942, the Japs were all over New Guinea, and our airmen had some difficult tasks.

Captain Denny was given charge of operations designed to rescue European refugees who had managed to get through to Mount Hagen—they did 18 successful rescue flights in radio silence and without weather forecasts.

It was Denny who organised the great native sing-sing at Mount Hagen airfield: hours of stamping hardened the rain-soaked ground and allowed him to take off with bigger loads!

Denny was in charge of Qantas flights into Moresby and Milne Bay during the most hectic days of the Japanese invasion. He actually got the last flight out of Milne Bay one hour before the Jap landing. He subsequently took the first flight of the "bully beef bombers" into Jimbora, and was in charge of the operation into Dobodura and Popondetta during the battles to regain the Japanese beach-heads in the Buna-Gona area. He was then posted as Chief Pilot, based on Brisbane, for the courier services to New Guinea, carried out by Qantas under charter to the US Army.

Historic Crossing

Denny was in the historic Indian Ocean crossings. He was appointed, in February, 1944, Superintendent of the flying-boat operations, and he received the special Qantas Gold Star for long-range operations. In November, 1945, he opened the Sydney-Noumea-Suva service of the Empire flying-boats.

Captain Denny gave up flying in 1946 and entered Qantas administration; he became Assistant Operations Manager, Line Manager for New Guinea and the Islands, and then Area Manager in New Guinea, in 1952. He was one of New Guinea's most successful operational and administrative airmen.

A small-built man, he made a few fierce enemies and a thousand friends; and he has left an indelible mark upon New Guinea aviation.

Rice Bowl Politics

Protection For Rice In The Sugar Bowl

The Colonial Sugar Refining Co.'s rice project at Nausori, will be protected, by way of increased duty on all rice imported into Fiji after January 1, 1960. The protection is for an initial period of three years with a further three years, if necessary.

THE protection is dependent on undertakings between the Government and the company to secure a fair return to padi farmers for their crops, a fair return to the company for its investment and risk, and adequate safeguards to the public on the price.

It is planned that the CSR's new rice growing scheme—carried out in an area which from 1880 up until now has been devoted to the production of sugar—will produce 1,000 tons of padi rice a year, the estimated present gap between what is consumed in the Colony and what is grown.

It is expected that the new import duty will add about 1d per lb to the price of imported rice.

Three Years' Grace

In 1957, the CSR company announced that the Nausori mill, the oldest established sugar mill in the colony would close down at the end of the 1959 crushing season.

The company stated at that time that the Nausori mill had been operating unprofitably for a number of years, for various reasons, including inadequate quantities of cane; low sugar content of cane; and a price for cane which was too high in relation to its sugar content.

Investigations by the company did not show any way of making Nausori mill profitable.

The cane farmers, mainly Indian, were given three years' notice of the CSR Co.'s intention to close the mill, and the company's specially chosen re-settlement staff went into the area to determine what could best be grown on the Rewa to replace cane, and how best the difficulties of such a change-over could be smoothed out.

In March, 1957, the CSR Co. invited Dr. Harry Evans, of Trinidad, a world authority on sugar cane, cocoa and other tropical crops, to inspect the Rewa canelands and make recommendations on their future.

Mr. I. T. Twyford, a Fiji Government soil chemist, also made a soil

survey of the Rewa district, surveying the land under cane and the land fringing the cane areas, a total of about 25,000 acres.

Using these reports as a basis, it has now been estimated that half the Rewa canelands will be suitable for bananas, cocoa, coffee and vegetables of various kinds; a quarter suitable for grazing, fodder crops and maize; and a quarter for rice.

The company has set aside £90,000 from its share of the Sugar Stabilisation Fund towards the rehabilitation of the Rewa. About £14,000 of this has already been allocated to meet half the cost of the drainage survey which the company undertook to do in conjunction with the Government. Bad drainage has been one factor in poor cane yields.

The CSR Co.'s design for a new look for the Rewa cane lands is, however, based mostly on rice, and when the Co. had proceeded a certain distance with this scheme it asked for certain assurances from the Government.

In bringing the matter before the Fiji Legislative Council on June 18, the Colonial Treasurer, Mr. E. R. Bevington, said the Company's proposal involved a great deal of capital—just how much was confidential, but between £80,000 and £120,000 would be needed annually just to buy rice.

He considered that this was risk capital and the Council had already given protection to other industries which had invested risk capital. The CSR did not have to re-invest its money in Fiji—it was doing so because it had a sense of moral responsibility to the farmers, Mr. Bevington added.

Some Don't Like The New Look

However, it is one thing for the CSR Co. to act on the advice of its experts and decide to go in for large-scale rice production; and for the Government to give it its blessing. But it is quite another to persuade Indian peasant farmers who have grown nothing but cane

all their lives to see the proposition in quite the same light.

With six months of the three years of grace given by the CSR in January, 1957, left to go, a great many of these farmers have made no move whatever towards a change-over from cane. Most cane farmers are convinced that they can make more from sugar, with less work and less risk of loss through crop diseases, than they can from rice.

The position in the Rewa has been further complicated by a scheme by a group of Indians, led by Mr. Vishnu Deo, M.L.A. who more than a year ago formed a Company with a nominal capital of £F1,000,000, to build a new independent sugar crushing mill at Nausori.

As reported in June PIM (page 21) the company seems to be having trouble raising the necessary capital, and in any event even if money now begins to flood in it is unlikely that the mill will be ready in time to step into the breach when the CSR Co. finishes.

Dearer Rice, They Say

When he was introducing the proposal for increased duty on rice, Mr. Bevington said that even if a new sugar mill was established at Nausori, it would handle only about half the area now under cane. He then went on: "Those who are promoting the new sugar mill are taking a very grave responsibility. . . They are taking the life savings of many small farmers into their hands, and, if the venture fails, those life savings will be lost, and there will be grave discontent in the area."

Mr. Kermode (elected European member for N-W Division), went further and said that the whole proposal was "ridiculous".

However, these two did not have it all their own way. The Indian members, led by Mr. Vishnu Deo (elected member for Southern) were all anti-protected rice, on the ground

Some Grist For The Mill

To comply with company laws, a sum of £23,000 in paid-up capital had to be registered with the Fiji Registrar of Companies by June 13, and the likelihood of this being within the capabilities of the new Fiji Sugar Milling Company, was discounted in some quarters in Suva early in June.

However, on June 12, Mr. Vishnu Deo, principal of the company, reported that he had that day registered the sum of £25,000.

This was still a long way from owning a sugar mill, but the announcement caused a good deal of surprise—and congratulations.

It's beautiful

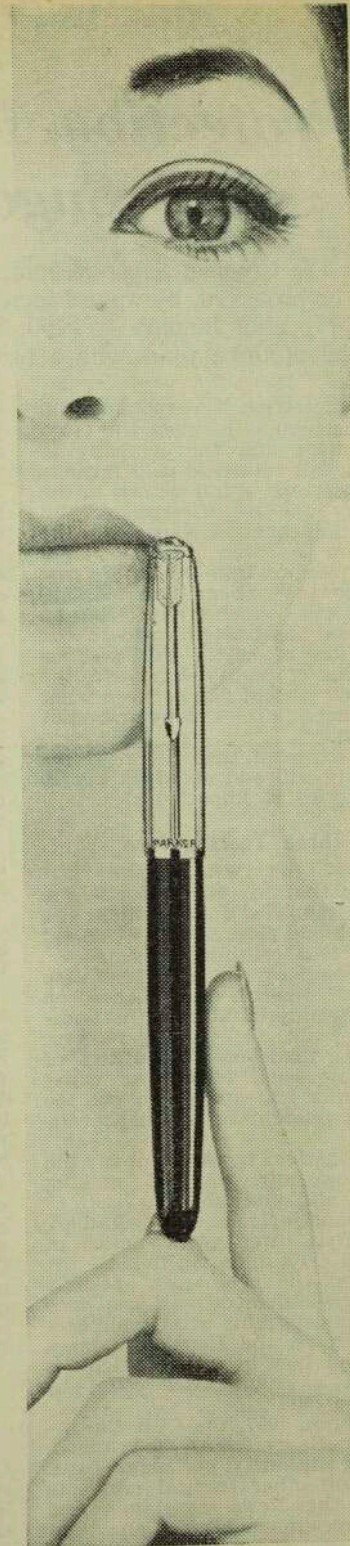
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that it would raise the price all round; and so also was the fourth Fijian member.

Fiji already produces about 15,000 tons of rice per annum. This is grown by farmers mostly for their own use, and processed in small communal mills. At certain times of the year, sari-ed Indian women, floundering around, mud spattered, wet to the waist, planting rice in handkerchief-sized padi-fields, becomes part of the Fiji scene.

Most of the 4,000 tons of rice that Fiji does not grow itself comes from Australia and it is estimated that the new import duty will raise the landed cost from £F70 to £F80 per ton.

At present Australian rice growers supply rice to Papua-New Guinea at £A61/10/- per ton, f.o.w. Sydney or Melbourne, for lots of five tons and over. Rice is supplied to all other islands at £A70 per ton f.o.w.

It would be an interesting situation if the Australian millers, in an attempt to keep their Fiji market, reduced the price to Fiji to the £-NG level.

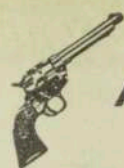
No Monopolies Wanted

It has been very carefully stated by everyone concerned that it is not desired to create a rice monopoly in Fiji, although it has been proved quite conclusively, elsewhere, that small-scale rice production cannot compete on an economic basis with large-scale mechanised rice production.

If anyone can establish large-scale production in Fiji, it should be the CSR Co., and if it could raise its present target of 4,000 tons a year, and ultimately get the price down, it would be a very good thing, indeed, for Fiji. Rice is the staple food of the Colony's 180,000 Indians, and to an increasing degree Fijians are eating it, too.

It is perhaps interesting, in this context, to remember what happened to Papua-New Guinea's great rice plan. In the first years after the war, expert after expert hit the bill north, and all came back with the tale that the Territory could easily be self-supporting in rice. Thus encouraged, natives and Europeans were urged to grow it, and hundreds did. But little by little the great rice scheme has petered out wrecked on the hard economic fact that small-scale scratching and there just cannot compete with the huge mechanised rice industry of Australia's Murrumbidgee Irrigation Area.

And, due to the same economic reasoning, the people behind the big Humpty-Doo rice project in Australia's Northern Territory still think they will eventually be able to supply Asia with cheaper rice than it grows for itself. The Humpty-Doo project has had a lot of troubles including wild geese which eat young rice.



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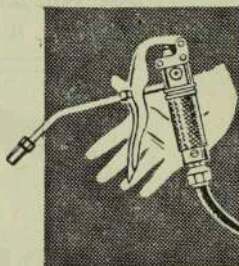
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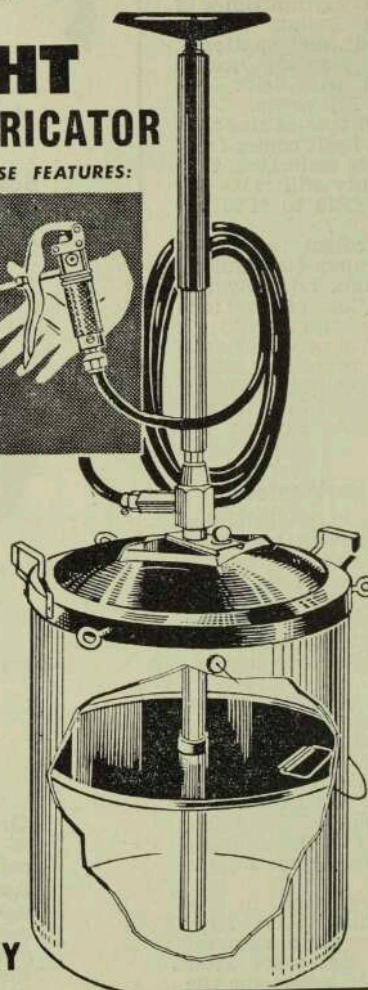
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The house at the right was unroofed by the Niue hurricane and is temporarily covered with thatch. At its side, one of 250 tents air-dropped to the stricken island by the RNZAF, provides some relief from overcrowding.

It's An Ill Wind . . .

Niue Builds Again

"No project on such a scale has ever been attempted so far as I know, in any Pacific Islands Territory in peace time," said the New Zealand minister of Island Territories, Mr. Mathison, in announcing a vast re-building programme for Niue in June.

THE men of Niue Island are to build their people 514 new homes under a £72,000 "aided self-help" project to restore and replace dwellings devastated in January's hurricane.

More than half Niue's 4,700 people are now living in tents, improvised crude shelters or houses that cannot be properly repaired. The programme, gigantic for such an isolated island, involves

- A New Zealand Government grant of £24,000 a year for three years to provide building materials and equipment;
- Expenditure of relief funds subscribed all over the world, to be disbursed to all home-builders by the Niue Island Council;
- Maximum use of local timber and coral lime; and
- A co-operative system of wage group labour under skilled New Zealand supervisors.

Niue Island Council, representing 12 villages, will have the aid and advice of village councils in administering the Government grant, allotting for each house £150 worth of the building materials supplied from New Zealand. These individual loans will be extinguished on repayment of £100 within ten years, plus £5 towards

a group insurance fund to cover such contingencies as the extinction of the debt on the death of the head of a family.

Plans Prepared

From relief funds, the Island Council will also build several small detached rent-free units for old people, provide £3,000 by discounts on the cost of materials to all islanders, and make grants to wipe out immediately loans to widows and others who need homes but will be unable to meet repayments.

A range of house plans has been prepared by the architectural division of the New Zealand Ministry of Works. Offering a choice of designs, they incorporate adequate health and accommodation standards and ability to withstand maximum-force winds, while making full use of local timber and lime with simple construction methods that can be used by the unskilled building groups under supervision.

The average cost of bought materials for each of the 514 houses (480 of which will require loan money) is estimated at £150, including a 400-gallon tank for each home plus a share of cartage and freight costs.

Two expert overseers will be seconded from New Zealand to supervise the erection of demonstration houses and superintend the scheme itself. Village housing committees are already advising the Island Council on total needs and priorities.

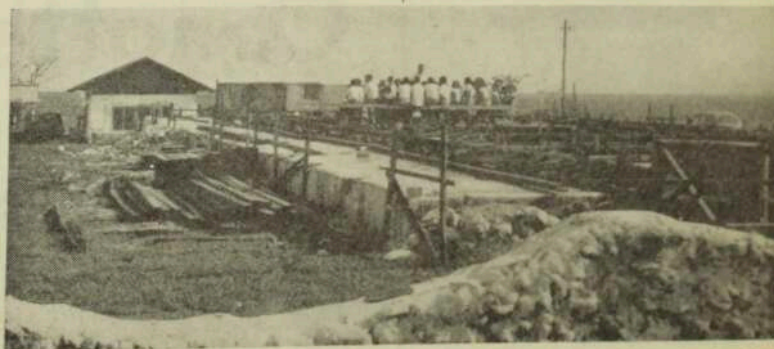
Building Teams

Each village will have, according to its population, several groups of six to 12 men who, in addition to building their own homes as teams, will provide houses for widows and families who are unable to share in the work. At the same time the villagers will need to cultivate their subsistence crops, and provision will need to be made for those in regular employment to contribute their share of work.

Administration contributions will include the arrangement of cartage of materials, and the use of the well-equipped sawmill and coral-concrete block-making plant. Other block-making apparatus is being bought to enable blocks to be made of coral and most building supplies, including asbestos corrugated roofing, will be of New Zealand make.

The New Zealand Government

School's Out!



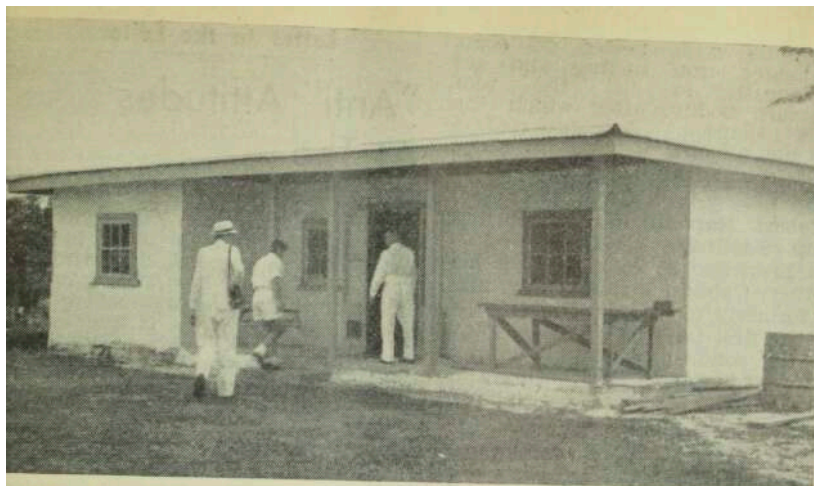
Strictly speaking, school's really in. These are the pupils of the Tufukia school, which blew away in the hurricane, having open air lessons among the ruins on a fine day. They meet in emergency class-rooms when the weather is bad.



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houses like this new one in Vaiea village, built of coral lime blocks, withstood the Niue hurricane without damage. All homes to be built under the new plan for Niue will also have built-in strength. Below is one of the choice of designs that Niue people will have for their new homes.

will also face the rebuilding of administration buildings and village water catchments. At the time of the hurricane a Government rebuilding programme was in progress at an estimated cost of £30,000 a year for three years. This programme will probably be doubled.

Money From Everywhere

The relief funds to be used as part of the rebuilding programme, and collected from all over the world, totalled between £NZ30,000 and NZ\$35,000, some of it in goods.

Between £8,000 and £10,000 of this money will be for building. It all came flooding in following world publicity for Niue's plight after the hurricane had laid waste the small island, a New Zealand territory, east of Tonga (see stories, features PIM April).

There were also gifts of food and clothing, and in June the Niue Island Council reported that it was unlikely to need further emergency food supplies, and that the gifts had filled the clothing need.

The NZ Government and Niue itself is beginning to look on the hurricane, one of the South Pacific's worst in regard to material damage (there was no loss of life), as an event which has blown some good. It

means, they hope, that Niue may now be rebuilt as a model for Pacific standards of living.

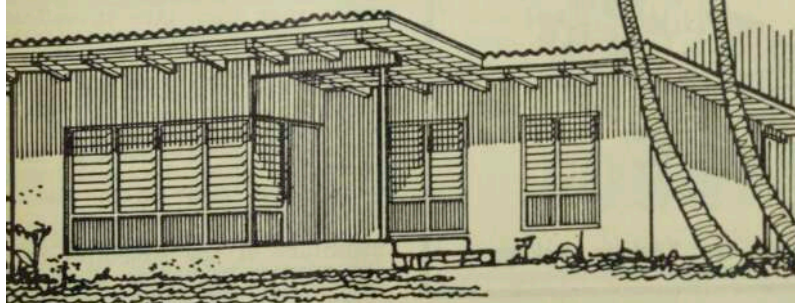
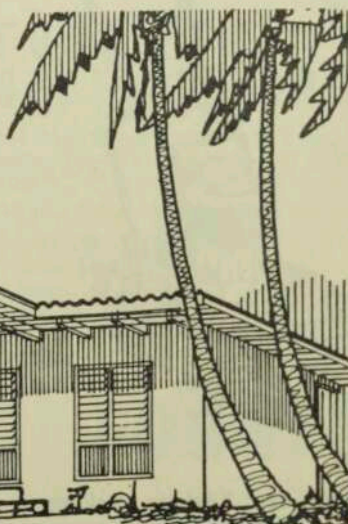
The hurricane wiped out many houses that needed replacing anyhow, but would probably not have been until they fell down of their own accord.

NZ Ministry of Works sectional architect W. F. Ponder reported in June after a thorough study of Niue's damage:

Overcrowding

"Up to a point, the standard of house construction on Niue was high, but the hurricane revealed much overcrowding, increased to an 'incredible' extent by damage to so many homes."

He referred to 251 people occupying 24 surviving houses of an average floor area of 187 sq. ft—16 sq. ft a person. (The minimum in New Zealand, for bedrooms only,



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is 63 sq. ft a person).

Action has already been taken by the Island Council to pass a new building ordinance, establishing certain standards for new construction, governing the siting of houses and the space between them, and incorporating sanitation essentials.

Fiji's Pattern

Mr. Ponder added that the pattern of damage of Niue was similar to that in Fiji's 1952 hurricane, emphasizing that soundly-erected buildings received only superficial damage.

Many houses, apparently sound, were demolished because of rot in base timbers. Others were wrecked

when the wind peeled off some corrugated iron roofing and got underneath to lift the roof structure bodily, after which the walls collapsed. Asbestos roofing was not affected.

Robert Narruhn, 69, of Burns-Philp (South Sea), Suva, arrived in San Francisco in June to meet his brother, Captain Federico Narruhn, 74, formerly of Manila, Philippines, for the first time in 50 years. They are the sons of a young German who went to Samoa last century and married. The family moved to Truk and then Ponape, where the boys became parted.

Letter to the Editor

"Anti" Attitudes At The SP Conference

• Some of the views expressed by "PIM" on the Fiji delegation to the recent South Pacific Conference in Rabaul are the subject of this letter from Mr. H. B. Gibson, MLC, of Labasa, Fiji. Mr. Gibson, a solicitor, was leader of the Fiji delegation to the Conference.

SIR—The article in the *Fiji Times* by Mr. Stuart Inder brought forward the comment, "The indigenous people certainly resented a European chairman at the South Pacific Conference".

Mr. Inder stayed only five days at the Conference. I do not know if his article was intended to create the impression which it has.

I only know that when Mr. Inder left Rabaul his words would fully interpret the feelings I then had.

Certainly I would then have agreed, with the May issue of the *Pacific Islands Monthly* that Fiji did not need a European delegate.

The May issue has, however, brought forward the peculiar reaction, "so Europeans are not to be beneficiaries of the South Pacific Commission".

Of course, anything which was printed in the May issue of the *Pacific Islands Monthly* must likewise have been only an impression gathered in the early days of the Conference, because that issue went to press when the Conference had just begun.

When Mr. Inder left Rabaul I studied the origin and constitution of the South Pacific Commission to see if there was any bar to a European or part-European Territorian participating in its benefits or activities, and found that there was not. Thus I stayed with the Economic Committee, determined to press forward with the matters in which I had great interest—namely tourism, fisheries, the biological control of the Rhinoceros Beetle, and a determination either to end the Commission or recommend to the contributing Governments that they give it sufficient money for its proper functioning.

Was "Still Annoyed"

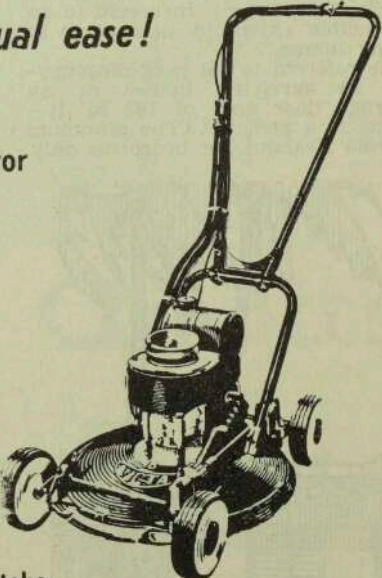
I think I was successful. Reuter confirms that the initiative in the matter of recommending better contributions to the work of the Commission came from the Fiji delegation.

I was still annoyed at the ineptitude of the Executive of the Commission in having divided the Conference into two Committees,

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when the only Rules of Procedure it had were designed for one Committee of the whole Conference, but I was fortunate to have the advice of the Hon. Semesa Sikivou, who assured me that he could find no anti-European feelings amongst the other delegates, and thus we got to know one another better despite the fact that (through the kindness of the Senior United Kingdom delegate, Mr. Reid Cowell), I was living at the Ascot Hotel, and not at the Malaguna Technical School.

After two weeks we came to the Second Plenary Session, and a lengthy recommendation was tabled, from which I quote only the following words: "The exchange amongst territories of indigenous on-the-spot technicians".

I moved for the deletion of the word "indigenous", and in support said:—

"Someone may think I have a chip on my shoulder about this word 'indigenous'. I assure everyone I will leave this Conference with the warmest feelings towards everyone, especially the 'indigenous' people.

"However, last night the distinguished delegate from New Guinea, Mr. George Kassi, introduced me to his wife as 'the adviser to the Fiji delegation'.

"After I had explained how I as a delegate like himself, I learned that the delegate who, on the first day of this Conference, had appeared to say through an interpreter that he thought the holder of a certain high office should be an 'indigenous person', had really intended to say that he did not think a chairman of a Committee could be an adviser."

I must here explain that few delegations sent a European, and at all the delegations (except the French and the Fijians) did have a European adviser and he, at the beginning, did most of their talking, though he could not himself vote.

This amendment was lost by 14 to 18, but the joy to me lies in the fact that the amendment was seconded by my fellow "indigenous" delegate. And the whole New Guinea-Papua delegation (including the man who had appeared to say that he thought the chairman could be "indigenous") voted with

"Eventually Enjoyed It"

Eventually enjoyed the Fourth Pacific Conference and grew to respect even the Senior Executive Officers whose sincerity and devotion to a great ideal must be admired.

The Conference is worth having every three years because it brings together all the peoples of the Pacific who have a love for democracy, for freedom of thought

and for absolute freedom to express their thoughts.

In our interview with the Fiji Broadcasting Commission (which was broadcast yesterday) Semesa made some interesting observations on the role of advisers which give deep food for thought, but these presents are written only to assert that anyone who has gathered from your articles the impressions I have mentioned above is wrong, and that there cannot and will not be any opposition to any delegation to the Fifth South Pacific Conference including a European.

Yours, etc.,

Labasa, Fiji.

H. B. GIBSON.

- Neither in his report in the

Fiji Times or May *PIM* did Stuart Inder say the indigenous people "resented" a European. He said "moves against the Europeans have not been made with any idea of antagonism, but rather in the spirit which says, firmly, 'Now look, you'll understand that this is our show, and we really are ready to take it over. So you don't mind shoving off like good fellows, do you?'"

Mr. Inder spent a week at the Conference during a three weeks' visit to New Guinea, but his report was not published, nor was *PIM* published, until the Conference had concluded. If Mr. Gibson is suggesting that on second thoughts *PIM*'s report would have taken a different view, we can assure him he is wrong.—*PIM* Editors.

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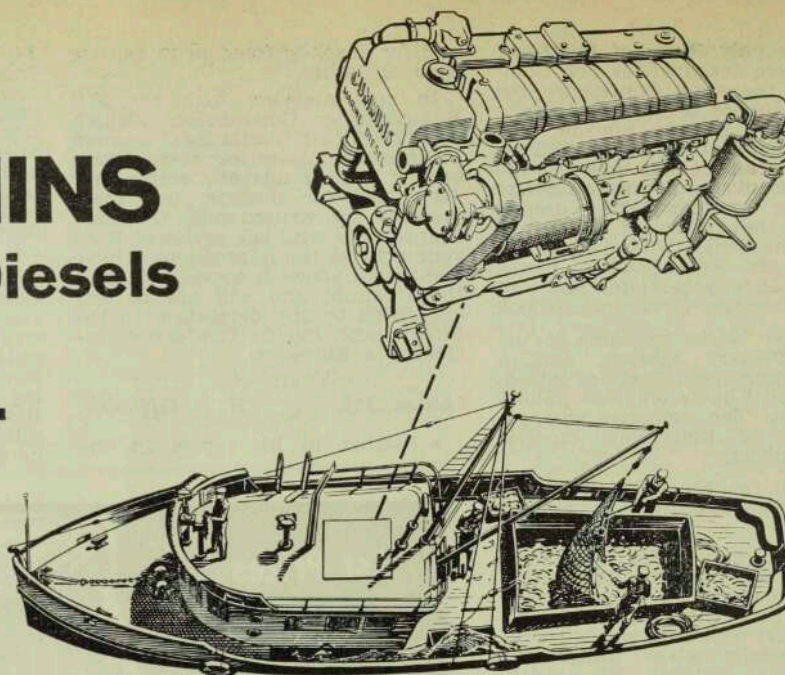
3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter
2 pint of milk

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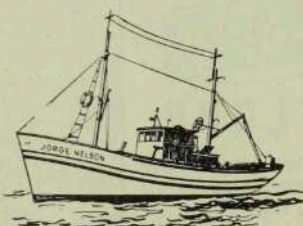
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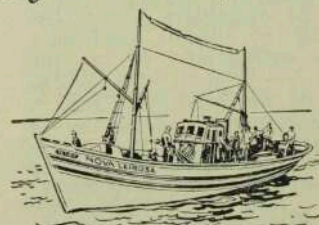
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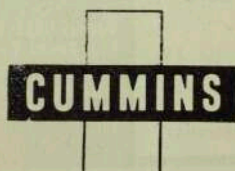
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A NEW PACIFIC ISLANDS YEAR BOOK

Everything, Including Blood From Stones

By Judy Tudor

After nine months' preparation, the eighth edition of the *Pacific Islands Year Book* will be available to the public by the time you read this. It has been completely revised, statistically and otherwise; obsolete passages have been replaced by new material; there are any new maps and, in keeping with current practice, it has a new, resting, acid-green jacket, calculated to stop even buyers of reference books in their tracks.

As a gestation period, the nine months required for this edition is a record neither way: Some editions have been as long as two years on the stocks; while one, in 1942, when we were urged by a million importunate Americans who seemed to feel they needed it in order to win the war, was produced about two months.

But the elapsed time of the eighth, from first letter to the notest Territory, to the first book to the press, is regarded as reasonable, as the Year Book now contains something like 500,000 words in its 480 pages, each of which has to be read at least three times during the process of revision and printing; and some four-score pages.

To produce it, needs the co-operation of 27 scattered Administrations, or parts of Administrations, from as far east as Hawaii to French Polynesia, westward for 7,000 miles to embrace Norfolk Island, Indonesia and Netherlands New Guinea.

It needs also the co-operation of private trading and transportation companies and of dozens of mission societies.

With few exceptions the co-operation has been willingly given, though some, naturally enough, needed more urging than others. In a very few cases, extracting information can best be compared to wringing blood from a stone—now that it is over for another year or so, we are prepared to let it, if our victims do likewise. Thanks go to all of them, the kind or the reluctant.

Finally, there is the technical of producing a book of this size—the setting of the type, the drawing, printing, binding. In

an industrial set-up based on a 40-hours, 5-days week, all these departments bring troubles of their own.

The first edition of the *Pacific Islands Year Book* was produced in 1932. It was a soft-cover book, in form something like our *Papua-New Guinea Handbook* of today. It sold for well under 10/- and, on the front cover, was an advertisement for "Burns Philp Mail Steamers"—a fact that, for years, gave rise to the fable that the whole book was produced by Burns Philp & Co. Ltd.

The reason for the PIYB was simple: Mr. R. W. Robson started the *Pacific Islands Monthly* in late 1930, and within a few months had come hard up against the fact that there was no current Pacific Islands reference book that could give details of the administration, politics, trading conditions, history or geography of thousands of islands which are scattered over millions of square miles of ocean and administered by a score of different nations.

Wrote His Own Handbook

The only book of the kind had been Stewart's *Handbook of the Pacific Islands*, which, between 1908 and 1923, was compiled for McCarron, Stewart & Co. by Mr. Percy S. Allen. By the time the *PIM* was under way, the information in the last *Handbook* was already 10 years old and useless, and Mr. Robson decided to produce his own handbook, which would incidentally provide all the information he himself wanted for *Pacific Islands Monthly* background.

Although the *Handbook of the Pacific Islands* had not been published for 10 years, the publishers

of that book still held the copyright, and so that word *Handbook* could not be used in the Robson production—it became, instead, the *Pacific Islands Year Book*. Year Book, of course, it never has been and, due to economic and other circumstances, probably never will be; but, as use of the more suitable *Handbook* was *verboten*, that was the only alternative.

Copyright Troubles

Copyright trouble of another kind occurred during the Pacific War. Due to the tremendous demand by the American services, some hurried editions and printings were made in Australia; but our wartime paper stocks were not adequate, so in 1942, Macmillan, the American publishers, arranged to produce an edition in the USA.

For some reason this did not come out until 1944, and in the meantime a Cleveland outfit, by a process of photo-engraving and lithography, produced an exact copy of the 1942, Australian edition—every line, comma, map and literal mistake. The only thing that was missing was the imprint on the last page—a legal requirement in British countries, but not, apparently, in the United States.

There is no reciprocal copyright law between Australia and USA, so there is no redress for this sort of thing; any fly-by-night US publisher may proceed similarly without legal consequences, and without paying a penny. By the time Macmillans had produced their edition in 1944, the pool had been scooped, and neither they nor Pacific Publications Pty. Ltd. in Sydney made any money out of it.

A copy of the pirated edition, sent over by an American friend, has an honoured place among our other valuable first editions. Something of a joke now; but at the time it happened it was not calculated to forge those closer bonds between Allies which, in 1943-44, were supposed to be so valuable.

WHERE'S THE BALL?



The ball wasn't lost for long. The players in this first display of polocrosse in the New Guinea Highlands soon found it, with good results for the team from the Kaitaki Country Club, Port Moresby, which beat Goroka 13 to 3. The match was put on at the Goroka Agricultural Show. Photo: Eric Bolton.

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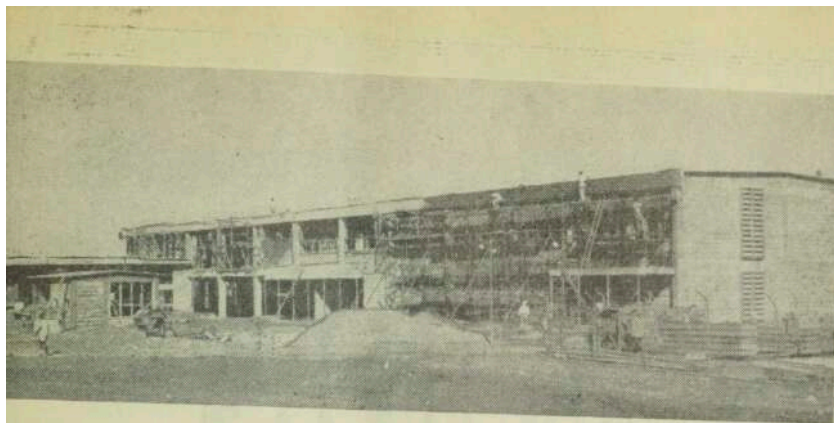
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Above, is Nadi's vast new airport terminal building, inside and out.

Bigger, Better Than Mascot!

Fiji's Airport Building Gets It's Roof On

From a Staff Writer at Nadi

For some reason — known possibly to science and the high gods of administration — the Government of Fiji is building at the new airport of Nadi a terminal building that, literally and metaphorically, leaves that of Sydney's Mascot airport quite in the shade.

EVERY now and again, Sydney's newspapers go out and look at Sydney's very busy airport, which has been built in fits and starts and by catch-as-catch-can methods, and then they hold up Mascot to public ridicule and shame.

Meanwhile, the Fiji Government — as Fiji's official contribution to the new international airport at Nadi (Australia, New Zealand, Canada and United Kingdom have provided millions for the job) — is spending £300,000 on this modern concrete building of two storeys, less than a half-mile away from the present terminal.

Fiji, in 1958, undertook to erect the building in 15 months. The job is being done by the Fiji Public Works Department; and, (Over)



At left, the last barrow load of concrete to complete the 47,000 square feet of the new terminal building is poured by Fiji's Director of Works, Mr. John Common. Below, Mr. Common (left, with pipe) with some of the men supervising construction of the £300,000 building. They are: Mr. W. J. Young, District Engineer Western (next to Mr. Common); Mr. J. D. Wright, Works Study Officer; Mr. C. V. Price, Senior Superintendent of Works; and Mr. G. G. King, architect.





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under the careful planning and vigorous drive of director John Common, it will be completed before the end of 1959.

The terminal building is sited at the inland side of the reconstructed airfield and—listen to this, Sydney!—its roof covers no less than 47,000 square feet. The whole building, including the roof, is of concrete.

There was a public ceremony on May 29 to mark the completion of this vast expanse of roof. A small company assembled to watch Mr. Common pour the last barrow-load of concrete; and then a dozen European executives sat down to a formal lunch with the 250 Fijian and Indian workmen engaged on the job. The workers' mess funds, plus a modest grant from the Department, provided much cold liquor and excellent food; and there was feasting, singing, music and dancing in a celebration entirely male.

The visitors looked the building over. It is impressive in design and in space.

Already, Nadi is the centre for air services coming into Fiji from North America, Australia, New Zealand, French Polynesia and New Caledonia. The traffic, as yet, does not require anything like the accommodation and amenities provided in this new terminal building; but—as the officials remarked—neerfully—it is bound to grow.

In one respect, the London designers have had little regard for the convenience of air travellers and their friends.

To provide a motor-way through the middle of the building, persons going to or from the planes, via the terminal building, must climb up to and descend from the first storey, per various stairways, over the top of the roadway—a bureaucratic arrangement that probably could not be found in any other modern airport building. It is a pity that this big and expensive construction should— from the public's viewpoint—be spoiled in its way.

Mr. Barry Philp's new airport hotel will be about a quarter-mile distant, on a low hill.

A suitable water supply is being brought in from the nearby hills at a cost of about £20,000.

Fiji Film That Pleased Everyone

Few motion pictures about Pacific lands have been received with anything more than derision in the country in which they originated—by being one of the few exceptions to this rule, the Shell Film Unit's *Two Men Of Fiji*, has created the sort of record.

The film had its premiere in Fiji in April, and in May was shown to selected audiences in all Australian

capital cities. It pleased both sets of audiences—quite an achievement in itself.

The Unit spent two months in Fiji—mostly in Lakeba, in the Lau Group, and in Suva—filming the story which is a simple one of present-day native life.

The two young men who take the lead roles, Jaile Ataoga and Adruai Kombale, and those who supply the rest of the cast, for the matter of that, are naturals, as actors, and the story unwinds itself without any feeling of artificiality.

The dialogue is all in Fijian, but a Fijian interpreter tells the story in English "above" the dialogue—an experiment in technique that is completely successful.

The "two men" of Fiji are a couple of youngsters, one who goes to Suva to attend the Central Medical School, and the other who just goes.

Number two leaves Lakemba without the permission of his chief, and becomes a wharf labourer in Suva, and then the off-sider to a truck driver. All this, plus technicolour allows the camera to take in many aspects of life in Fiji today, and at the same time, point the moral that, unless they are especially chosen, most young Fijian men are better off performing their community obligations back in the village, than in living in the back streets of Suva at the mercy of a low-wage economy.

The film was produced by Bern Gandy, and directed by Brett Porter; and this is the first time that the Unit has made a film outside of Australia, although it has been in existence for over 10 years and has produced excellent documentaries that have won international praise.

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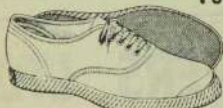
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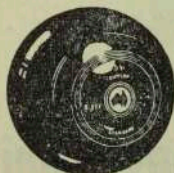
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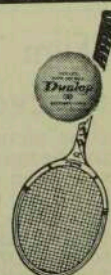
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Canadian Alan Bell, who will be one of the crew, and skipper Leonard Gulson, discuss plans for the trip over a cup of coffee aboard the "Stardust" in Sydney harbour.

THEY PLAN TO CROSS THE PACIFIC

All Set For Adventure— Or Something

By a Staff Writer

All the salt-encrusted cynics up and took notice, and their sit-you-wait-and-sees could be heard right across the Pacific, when a team of adventurous young people, by their skipper Leonard Gulson, planned to sail out of Sydney early this year. Their ship is a 116-ft converted motor-chaser, "Stardust". The schedule calls for a "three months pleasure cruise through the Islands, on to North America, Mexico and the Bahamas".

THE team of nine men and seven women—most of them in their twenties—each paid £200 for the trip, which will take in most of the Pacific Islands. Most are not experienced sailors, but they expect to pick up in the Bahamas some time in the beginning of October. When they will all be on their own. There are three experienced seamen on board in addition to Gulson, and whether they will be able to handle all departments is not known.

The betting along the Sydney

waterfront in June was that half the amateur crew will leave at the first port of call—as is usual in such jaunts. But the quidnuncs have been known to be wrong before, and maybe this will be another time.

If the vessel is run as a yacht, then the marine authorities will not be interested in "Stardust's" personnel or plans. The payments of £200 are not, presumably, regarded as fares, in the normal way.

Half Share

Mr. Gulson, who organised the trip, bought a half-share in the "Stardust" a few months ago. His partner, Dick Smith, of Sydney, has supervised the rebuilding of the yacht at C. Messengers wharf at Rushcutters Bay over the last couple of months. He will not be making the trip himself, he says, because of business commitments.

Some of the alterations have resulted in more superstructure, with the wheel-house seven feet above where it used to be. "Imagine," said one shipping expert, with relish, "the arc that the bloke at the wheel and the skipper are going to have to travel! And this type of craft is very 'tender'."

"Stardust" was built as a sub-chaser during the war, after which it was operated as a charter ship from Cairns. It was later bought by a Brisbane syndicate and used for fishing trips. Mr. Smith purchased the yacht from a Sydney man, Cliff Pickering, in May, 1957.

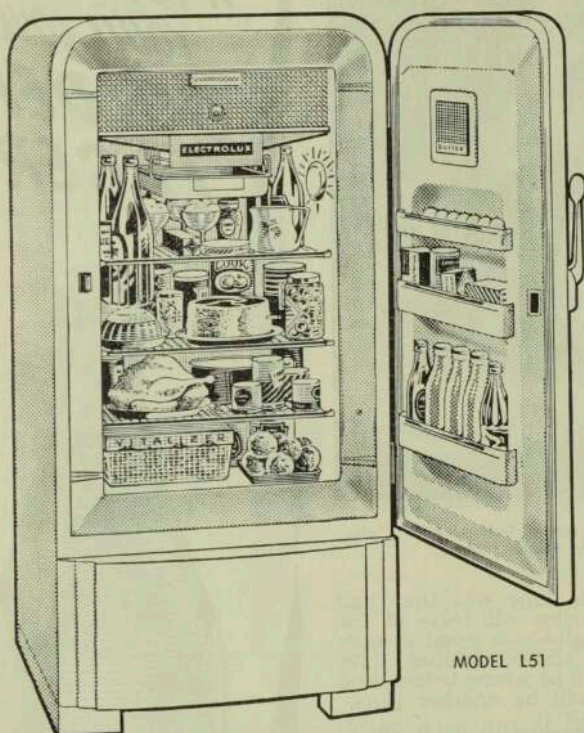
"Stardust's" crew includes a Can-

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adian, not contented with Australian life, a husband and wife team who are "skin-diving fanatics", a Sydney publisher, and an assortment of Aussies, Englishmen and one representative of New Zealand's fairer sex, Miss Diana Pollard.

Skipper Leonard Gulson is an Australian who has spent many years yachting in the Gulf of Mexico and off the coast of Florida, with headquarters in the Bahamas. A few years ago he spent 18 months cruising the Pacific in his yacht *Yola*.

Advertised For Crew

Mr. Gulson advertised for his "crew" in Sydney newspapers, setting out in detail the extent of the trip and facilities, etc., on board, and said he had no trouble in filling the 16 berths on the *Stardust* for the one-way trip.

An added attraction for the girls is that if they help in the galley on alternate days they have to pay only half fare—£100.

Most of the 16 aboard are just hopeful pleasure seekers. But to bearded Canadian Alan Bell, the trip aboard the *Stardust* affords what he hopes will be a pleasant, cheap way of returning to Canada. After only a week in Australia, Bell booked his passage on the yacht and, although he refuses to air his views on the Australian way of life, he had apparently found it wanting in some departments.

The skin diving team comprises Edward and Marie Russell, of Oogee, who hope to get a lot of practice in Pacific waters.

Two of the Australian girls making the trip are Joyce Ebbage, of Remorne, Sydney, and Helen Dickson, of Pymble.

Trial Run

Englishman Michael Carr is "seeing the world" and on the first leg of a long trip home. The other Englishmen are Brian McLeod, Derek Canty and Gordon Keeble.

Stardust is now fitted out with four berth cabin, four separate bunks and two adjoining double-berthers.

The yacht, which abounds with staterooms and bathrooms, also has a airy lounge, a dining room and bar.

Towards the end of June the crew took the *Stardust* out on Sydney Harbour for several trials so that Skipper Gulson could see if they were efficient and capable enough to take the yacht safely to the Bahamas.

It might have been an even more interesting experience if he'd taken them on a shake-down cruise to, say, New Zealand, from which Sydney has recently been getting a few interesting "depressions".

Madang's New Hospital Is Bigger and Better

Queensland (Australia) newspapers in June made something of the fact that Madang, N.G., is to have a hospital "which will dwarf most of those found in Queensland country towns".

Madang's new hospital, now being built by the Brisbane firm of Barclay Brothers, who hope to complete it by Christmas next year, will consist of 75 separate buildings, and cover 15 acres. About 35 Europeans and 70 natives are on the job.

The buildings will range from

small bathroom blocks to structures 274 ft. long by 25 ft. wide and will cover about 150,000 sq. ft. All will have 12 ft. high walls.

There will be a medical school, native and European wards and staff quarters, isolation wards, a mental block, operating theatres, X-ray rooms, nurses and matron's quarters, separate single and married native staff quarters, laundries and bathrooms.

All buildings will be timber framed, and all roofs, ventilators, and wall louvre blades will be of cement.

The roofs, which are being supplied by the Brisbane firm of James Hardie and Coy., will total 19,000 square yards of corrugated asbestos-cement sheets.

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ALL THE FAMILY



Mystery of the Easter Island Talking Boards

They're Still Arguing Their Way To A Solution

When Easter Island was discovered by Europeans in 1722 it was found to be populated by simple tribesmen not markedly different from the other Polynesians of the South Seas; and by gigantic stone statues that peered down from the cliffs. It represented then — as now — a complete enigma.

EASTER Island's second mystery was not discovered for another 140 years, and then by a French missionary sent to Easter Island from Tahiti by his Bishop, about 1864, to care for the pitiful remnants of islanders left over from the lackbirding raids of Peruvian slavers.

When Father Eugene Eyraud visited the natives in their poor huts he found sticks and flat wooden boards completely covered with rows of tiny incised symbols between one-third and half an inch long.

The natives knew nothing of the meaning of the symbols and were using the boards for firewood and for canoe building. But a number of them were subsequently salvaged and have intrigued scientists and cryptographers ever since.

Ahead of Heyerdahl?

Although he paved the way in the best selling *Aku-Aku*, Thor Heyerdahl has not, as yet, produced the "definitive study" of Easter Island that was promised and which will, amongst other things, explain what he thinks is the meaning of the rongorongo boards that have confounded the experts since 1864.

So it might have been with the idea of getting in first, that Thomas Barthel, of the University of Hamburg, wrote an article in the *Scientific American*, June, 1958 issue, explaining in layman's language what he believes the mysterious carved characters mean.

Barthel commenced his Easter Island study in 1953, and his diversity is to publish his *magnum opus* on the subject. In the meantime he has had the satisfaction of seeing his piece in a popular magazine which probably claims as many readers as Mr. Heyerdahl's command, because it is a glyph to gooseberry that the points on which the two scientists will ultimately agree will be purely coincidental.

Mr. Barthel does not, for example, think that the carved boards prove that the original Easter Islanders came from South America; while Heyerdahl, who has a fixation

about his pet theory, is scarcely likely to allow the characters to disprove that the Polynesians couldn't have come from Peru.

Plain or Red Indian

If they don't agree, Messrs. Barthel and Heyerdahl will be in good company. The Easter Island talking boards and drawings therefrom have been going the rounds of museums and universities and have been pored over by savants and scientists for over 90 years, and no two people have yet agreed completely on what they do mean.

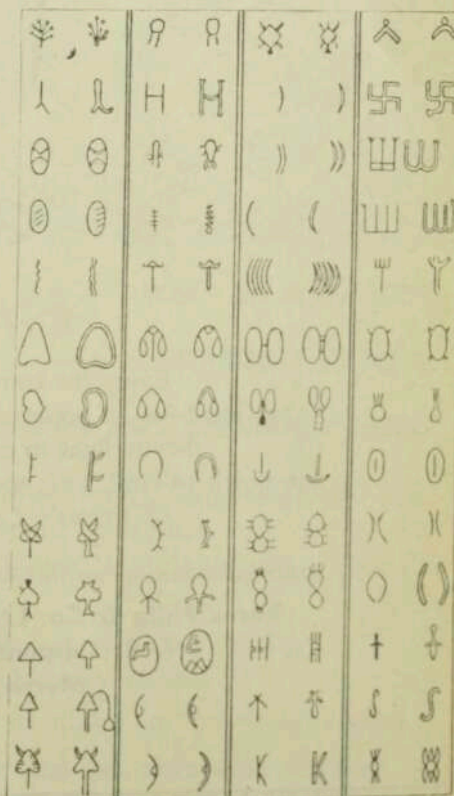
In the 1930's two Frenchmen (MM Metraux and de Hevesy*) were slugging it out with scientific

abandon over de Hevesy's assertion that he had discovered similarities between the Easter Island script and those found by Sir John Marshall in the middle Indus region of India in 1928. de Hevesy arranged symbols from the two scripts side by side (see illustration) which showed a resemblance "too good to be true"—according to Metraux. He suggested that de Hevesy had been "moved by his enthusiasm". (However, another expert, Professor G. R. Hunter, went on record that de Hevesy had produced the scripts with "scrupulous exactitude".)

At about the same time a German professor, Dr. Werner Wolf, proved to his satisfaction that there were points of resemblance between the Easter Island symbols and the hieroglyphs of ancient Egypt; and a Swiss professor, C. Tauber, of Zurich, declared that he had found a clue to the Easter Island script amongst a certain tribe of Indians in North America; he also thought there was a connection between the rongorongo script and the Mel-

* In his "Scientific American" article, Barthel refers to him as Wilhelm von Hevesy, Hungarian in nationality. The original "PIM" article called him a Frenchman, Guillaume de Hevesy, but as this article appears to have been based on an extract from a French publication, it may have been a fault of double-translation.

In the 1930's, a European expert said that he had proved that the Easter Island script was related to some ancient writing found in a ruined city in the Indus region of northern India in 1928. To prove his point, he arranged these symbols from both scripts side by side (the Indus script is on the left of each column). A contemporary expert said that the similarities were too marked to be true and the plain result of too much enthusiasm. "PIM", in an article at the time, said that most of the current ideas about the Easter Is. script were "far-fetched and woolly". And now, of course, another generation of experts is propounding new theories on the same old subject. All of which is interesting—although it leaves most of us still guessing: What did the ancients really say?



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anesian, pre-Polynesian, history of Easter Island.

In a long article on the subject at this time, *PIM* dismissed all the professors and their theories as "probably far-fetched and woolly"—and then the war cut Europe off from Easter Island. The subject of the island's mysteries had a long rest until the 1950's.

Memory-Ticklers

And, so to Heyerdahl and Barthel. The latter, according to his *Scientific American* article, thinks that, fundamentally, the *rongorongo* boards were cues or memory-aids; and, because the symbols reverse direction in alternate lines, that they might be an elaboration of the notched and carved sticks that other Polynesian groups have also used as memory-ticklers.

Barthel was a cryptographer during World War II, and thus introduced to the business side of interpreting strange scripts, became also interested in the academic side of it. He helped to decipher the writing of the Mayas, and then, in 1953, became interested in the even bigger puzzle of the Easter Island script.

Analysed 12,000 Signs

With the co-operation of universities and museums around the world, he finally collected together in his study in Hamburg something like 12,000 signs for analyses. "Under the magnifying glass," he writes in the *Scientific American*, "the tiny symbols show surprising elegance and beauty—precise and complex detail yet boldly drawn. They made up a teeming world of little running men, flying birds, turtles, celestial objects and strange geometrical forms. To reduce the multitude of signs to an orderly list that could be analysed and dealt with statistically, I identified the signs by numbers. This cataloguing work was long and tedious, but by the time it was finished I was well enough acquainted with the symbols to begin to see some patterns."

"I now had to decide what the signs stood for—alphabetical letters, syllables, words or ideas. . . Since the Easter Island inscriptions had hundreds of different signs, I judged that each represented a whole word idea."

Then came the more difficult task of finding out meanings, and in this he had to follow—to a surprisingly successful conclusion—a trail that was almost 100 years cold.

Only Partly Fake

One of the earliest students of the boards was Bishop Jaussen, a French missionary at Papeete, Tahiti, who had four of the boards sent to him by one of his priests on Easter Island, into whose province the

mystery island then came. Bishop Jaussen learned that, then living in Tahiti, was an old Easter Islander named Metoro, who claimed to have been trained as a *rongorongo* man. He hunted him up and asked him to read the tablets.

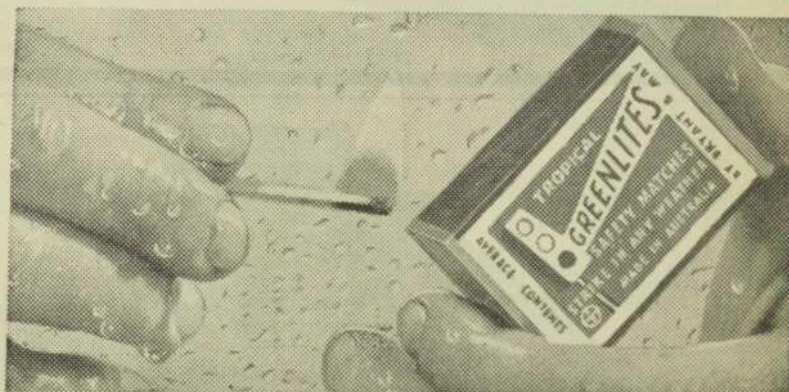
With little hesitation, Metoro picked up the tablets in turn and chanted from each of them a song in the Polynesian language. Elated, the Bishop wrote it down, but when he translated it into French it made only gibberish and although he tried to match the words sung by Metoro with the symbols on the board, he did not succeed in deciphering one of them.

Metoro was dismissed as a fake.

When he took up the task in 1953, Barthel was soon convinced that the only link between the tablets and the past was the much-discredited Metoro and he "clutched at the faint hope that he might not have been a complete pretender".

However, by now Jaussen's transcription of the songs had completely disappeared and no one knew whether they were still in existence. The search began in Tahiti, continued through France and Belgium and ended in triumph in a monastery in the village of Grottaferrata, near Rome, where the dusty notebook bearing the four songs of

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In the public mind it is Easter Island's images, and not its talking boards, that make the island famous. Here is one of the images set up on a modern base. Below is a typical group of Easter Islanders.

Metoro, written in Jaussen's shaky hand, were finally found.

That notebook became Barthel's Rosetta Stone. He compared Metoro's chants with the inscriptions on the wooden tablets and gradually a few of the signs became identifiable with consistent meanings:

"As I worked through Metoro's four tablets, I began to see why his songs had turned out to be mere gibberish. Metoro had been in the position of a schoolboy asked to explain a university textbook. Possessing only a rudimentary knowledge of the old script, he had read some of the signs correctly but guessed wrong on most of them, so that his over-all translation of the text was meaningless."

Barthel continues "The Easter Island writing had not matured, to a phonetic system which could reproduce an entire spoken sentence. Consequently, the tablets had to reduce the songs of the *rongo-rongo* men to an abbreviated form, like a telegram.

"The tablet was a kind of cue-card consisting of catchwords which gave the singer only the gist of his

verses: he had to fill in the missing words himself. Naturally this makes it difficult for us to reconstruct the full story epitomised in the tablets. Nevertheless, read in the context of what we know about Polynesian folklore, they tell a great deal."

And what do the talking boards tell?

According to Barthel, mainly they are religious and ritualistic, with no mention of the ancient historical events of the island, or how or why the giant statues were made.

They are eulogies to the deities; instructions to priests; some of them speak of mythological subjects—such as the myth common to all Polynesia of the beginning of the world, when Tane separated earth from sky and put up props to hold heaven in place. Most of the tablets speak only of males, and females only when the tablets are strongly preoccupied with fertility... "These texts always call a spade a spade, and a translator has to render them with delicacy."

Then the scripts link Easter Island with other parts of the South Seas and in mentioning important food plants that do not grow in Easter Island, and in giving correctly the names of other Polynesian islands "leave no doubt that the settlers to Easter Island came from somewhere in the heart of Polynesia, perhaps Raiatea. . . They also seem to disprove conclusively the recent theory of Thor Heyerdahl that the Easter Islanders came from Peru."

Who invented the extraordinary script, and why it survived only on Easter Island, must remain, says Barthel, a matter of conjecture.

"We can theorise on this subject from two different points of view: One view would suggest that the script was a spontaneous, independent invention by a group of Polynesian intellectuals who kept it as their own secret possession; the other concept, holding that human culture has grown only gradually by the diffusion and cross-fertilisation of ideas, would argue that the Easter Island writing developed from some earlier writing system.

"Speculating along the first line, we might suppose that a particular group of *rongo-rongo* men, somewhere in Polynesia, created the script and took their private system of writing with them to Easter Island. Their invention might well have been the result of experiments with notched sticks used as memory aids. . .

"On the other hand, everything we know about the early writing systems in the Old World indicates that they borrowed or developed from one another. In the Easter Island writing we can see some faint resemblances to certain ancient Chinese scripts. Possibly the Chinese and the Polynesian writing were both connected with an ancient cultural centre somewhere in southeast Asia."

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HE ESCAPED THROUGH THE ISLANDS IN 1796

Among the many who challenged the "divine right" of kings and aristocrats to exercise authority over the common people of Britain were a small group of Scottish intellectuals, afterwards known as "the Scottish martyrs". They were seized, charged with sedition and treason and things of that kind, and sentenced by pompous old judges of the 1700-1800 period to transportation to the convict settlement of Botany Bay.

AMONG them was Thomas Muir. They put him ashore in Sydney in 1794, when the township was only seven years old; when the main settlement was on the western side of what is now Circular Quay; and when the cow-tracks which wandered off into the blue-gum forest, to provide later the general lay-out of Sydney's streets, radiated mostly from a bridge over the Tank Stream, in what now is Bridge Street.

Muir, as an intellectual, was given comparative freedom. He settled himself on a little farm, on the North Shore (Cockle Beach, near the end of the Harbour Bridge); and from there, 18 months later, he rowed down the harbour one night and out to sea, to a rendezvous with an American ship.

Thus, he got clear away—to North America, to the Spaniards in California and Mexico, to Spain, and to Paris. At first, he was feted by the French revolutionaries; but by January, 1799, he was forgotten, and died in Paris alone and impoverished.

First Beachcombers

The American ship was the *Otter*, under Captain Ebenezer Dorr, and one of her officers was Pierre Francois Peron, afterwards famous as a French navigator and writer. Dorr, Peron and Thomas Muir were much together; and these three were about the first Europeans to land at Namouka, Eua and other islands of Tonga. The *Otter* carried many escaped convicts, and five of these established themselves at Eua—probably Tonga's very first beachcombers.

The *Otter* passed close by Niue and Samoa, and the company landed at Pukapuka (Danger Island) in the Northern Cooks—the first Europeans to do so.

Mr. John Earnshaw, of Sydney, and his friends, who are engaged in historical research, have been following the career of this Thomas

Muir, and they have had so much success in the archives of Spain, France, England, United States and elsewhere that they have assembled their new data in a valuable book named "Thomas Muir—Scottish Martyr", just published in a very limited edition by the Stone Copying Co., of 64 Young St., Cremorne, Sydney, at 17/6. It gives us new light upon incidents in Scotland, Australia, Pacific Islands, North America and France, before the turn of the 18th century.

Burns Philp (New Hebrides) has sent a trial shipment of 330 tons of copra to South America. More shipments will be sent later this year.

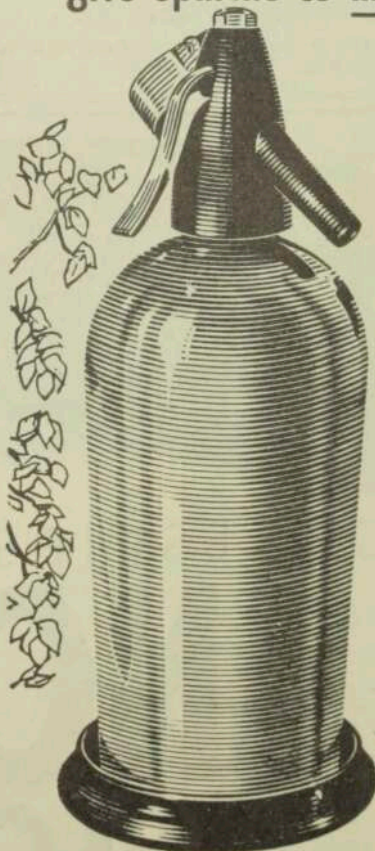
COOKS TO PEP UP COPRA

The Cook Islands Administration has been advertising for an agricultural extension officer. His principal function will be the development of the local copra industry, which received sharp criticism in the Stace-Belshaw Economic Survey of the Cook Islands made several years ago.

Since that survey was published a good deal has been done, mainly through the newly formed Social Development Department, in stimulating interest in copra, especially in the establishment of modern driers within the financial reach of the people, and to some extent in replanting.

Sparklets

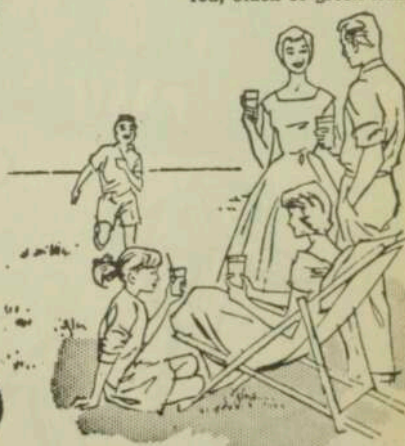
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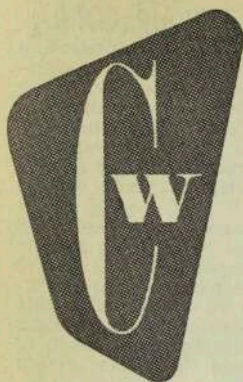
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Monumental Report By Prof. Spate

New Light On Fiji's Problems

As Fiji's population of Fijians and Indians increases — and both are growing quite rapidly — there is greater conflict between the economic systems and the social systems of two communities.

THE Europeans, followed by the Indians, established systems based on individualism. The Fijians have an economic and social structure based on an age-old system of living in small communities, in which most property is held in common, and where individuals are guided and instructed by the head of the family group, or the village.

Today, in relation to the quantity of cultivable land in Fiji, the Colony is becoming overcrowded.

Intelligent people regard the future with misgiving—even alarm—and finally the Burns Commission, under instructions from the British Colonial Office, has gone to Fiji to study the problem of how the colony's growing population is to be fed. The Burns Commission began its inquiries in Fiji this month, and its sittings in Fiji probably will extend into September. (See elsewhere, this issue).

To assist the inquiry, the Fiji Government prepared a series of surveys; and the printing of one of these—"The Fijian People—Economic Problems and Prospects"—was completed in June. It represents the work of Professor O. H. K. Spate, Professor of Geography at the Australian National University, Canberra; and it probably will be claimed as one of the most valuable compilations ever made in relation to Fiji.

The Governor Gave It Away

In Fiji, for at least three decades, Governor after Governor, and Council after Council, have been ramming their heads against the apparently insoluble problem of how to maintain racial unity and harmonious progress in Fiji, in view of the apparently irreconcilable differences between the European-Indian communities (which wish to establish new industries) and the Fijian community (which holds a large proportion of the available land, and is not interested in trade and manufacturing).

All seemed, eventually, to reach the same conclusion: Either the now numerically dominant and landless Indian population must be removed from Fiji; or the Fijian way of life must be changed from the village communal system to individualism, so that Fijians and Indians may go forward together, on a similar economic plane. By general agreement, the second is the only practicable alternative.

But how is it to be done, quickly? It must be done quickly, because of the rapid growth of population, especially Indian.

A Job Well Done

Governors and Councils have given it away. The problem is in the hands of the Burns Commission. It is hoped that Professor Spate's monumental report will inform and guide the Commission.

In gathering his data for this report, the Professor spent several

months in Fiji, and visited every corner of the scattered Colony. He gives the names of no less than 52 villages where he spent considerable time, talking to the people, studying their way of life, assessing their opinions regarding the future, estimating their economic resources.

Professor Spate began his task with a very clear appreciation of the problems which confront Fiji and the Burns Commission; and he has done his job, and arranged his report in such a way that the Commission—and all others interested—can go straight to the heart of the problem with the least loss of time and effort.

Here, set out in a most conscientious way, are all the available facts about Fijian traditions, way of life, way of thinking—and especially about the Fijians' attitude towards the establishment in Fiji of a powerful society that is different



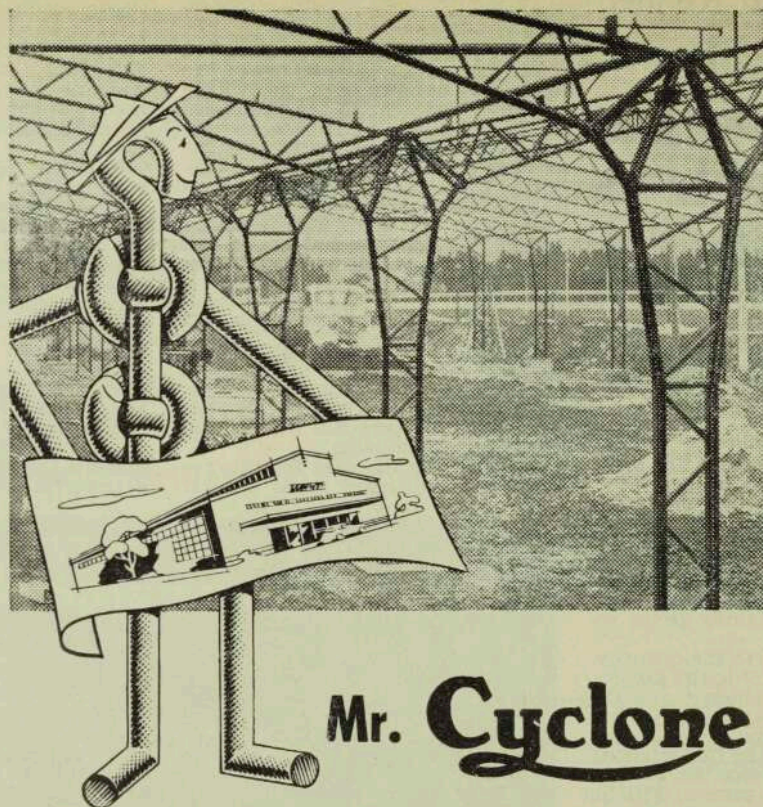
Air-War On Coconut Pests

A coconut plantation, where the palms grow upwards of 20 feet tall, is not a good subject for insecticiding—unless the spraying can be done from the air. For the first time in the South Pacific, this was done recently on Ura Plantation, Taveuni, Fiji, where the trouble is an infestation of stick-insects, or mimimata, as they are called locally. These pests, while not so destructive as rhinoceros beetles, attack and skeletonise the fronds of the palms, until in extreme cases only the ribs are left. Anything that destroys the fronds weakens the tree and interferes with its bearing.

The aerial spraying on Ura Plantation was carried out by Air Vitt Ltd., with a Tiger Moth of its own and a Cessna amphibian chartered from New Zealand. The experiment was under the supervision of the Fiji Government entomologist, Mr. B. A. O'Connor.

Insecticide was pumped out in flight by a wind-driven fan fitted beneath the fuselage. Although the weather was not good for spraying, a 95 per cent. kill was claimed.

—Photo by Rob Wright, Fiji PRO.



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from that of the Fijians, and apparently not reconcilable with it.

Education Is Needed

Rightly, the Professor has assembled his data most carefully, and left to the judges (the Commission and the British Colonial Office) the final decisions. But he has to present his own conclusions and recommendations—and very interesting some of them are:

- Training the Fijian villagers to a better understanding of today's needs—social and economic—is vital to the future.

- Most urgent steps are needed to protect the available land from further erosion—burning, overstocking and bad cultivation already have caused "appalling" losses.

- Organised effort is needed to increase productivity, diversify agriculture, seek new markets; to encourage new secondary industries based on hydro-electric power. (Development in the latter direction could provide a field for Indian enterprise and help lessen competition for land.)

- Different and improved educational standards should be introduced, so that Fijians may gain in money-sense and personal responsibility. It is suggested that a drastic review of the whole system of education is desirable, to meet new socio-economic conditions. It is considered "unfortunate" that secondary education is geared to the New Zealand system.

- The whole subject of technical education requires attention.

His Reforms

Suggested reforms bearing upon the need for economic and social changes, and comments on methods to secure same, are set out in no less than 87 short paragraphs in which the report is summarised. The report itself covers 112 printed folio pages.

No recommendation suggests interference with the present governmental organisation, in relation to administration or land-ownership anything fundamental; but the logical deduction from the Professor's data, and from the way he has presented it, is that there must be fundamental changes in these directions if Fiji's problems are to be solved.

It is indicated, however, that with the sympathetic co-operation of the European, Fijian and Indian communities, it is possible for a strong and competent Government—repeat, strong and competent—to build a new and sound Fiji, without doing justice to any section of the existing communities.

If that is done eventually, a great deal of credit must go to the

work of Professor Spate. He does not draw the plan; but he has saved perhaps years of work by so skillfully assembling the material from which the plan must be drawn.

Marama Moo Lindsay, a 26-year-old male, of Rarotonga. Cook Islands, was sentenced to death in Auckland in May for the murder of Ruby Irene Foster, whose gagged and battered body was found in a vacant section in the Freeman's Bay area of the city in April. Under the present New Zealand government it is not policy to carry out the death sentence.

NEW CALEDONIA'S DRIVE AGAINST ALCOHOLISM

New Caledonian schools in June observed an "Information Week Against Alcoholism". Special lessons were given pointing out the dangers of excessive use of alcohol and essay competitions were run.

The New Caledonian public was also brought into the drive—the biggest yet made on this subject in New Caledonia. Special radio programmes were broadcast, and all Noumea theatres filmed a documentary, "Death at the Wheel".



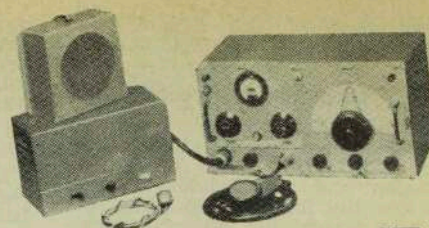
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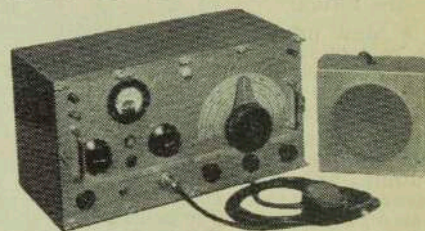


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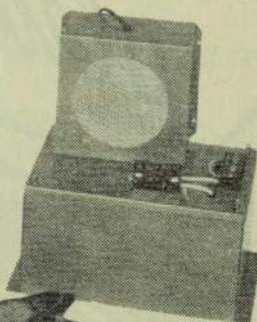
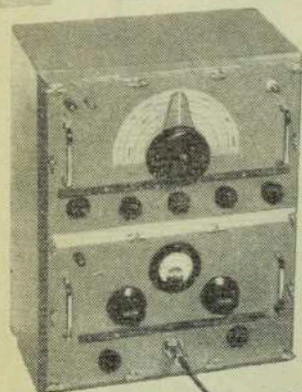
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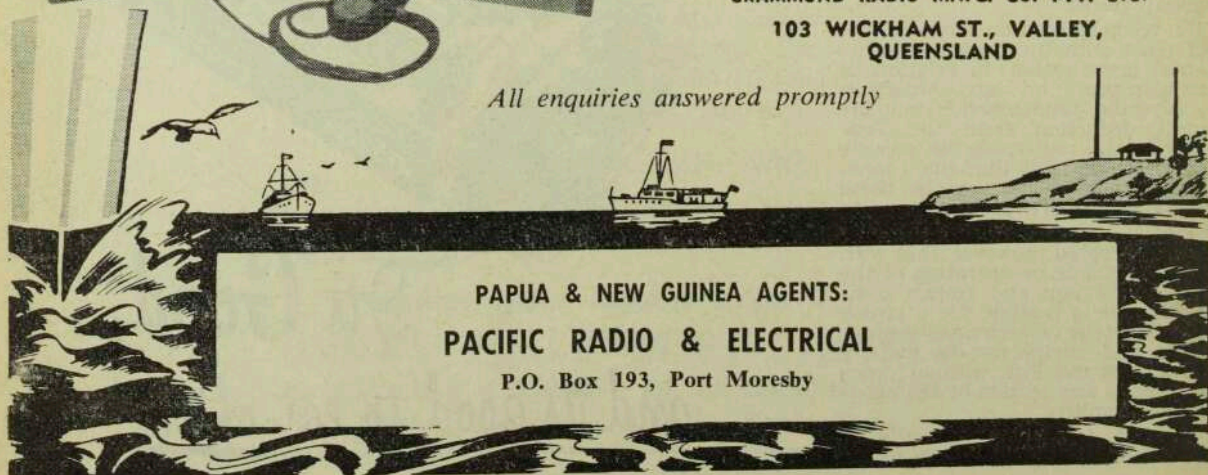


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Tropicalities

Nature Calls Again!

"TAVI" Kauffman, the Danish university graduate who arrived at Tonga in the yacht *Hirondelle* about 1952, presented the yacht to Prince Tungi's little son, and caused some interest by retiring to an uninhabited island, has felt the call of the wild again.

Chief Officer David Fifita, of Aoni'u, said in Suva in May that Kauffman, who has been employed by the Tonga Government in several capacities in recent years, abandoned civilisation in February to return to the rocky cliff-bound volcanic island of Hunga Haapai some 30 miles north of Tongatapu.

This 400-ft high island and its nearby companion Hunga Tonga lie in a channel used by ships crossing the Tonga Group from east to west.

The island has some pockets of fertile soil on the western side where small areas of coconut palms and other vegetation are established, but it is not able to sustain a human settlement of any proportions.

On the first occasion that Mr. Kauffman took up residence he established gardens, but conditions were too rugged and after some months he was forced to call it off and return to Nukualofa. Perhaps the present stay may be intended only as a temporary retirement from the world, or perhaps the Danish graduate is now satisfied that he can compete with nature.

If he cannot, Hunga Haapai is so located that local vessels bound from Nukualofa to points north can usually be signalled without much trouble.

**'Matuku Totoya
Vatulele!'**

[N Fiji, they still tell this story of the irrepressible "Jerry" Adams, of Lautoka.

Jerry and a Fiji friend were on a passenger ship, crossing the Pacific. At their table, in the dining room, were a high-nosed Englishman and his wife.

Plainly, the couple disdained colonials". On their first day out, at the table, they conversed in French.

Half-way through the next meal, Merry suddenly grinned, and turned to his companion.

"Sigatoka ba," he said. "Tavua dreketi lakeba."

Friend caught on promptly. "Gau taveuni," he retorted.

"Yasawa koro," hissed Jerry.
"Matuku totoya vatuilele."

Then they laughed sneeringly. The overseas couple ignored the demonstration, and ate their fish without batting an eyelid. It is unlikely that they recognised the Fijian words as simply the names of islands strung together; but they used English in table conversation for the rest of the voyage.

Papuan Manganese May Come Good Again

A COUPLE of decades ago, Mr. L. J. English, of Rigo, Papua, ran a profitable little business exporting to Australia high-grade manganese mined at Rigo. It was in demand by the big Eveready Company in the manufacture of torch batteries.

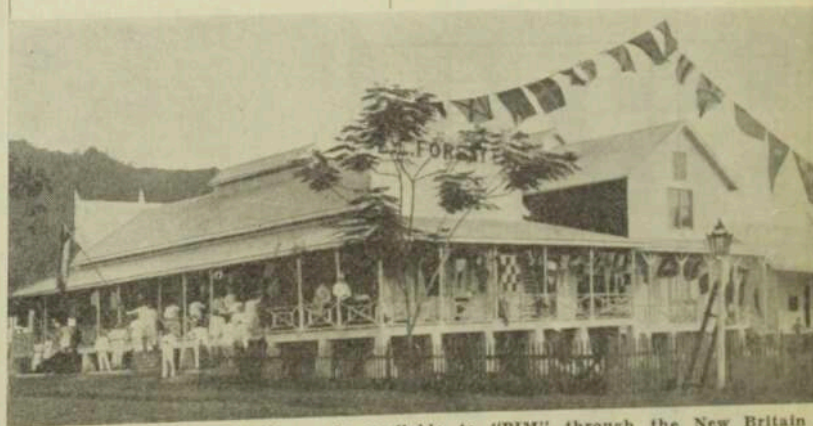
However, the deposits were not extensive and, what with the Pacific war intervening and one thing and another, Mr. English did not resume operations when civil administration was restored in 1946.

New Buildings and an Old War in Suva

WHEN Carpenters' department store was moved from the old town area in Suva into Rodwell road, facing the docks and only a few yards west of the Burns Philp department store, trading competition between the old-time rivals became keen—as reported in the battle of the zebra crossings, June P.M.

Later, the struggle was reflected in window-signs, in which the passer-by was urged to do this and that, and one day recently somebody went into the older store and

Do You Remember This Old Store?



This photograph—kindly made available to "PIM" through the New Britain Historical Society—is believed to be at least 50 years old. It commemorates the opening of a new store somewhere in the Rabaul area by Messrs. E. E. Forsayth and Company—E. E. Forsayth being, of course, the same Emma Kolbe, formerly Forsayth, and better known as "Queen Emma". The firm was sold to other interests in the early days of this century, and was carried on under another name. Can any reader say where this building was located and what happened to it?

unnoticed by the staff, pasted in the window a sign which read "By-pass Burns Philp—Shop at Carpenters"—and the horrid thing remained there for some time before an outraged departmental manager fell upon it with tooth and claw.

Suva is growing fast. A large new building is being erected in the place of the old Carpenter and Walter Horne stores, so as to enlarge the Morris Hedstrom establishment. Modern buildings now line the harbourside streets, from Rodwell Road, through Thomson Street and Victoria Parade, almost to the Grand Pacific Hotel.

Honour System Isn't

IN Sydney, and some other places in the Pacific, newspaper sellers have an honour system for unattended news-stands. Readers pick up their own paper and are trusted to leave the money. Somebody started a newspaper honour box in Lae, NG, not long ago, but it hasn't been working too well. The money is always short, and the other day somebody paid for his paper with a sardine sandwich crust.

Interest in NG Gardens

DURING the visit to Australia in 1954 of Queen Elizabeth, a box of prize New Guinea orchids was sent to her from the Botanic Gardens at Lae, New Guinea. As a result, a correspondence started between the Garden Clubs of Australia and Mrs. D. M. Cleland, wife of the P-NG Administrator. Many members said they wanted to see the country where such unusual and beautiful orchids grew.

So recently NG got its first official garden visitor—Mrs. M. Davis, President of the Garden Clubs, who founded the clubs in Australia with a small group of people who were interested in home gardens and in helping each other, and not in competitions. She was royally entertained at Lae. Mrs. Davis' NG visit followed a trip which she and other members made to Japan. They chartered a plane to see the gardens there.

New Guinea garden lovers are now hoping that Australian club members can be induced to make a similar mass visit to the Territory.

The Firewalkers

*A thought on the Burns Inquiry,
Whose problems will soon begin,
If they work out a happy solution,
They're smarter than I, Gunga Din!*

—Tui

"John" and "Mary" Come to Fiji

FOR years "John" and "Mary" have been familiar and interesting characters to listeners to the BBC's English by Radio sessions directed to overseas listeners. Now Fiji also has its John and Mary in a drive to improve the standard of English Fijians and Indians and thus remove or at least reduce a major blockage in Fiji's education system.

Fiji's "John" is Mr. L. Rolls, and "Mary" is Mrs. R. Knox-Mawer. The Fijian teacher will be Epeli Kacimailai and the Indian teacher Mr. V. Sudhakar. Day by day this quartet will explore and discuss the peculiarities of the English language in the course of their imaginary travels and adventures.

Surprise Parcels

PAPUA-NEW GUINEA's pre-school age children are making good use of a unique mail box system set up as a result of a suggestion by a member of the Canberra Pre-School Association. Children living in out stations and remote plantations can have sent to them from the main NG centres a "mail box" containing crayons, paints, brushes, books (with suggestions for discussing them intelligently with the children), other hand work suggestions, and a "parent's kit", and guidance book. It's quite a surprise parcel and about 80 New Guinea families with young children are currently finding them very interesting. The P-NG Pre-School Association now has 14 pre-school centres scattered throughout the Territory, many with modern new buildings.

The Storck Goes Modern

A SMART white car with the words "Storck Cruise" in discreet lettering on the doors caused a lot of interest and some amusement in New Zealand recently, as Mr. and Mrs. Vince Storck, of Suva, made a motor tour of the country.

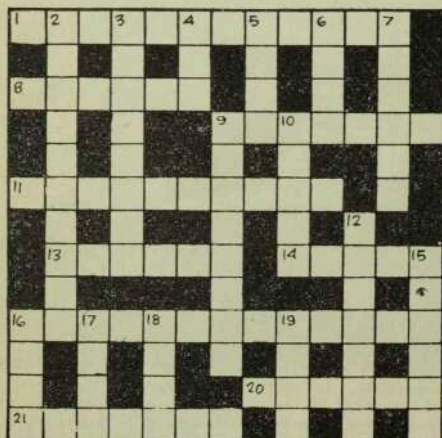
Suva residents know that the Storcks operate the tourist launch *Oolooloo*, but at least one New Zealand bystander, a little shaky on her spelling, had other theories. "Oh, look dear!" the lady was heard to remark to a companion, "That must be the new maternity hospital transport!"

CROSSQUIZ

(For solution see page 97)

— A C R O S S —

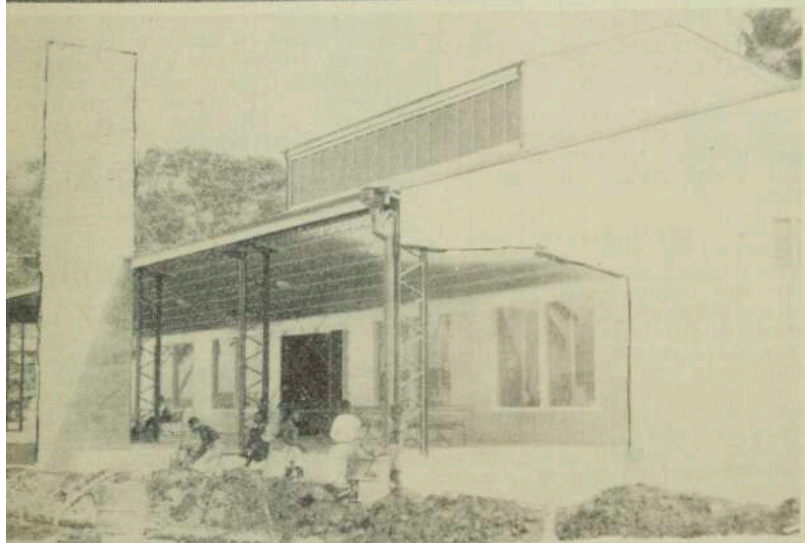
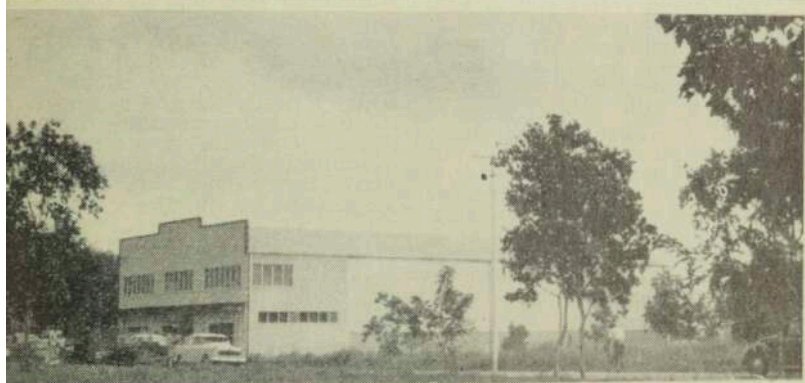
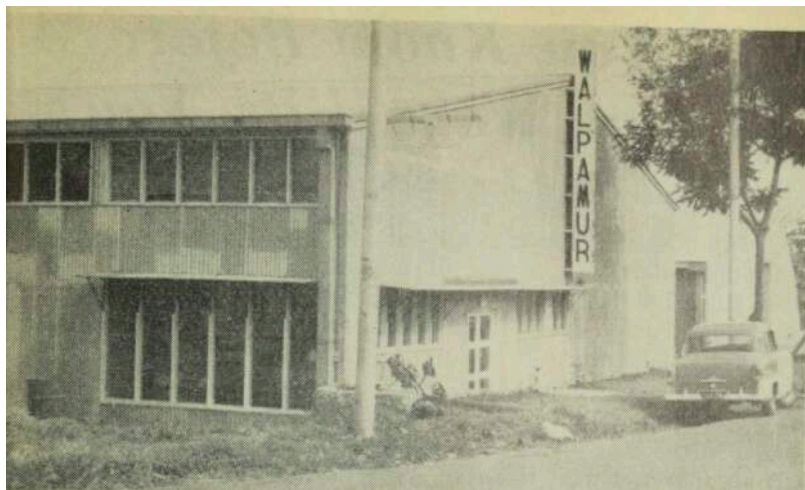
- 1.—Which negro opera was the last important work composed by George Gershwin?
- 8.—What was the sacred beetle of the ancient Egyptians?
- 9.—In which Highland district is Balmoral Castle?
- 11.—What is the name given to the pancreas of the calf or lamb used for food?
- 13.—What large lake does the frontier of Finland and Russia intersect?
- 14.—What is the religion of Mohammed called?
- 16.—Which world-famous classic for three-year-olds is run on the Churchill Downs racecourse?



- 20.—What is the term for a judge's private chamber where certain cases are heard?
- 21.—Which type of haircut typifies a monk?

— D O W N —

- 2.—Who wrote "The Picture of Dorian Gray"?
- 3.—Which American president was shot by a man called Guiteau?
- 4.—What is the term for the long white linen robe worn by officiating priests?
- 5.—The female of what animal is called a hind?
- 6.—What is the chief river of Germany?
- 7.—What word and gesture of salutation is much used in the East?
- 9.—What are permanent buildings for the accommodation of soldiers called?
- 10.—Which celebrated family of violin-makers come from Cremona in Italy?
- 12.—Which village of County Cork do you associate with the gift of persuasive eloquence?
- 15.—What call sign is used by aeroplanes in distress?
- 16.—Which German philosopher wrote the "Critique of Pure Reason"?
- 17.—What gas constantly attracts our attention?
- 18.—What language is spoken by Moslems in India?
- 19.—What does the French word "cherie" mean?



The Changing Face of Port Moresby

Nothing changes the face of an Islands territory more than a building boom—and Papua-New Guinea has been having one lately. These photographs show some of the results in one area—Port Moresby. Top is the big new paint factory just opened in Lawes Road, opposite the "South Pacific Post", for Walpamur. Centre is a new native theatre erected by Pacific Entertainments to help fill the wide open spaces at Boroko. And lower photograph shows some of the finishing touches being put to the big new trade store just erected at Koki by Steamships Trading Company. It's on a first-class site, right on the corner opposite the native market.

Photos: Papuan Prints.

Do You Remember?

"Pacific Islands Monthly" of 20 years ago reflected the times. On one hand were reports of moves by America and Pacific territories to defend themselves against the inevitable southwards drive of Japan, and on the other, reports of events of only passing consequence—such as the Pacific epidemic of cruising European canoeists, and the racket of smuggling Indian hemp into Fiji through the post, in thick magazines whose pages had been hollowed out.

Here are other items from the issue of July, 1939:

With a big splash of publicity, BP's new motor vessel "Tulagi" entered the central Pacific service. Unfortunately she didn't last long. She was sunk soon after the beginning of the Pacific war.

PO Neil Elliott and a native constable were killed by natives while on patrol about 40 miles south-east of Aitape, NG. He was the third patrol officer to be killed by natives in two years—the others being Colin Macdonald and Tom Hough.

"PIM" reported that there were "extraordinary scenes" in the High Court at Apia, Western Samoa, when 34 Chinese labourers employed by the NZ Reparation Estates and 34 Samoan women were lined up and convicted of the offence of co-habiting—under the law which said that Samoan women must not live with Chinese coolies on European plantations. The Chinese were ordered to come up for sentence within two months and the women, many of whom had small children, were sentenced to three days in prison, after which they were to be sent back to their villages.

The Suva Medical School was warmly praised at a meeting in Sydney, but there was criticism as to why Australia had so far refused to co-operate with the school, and had sent no trainees from Australian territories. Nobody was able to give the answer. (Australia was less aloof after the war.)

Tonga's current boxing champion, Soakal, became hero for a day when he captured a young armed Tongan criminal who had escaped from Nukualofa prison a month earlier, and had since led police a merry chase. Soakal tracked the criminal down, and knocked him out with a terrific straight left to the jaw.

Reports were still coming in of the earthquake and tidal wave in the Solomons on April 30. It turned out that they had been more serious than first reported—and at least 10 lives had been lost on Guadalcanal coast. Lavoro Estate had been practically wiped out.

In Rabaul, NG, 45 natives refused to accept payment of compensation for land which the Government had taken for a native hospital at Rabaul, and insisted before the Compensation Court that they would rather have the land than the money. But they lost out, after the Court decided that the compensation proposed was fair and equitable. (Now 20 years later, in Port Moresby, there are complaints that natives are having land resumed by the Government against their will).



Member Of The Silent Six

IT'S not for nothing that J. A. Johnstone, MBE, one of the BSIP's most respected and popular citizens, was a member of the pre-war gold prospecting syndicate called the Silent Six—although it is toss-up whether the syndicate got its name from him, or whether he borrowed the idea of silence from it.

It is a fact, however, that he carries his silence into other realms besides gold mining—to such effect that this Brett Hilder sketch of him has been held up for months, awaiting a "story". It is now published without a story, but with the few biographical details which we know.

Mr. Johnstone is an Englishman, was an original ANZAC, and arrived in the Solomons in the early '20s. He was one of the party that went to Malaita to restore order after the Lillies and Bell murders in 1925, and was interested in various pre-war business enterprises including prospecting in Guadalcanal with the Silent Six.

In 1942 he escaped from the Japs to the New Hebrides, and later became a Major in the BSIP Labour Corps. In 1953 he was one of BSI's two representatives at the Coronation of Queen Elizabeth in London.

After the war, the Silent Six became the Balasuna Syndicate, which owns the prospecting rights at Gold Ridge, Guadalcanal, where in 1955 interesting lodes were discovered. Mr. Johnstone, for the syndicate, and the BSIP Government both have spent a lot of time in recent years trying to interest mining companies in the deposits—and Clutha tested the area thoroughly a couple of years ago before withdrawing.

We suspect—but do not know for sure—that that MBE was awarded for all-round excellence as a citizen.

Will You Know Before A Tidal Wave Hits You?

From J. P. Shortall, in Suva

Fiji now is included in a Pacific wide network of tidal wave warning stations. It's part of a system originally set up in Honolulu, by the US Coast and Geodetic Survey after a lot of eastern Pacific islands had been bashed about a bit by tidal waves after the war.

But how does this warning operate and how effective is it? Is the addition of Suva in the network of any significance?

FOR an answer, I went to Dr. N. J. Guest, chief geologist of Fiji Geological Survey Department and to his assistant, Mr. Robert Houtz, who is the man most directly concerned with the warning system in Fiji.

Just as a navigator can only obtain an accurate fix of his position by the observation of several objects at the same time, so it is necessary for the Honolulu co-ordination centre to have a number of separate observation reports of an earthquake before it can calculate the exact spot where it was centred.

These reports are obtained from such places as Suva. There are also seismographs at Noumea, Papeete, Apia and Port Moresby.

The Suva seismograph is located at the Laucala Bay weather station.

Many stations also have tide gauges, some with an alarm system, which gives an alert when any unusual variations in the sea level occur.

IGY Helped

The International Geophysical Year was instrumental in getting many seismographs and wave recorders into the Pacific Islands. Some stations are able to report immediately to Honolulu when there are abnormalities, but in other places the instruments are unattended and the information is recorded on a strip of paper and inspected at intervals of a month or more.

The recordings of some of the seismographs—like the one at Laucala Bay—have to be "developed" like a film before the information can be inspected.

The present Suva seismograph recordings are normally only inspected at twice weekly intervals. However, a major earthquake anywhere will become known immediately in Honolulu, and at other stations where the recordings are constantly visible.

If a check is required from Fiji a message goes out by radio teletype from Honolulu to Nadi Aeradio station. It is passed to Laucala Bay by teleprinter, and by telephone to Mr. Houtz, who smartly heads for the seismograph, located about two miles from his office. The film is processed and examined, the information coded, and the reply to Honolulu despatched by the same route.

Time Check

The warning centre in Honolulu has made a check of the time it takes to receive a reply from various stations. In a test with Suva some time ago this was found to be 20 minutes. To that must be added the time taken to travel from office or home to the seismograph, to change and process the recording paper, and to code the message. Provided there are no "technical hitches" this can be done in 30 minutes.

Since the Suva station joined the warning network there have been

"Pressure Jump" Sea Wave?

An unusual tidal disturbance around Upolu Island, Samoa, recently was due, it is suggested by American authorities, to a "pressure jump" rather than a submarine earthquake.

The sea level fell considerably at first and then rose to well above high water mark in a series of waves. Observatories at Suva, Fiji, and Honolulu advised that no earthquakes occurred at the time.

A reply from Washington said that the Samoan description fitted "solitary waves associated with pressure jumps that have been reported occasionally in the Gulf of Mexico and Lake Michigan".

Tidal Waves Start In The North

three requests for information. On these occasions slight delays increased the time beyond the possible minimum—but these delays would not have affected the warning so far as Fiji and South Pacific areas were concerned. And as a result of experience gained they are unlikely to happen again.

The fact is that most of the South Pacific's dangerous sea waves, or tsunamis—as they have been named after a Japanese researcher—originate in the far North Pacific along the arc of submarine volcanoes extending from Alaska through the Aleutians to Japan, or from other earth-faults in that region.

The earthquake shock waves travel at roughly five miles per second, but the sea wave—if any—travels at only about one-eighth of a mile per second.

Thus a severe earthquake off the Alaskan coast will be recorded in Suva about 11 minutes later, but the sea wave will arrive ten hours later. The exact speed of travel of the sea wave will arrive ten hours later, of ocean intervening, the topography of the bottom, and other factors, which also govern the possibility of damage along any particular coast-line.

Not Much Time For Suva

The Suva station estimates that there would not be much time for any effective action to be taken by the population of a threatened area of Fiji if the wave originated at a point closer than about 1,500 miles—or 3½ hours—away.

It is one thing receiving the warning in Suva, and another thing having it passed to the population—especially if the broadcasting stations are not on the air at the time. But, as mentioned, most such waves originate much farther away and there is ample time for warning. The situation is different in the North Pacific, closer to the primary danger area. Time for a warning is limited and communications must be rapid.

However, this does not mean that South Pacific stations such as Suva serve no useful purpose, even though the wave might be dissipated by the time it comes south. The earthquake report from Suva, if received quickly in Honolulu, is a valuable aid in fixing the exact centre of the disturbance and in forecasting the time of arrival of the resulting sea wave which could follow. The Suva station will in fact probably serve distant places more than it will serve Fiji.

The warning network at present does not give warning to Fiji of sea waves approaching from the south-west, but some day there may be another co-ordinating

centre in Australia or New Zealand to cover the southern area more fully. Even from this direction Fiji has some protection in its extensive barrier of off-shore reefs which would take the first shock. Unless the source of the sea wave is close inshore—like the 1953 earthquake and tidal wave in the Suva area.

"Cried Wolf"

It's also worth bearing in mind that residents of most of the main South Pacific centres which have good radio communications with the outside world are unlikely to be taken unawares by any sea wave from the north. Apart from some evidence that a sea wave did once strike the Yasawa Group of western Fiji from an earthquake in the New Hebrides, the records indicate that no such waves have originated from other than the far North Pacific.

There has been some criticism in Suva that Honolulu has "cried wolf" on a couple of occasions when no sea wave has eventuated in Fiji. The same criticism has been

directed at the meteorological office in regard to certain hurricane warnings—but, against that, other point out that it is better for a warning of possible danger to be issued rather than no warning at all.



He's Got All That Charm —And Eyelashes, Too!

If you are looking for a lovable and amusing pal, then settle for a Kokomo. A big clumsy bird from the New Guinea forests, his long curved, fearsome beak belies his gentle nature.

We threw in our lot with a koko three months ago. He sleeps happily under the house (he'd sleep in our beds if we'd let him), sits on the dog's back, pulls the cat's tail, peeps in the bathroom window, steals from the refrigerator, swallows bananas and tomatoes whole.

In his natural state, at nesting time he seeks out a hollow in a tree for his mate. He builds her into this hollow leaving a large peep-hole for her beak. Then, during the incubation period he diligently feeds his wife through this opening.

His body is black, his neck feathers sandy, but the Kokomo's real claim to beauty is his eyelashes. Long, curling, lushly black, they might well be the envy of any showgirl.

—Nancy Curtis.



"MAYBE THEY'LL OWN IT ALL ONE DAY"

The South Pacific Now Has 200,000 Asians

There are over 200,000 Asians in the South Pacific Islands—not very many when the population of Asia is counted in thousands of millions—but large enough in an area of naturally small populations. All the Asian transplantations into the South Seas have interesting beginnings, including that of the present Chinese community in French Polynesia.

AT the last census in French Polynesia in 1956 there were over 6,700 Chinese in the group—about half of them in Tahiti.

How did these alien people become established there?

Few people outside of the territory know, and few there know the whole story, now told at considerable length in a book by an Australian, Robert Langdon, called *Island of Love*, which was reviewed in June PIM.

The reason for the implantation of Asian communities in the Pacific Islands, with one possible exception, all had the one cause: The wish of some European or group of Europeans, to get a supply of labour which the Islanders themselves were not enthusiastic about supplying. In no case were the Islanders—not Tahitians, New Guineans or Fijians—consulted in the matter although many of them have had something to say about it in recent years.

The fact that there are Chinese in French Polynesia today is the direct result of the American Civil War which, for four bloody years, disrupted the flow of cotton to the mills of Manchester and gave numerous communities in the South Seas the idea of getting rich quick on this crop.

In 1861, raw cotton was 7d per lb; by 1864 it was 2/6 and rising; moreover, the plant is a quick-growing shrub—it is not necessary to wait seven years for it, like a coconut tree.

One of those who wanted to be in on this new notion of becoming wealthy from cotton was a William Stewart, according to Langdon, an Irishman who spent some time in Australia, learned a trick or two, and then left for the Pacific Islands one hop ahead of the authorities.

King Cotton in Tahiti

Stewart conceived the idea of growing cotton in Tahiti and in this project he was able to enlist the aid of the Governor who promised him a concession of 12,000 acres of land in the Atimaono and adjacent areas not far from Papeete.

The capital for the project was forthcoming in England—and only

the native Tahitians were unwilling. They were finally coerced into parting with their land although nothing would persuade them to contribute their labour as well.

Because of this labour problem, Stewart got permission to recruit 1,000 Chinese labourers from Hong-kong, under contracts of up to seven years, after which they had the option of being repatriated, renewing their contracts or seeking permission to remain in the colony on their own account.

The planting-up of the cotton acres went on at prodigious speed, and a year after it had all begun the first Tahiti cotton was sold and brought a record price of between 3/4 and 3/7 per pound.

By the end of that year, over 200,000 pounds weight of cotton had been exported and the future prospects looked bright, indeed.

Stewart may have been a scoundrel—and Langdon shows that in many respects he was—but he had enterprise, drive, unbounded energy, and his enthusiasm created a gigantic

asset out of the wilderness in the space of three short years.

But he had a talent for making enemies as well as for getting the ear of people in high places, and in the end his enemies dragged him down.

In 1868, he became involved in a law-suit with his own brother and the two judges who heard the case and its appeal were so biased against him that they saw to it he was financially ruined.

At the same time, the American Deep South was recovering from the disastrous years of civil war and the bottom dropped out of the South Seas cotton market.

By 1868, Stewart's plantations around Atimaono were producing over 700,000 lbs of cotton a year, but the price fell steadily year by year and in 1874, 10 years after it had commenced, the Tahitian Cotton and Coffee Plantation Company was declared insolvent. Stewart soon after died of a haemorrhage.

Stewart's Legacy

"Nowadays," writes Langdon, "all that remains of Stewart's magnificent enterprise is a tall mango tree which he planted on the plateau near the site of the Countess de la Ronciere's 'Maison de campagne'. [Stewart had built this house for the Governor's lady].

"The house itself and all the other buildings have long since fallen down or been removed and most of the estate has returned to its virgin state. Even the name of William Stewart has been forgotten. But the legacy he left Tahiti is everywhere apparent. This legacy is the island's Chinese population.



This is Old Hongkong, plum in the centre of Old Suva. The Chinese section of Suva doesn't look exactly like this, but it looked this way in 1952 when a film company decided the Suva lily needed a little gilding for the benefit of a scene in its film "His Majesty O'Keefe".

"In the last chaotic year of Stewart's life, officialdom conveniently forgot that the Chinese labourers at Atimaono were due to be sent home. So the Chinese stayed on, and as their master's empire fell into ruins around them, they took to growing vegetables for the Papeete market. Gradually they acquired wealth, shifted to Papeete and elsewhere, and became merchants.

"Nowadays, almost all the small stores of Tahiti and the other islands of French Oceania are in the hands of the 7,000 descendants of Stewart's coolies. And one day—so some people think—all those islands will be entirely Chinese."

Asians in Strange Places

That is what author Langdon has to say about Asians in Tahiti.

He does not discuss them in other places. However, of the other Asian communities which were introduced to the Pacific Islands, only Western Samoa (the Germans introduced Chinese coolies to work the coconut plantations) ruthlessly disposed of its problem by repatriating the Chinese before and after the last war. In New Caledonia, the Tonkinese (now referred to as Vietnamese) introduced to work in the nickel mines and smelters have become a political as well as an economic problem. The same people, in New Hebrides, have been allowed to become free settlers, under French protection, and at the same time uneasy hostages to fortune that no one attempts to do much about.

The origin of the Chinese community in New Guinea was, again, the unwillingness of the local natives to work the coconut plantations established by the Germans. Today, the Chinese have become the merchant and tradesman class and have graduated also to the wealthy plantation and ship-owning class. Some European residents of the Territory feel that they constitute a "problem", but in comparison with other problems in other Islands, they make only a half-pint-sized splash in the Pacific Ocean.

The Surprise Chinese Community

The "Indian problem" of Fiji is about the most publicised of all these problems—real, acute and growing, and seemingly impossible to solve. There are 184,000 of them now in that small group of islands—certainly not all descendants of the first Indians brought in to work on the sugar fields, but certainly all there because Fiji has a sugar industry and that, in the beginning, there was no one there to do the vast amount of manual labour required for such an enterprise.

The large number of Indians

(Continued on page 99)

IT'S CANNERY ROW, NG

Cannery Row in Monterey, California, is a poem, a stink, a grating noise, a quality of light, a tone, a habit, a nostalgia, a dream. . . . If you look through the peep hole into it you can see saints and angels and martyrs and holy men. That's the way John Steinbeck pictured it in his novel.

But Cannery Row, in the Western Highlands of New Guinea, is somewhat different to Steinbeck's township because, for one thing, the New Guinea one exists. It's at Mount Hagen, on the other side of the airfield—and it's "home" for numbers of Administration employees with a sense of humour. The houses in Hagen's Cannery Row are made not of rusty iron and splintered wood but of native thatch and pit-pit. From Hagen's Cannery Row you don't see the sardine fleet go out, but you see the planes from the coast come in.

Seen below at the door of the single men's quarters is Public Works Department tractor driver, Charlie Equinox, who left New Guinea for Australia a couple of days later after many years there and probably he won't be going back. But not because he has anything against the Palace Flop House.

A good place, said Charlie.



THE MONTH'S NEW READING

WITH JUDY TUDOR

Every age has its hazards; and those of our own — being mowed down in a road accident or getting an overdose of Strontium 90 — seem tame in comparison with those of the 17th century: The risk of being poisoned by foe, friend or family; set upon by assassins; thrown into prison and left to rot; guillotined; burned at the stake; hanged from the nearest public gallows; plus, of course, more orthodox methods of shuffling off this mortal coil, such as being taken by the plague, or some odd fever.

SO short was the expectancy of life, so few the artificial pleasures, in these stirring times, it is probably no wonder then that the people indulged, large-scale and lavishly, in what in Biblical parlance is referred to as fornication. And as a hay-loft-by-hay-loft, and bed-by-bed description of the practice, as carried out in Louis XIV's France, *Angelique* (by "Sergeanne" Golon, translated by Rita Baisse) is a complete reference library in itself.

It could be that when the time comes to write the complete history of the current millenium, our century will go down as the one in which there was the most talk about sex; with the 16th and 17th centuries as those in which most was done about it. In those years, before Freud and psychiatrists who have a name for everything, if a female got herself into any sort of odd situation *vis-a-vis* the opposite sex, she expected to be raped, and it says much for the vigour of the gentlemen of the period that her expectations seldom went unfulfilled.

Nor were the ladies unduly put out about this state of affairs, and some, including our *Angelique*, appeared even to have enjoyed it.

Angelique is a huge book of over 700 pages; Cineramic in scope, it is rich in colour and swift action and in the technical perfection of the writing—carried out by what appears to be a husband-and-wife team. ("Sergeanne" is the composite name of Anne and Serge Golon).

The novel has all the ingredients of a best-seller and critics overseas are already seeing it as another *Gone With the Wind* or *Anthony Adverse*. *Angelique* has many of the characteristics of Scarlett O'Hara—personality and inner strength that occasionally combine in a fictional or real character to show that the female can be more enduring than the male.

Beautiful with red-gold hair and green eyes, she was one of the numerous offspring of the impoverished Baron de Sance de Monteloup. The crumbling chateau,

perched on the edge of the northern marshes, had changed little since the middle ages. Her playmates were the local peasant children who taught her much that was to be useful later.

At 18 she was married by proxy to a wealthy nobleman, the Comte de Peyrac, of Toulouse. He had been maimed and disfigured as a child, and at first filled *Angelique* with revulsion but later won her



"The Mischief-makers" was the title suggested by Christopher Venning, of Suva, after he had taken this photograph of a pair of bright-eyed Fijian youngsters, who look as if they are ready to dare the photographer to chase them.

completely, and became the father of her two sons.

Unfortunately Joffrey de Peyrac's skill as a lover was equalled by his knowledge as a scientist, and his understanding of metallurgy was so far in advance of his century that he was regarded as little better than a sorcerer.

This was the peg on which the hat was hung, and when he disappeared into the Bastille during the Nuptial festivities of Louis XIV and the Infanta of Spain, to await the pleasure of Church and State, he emerged again only to be the central figure at the public executioner's bonfire.

With de Peyrac's downfall, the doors of the Louvre were closed to *Angelique* and a great deal of the novel is devoted to her slow crawl from the gutters and garrets of Paris back again to walk beside Louis XIV in the gardens of Versailles.

If that crawl took in a lot of the beds in Paris, then it was part of the customs of the times—customs that, if we are frank about it, provide the element with which modern alchemists turn a dry-as-dust school history-book into a best-selling historical novel.

(*ANGELIQUE*. Published by Wm. Heinemann, Ltd. Australian price, 31/-.)

Russian Unexplained

IN spite of a sprightly manner of writing and a large subject, John Brown's *Russia Explored* leaves a great deal about himself, and the USSR, unexplained.

Brown was one of the first "disillusioned Marxists". After a spell on the dole in the 1930's, he won scholarships to Oxford and Yale but emerged still a meddlesome socialist, until Lord Nuffield offered him a trip to Russia to study Communism. Evidently Nuffield thought that he would be cured, and in this he was right.

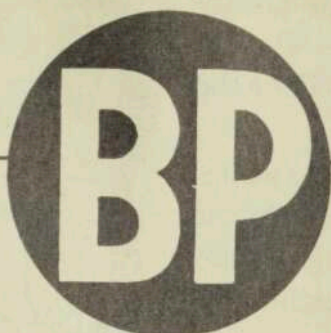
In 1957, Brown returned to the USSR for a visit, this time with his wife. *Russia Explored* covers that trip, and is a sort of a cross between a travel book and something more penetrating. It manages to be not completely convincing in either department, but, here, are some of the more interesting angles on life in modern Russia, as Brown saw it:

- Ever since the first Five Years Plan, a fantastic effort has been made to build up the engineer as the archetype of advanced humanity. The films, books, drama and ballet were brought into service, and the results were soon apparent. The graduate engineer enjoys the prestige of a film star in the West.

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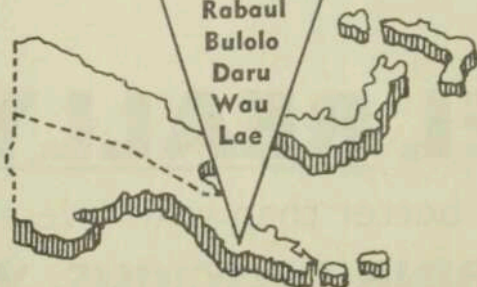
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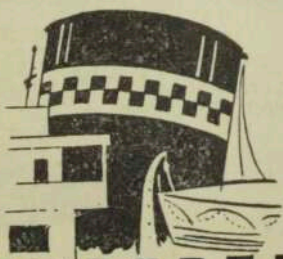
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• In the crowded tenement blocks . . . The passages are choked with wood, coal, bottles, paraffin and spirit stoves. There may be someone guarding the precious fuel and as sure as fate a quarrel will be in progress, for where people live so closely packed as this, there are feuds on every floor. The big back-sides of the Russian women jam the passers-by against the walls as the struggle to prepare a meal goes on in an atmosphere of farce . . . The effect on the children is to make them want to escape, so they work hard from an early age . . . There is a family bonus, but it is paid only after the birth of the fifth child. After the birth of the eighth child the woman gets a medal; and after the eleventh she becomes a "Hero of Motherhood" with special privileges. She is granted paid leave from her factory or collective for a few weeks before and after the birth of her child.

• The planes skim low over the ground at 300 or 400 feet. This is not only more fun for the passengers but helps the pilots, as they can find their way better when rivers and main highways are just below. Everyone brings his own food parcel, the luggage is piled in the aisle, there are no safety belts, and no night flying.

• *Pravda* is housed in an enormous building and has an editorial staff of many hundreds . . . There seems to be a reporter for every comma . . . who spend their time going over articles and news items, substituting a word here, cutting a stress there . . . The result is the dullest newspaper in the world. Russian papers eschew all sensationalism. If their latest Tsar died tomorrow there would be a bare announcement and a brief biography. Even in the case of an important speech by one of the party leaders, there is delay for editing and checking and for the omission of the bits that have been the subject of second thoughts.

Like most observers of the Russian scene, Brown makes no comment on where all this beaver-like activity is getting the Russians in the material sense. For at least 25 years, all of them, men and women, have been toiling in factories and farms producing goods for what amounts to bare subsistence. Does supply ever catch up with demand? Impossible as it might seem, it evidently does not. Or, in Russia, does working in a factory—probably producing nuts for hinged-bobs—constitute an end in itself?

(RUSSIA EXPLORED. Published by Hodder and Stoughton. Australian price, 4/3.)

The 2/16th Went to War

IT'S a slow process but in the end it is unlikely that any phase of Australia's service in the Second World War will go undocumented. Of the dozen official histories of the armed services, about half have already been published; and there have been private accounts of phases of the fighting—such as Raymond Paull's *Retreat from Kokoda*.

But Malcolm Uren is the first to produce a battalion history, and his *1000 Men at War*, the story of the West Australian-raised 2/16th AIF, breaks new ground to that extent.

He does not set out to prove that "the 16th won the war"; nor is the book concerned with battle tactics

and grand strategy, but confines itself to the exploits of individuals and units in the long war which the Battalion fought from the Middle East to Balikpapan.

Of them Uren writes: "There probably were a few swashbuckling adventurers among them but, in the main, they went to war as men go to work. While they were at war they enjoyed themselves as much and as often as they could. Like other Australian battalions, military discipline at first sat uneasily upon them. As training progressed and experience was gained, they matured individually and collectively, and on all occasions that mattered, particularly in battle, they displayed the discipline of elite troops".

Originally the battalion was composed of West Australian troops but

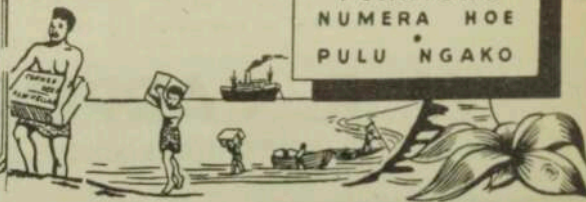
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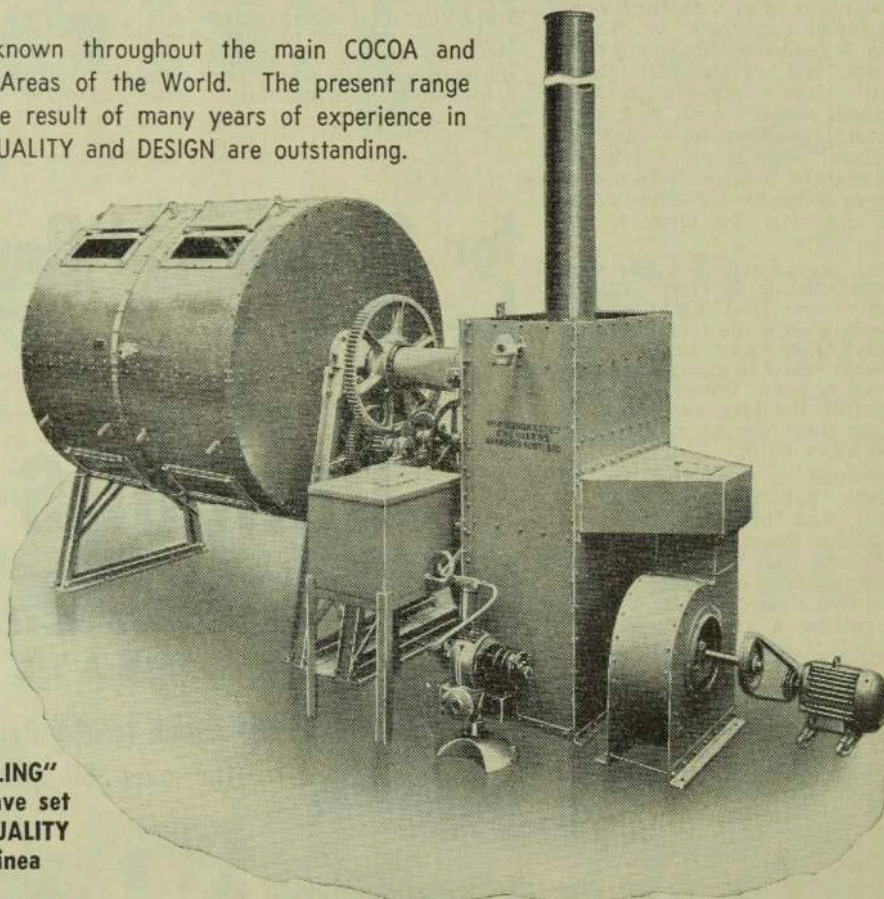
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as the war went on casualties, replacements, reinforcements, etc., altered the composition and the final roll found plenty of NX, VX, QX and SX numbers mixed in with the original WX's. After peace came, finding the Battalion at Balikpapan, surviving original members of each company were photographed, and in Headquarters, A, B, C and Don companies there were around 80 men.

The Battalion fought in Palestine, the Western Desert and Syria; from Port Moresby across the Kokoda Trail to Gona; in the Markham Valley, the Ramu and up Shaggy Ridge; and finally took part in the sea-borne assault on Balikpapan.

The story has been pieced together from the composite memories of members of the outfit—memories which after 15 years are apt to—as Uren puts it—push the horrors and discomforts into the background and remember mostly the riotous good fellowship. To Uren himself, a leading Western Australian journalist in civilian life, goes the credit for having woven it all together into a compact and very readable account of one battalion's war.

There are eight maps, and numerous photographs—which prove again that Australians can do more awful things to a Digger than its designer must ever have imagined possible; and that under the stress of battle, the Aussie's disreputable appearance and his cheerfulness must both constitute some sort of all-armies, all-time, record.

(1,000 MEN AT WAR. Published by Wm. Heinemann, Ltd. Australian price, 30/-.)

The Tax That Didn't Take

OVER - SIMPLIFICATION of events in school history books scarcely prepares the way for the wallops and disillusionments contained in more advanced tomes or adult reading.

Any diligent researcher these days can, at the drop of a hat, prove that Good Queen Bess was slightly less good than she was packed up to be; that Richard the Lion-Heart would have been better employed seeing to things at home than in sticking his nose into foreign problems; or even that transportation to Botany Bay was not such a bad thing as some people try to make out.

The misrepresented historical incident which we are most concerned with at the moment is the Boston Tea Party, which, as every school-boy knows, happened when the wicked English put a tax on tea imported by the North American colonists. The colonists, very annoyed, dressed up as Red Indians, went on board the ship and tossed the tea into Boston Harbour. This

led to the War of Independence and proved once and forever that there should be No Taxation Without Representation.

It was all as simple as that. But now comes British historian Brian Connell with a book called *The Plains of Abraham* in which he proves that it wasn't simple at all, and if anyone failed to do the right thing in the earliest days of North American colonisation, it was the colonists themselves and not the English.

The Plains of Abraham—also as any schoolboy knows—was where Wolfe beat Montcalm and captured Quebec, and so put an end to 100 years of struggle between the French and the English for the

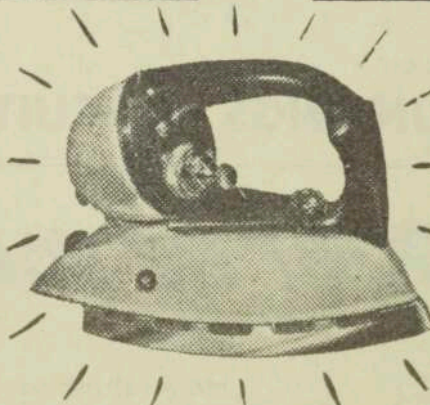
possession of the North American continent.

With the French menace removed from behind the Appalachian Range, the whole continent was open to the English—or should have been—but it was the colonists south of the St. Lawrence who rushed in to fill the vacuum, leaving the question of their protection, as usual, to the British regulars.

The French had been vanquished at a cost of £60 million—real money in those days, to which the colonists had not contributed one penny piece—but the Indians were still very much there and when "it was considered not unreasonable that the colonies should contribute to the cost of their protection" by

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Bibliography on Languages

The Trustees of the Public Library of New South Wales have recently issued an annotated bibliography of the languages of Nauru, Gilbert and Ellice Islands. The primary purpose of the publication is "an encouragement to scholars", and most of the entries have been based on copies in the Mitchell and Dixon Libraries in NSW, and on private collections, including those of Mr. H. E. Maude, now of the National University, Canberra, but formerly an administrative officer in the Gilbert and Ellice Islands; and Mr. Justice J. A. Ferguson, of Sydney, one of the trustees of the Public Library, who took a personal interest in the bibliography.

Compilation and annotation has been a part-time duty of Dr. E. F. Kunz, of the Mitchell Library staff, who has carried out a truly monumental task.

Virtually all publications in the languages concerned have come from government or mission presses, and there is little or no general literature.

(AN ANNOTATED BIBLIOGRAPHY OF THE LANGUAGES OF THE GILBERT ISLANDS, ELLICE ISLANDS AND NAURU. Available from the Public Library of N.S.W.)

means of direct taxation, the colonists begged to differ, and the seeds of the American Revolution were sown.

Connell paints the colonists as bawky, unco-operative, interested only in being let alone to get richer, unable to see further than the parish pump. But whether the reader accepts this version or not, the author manages to make his point that the battle on the Plains of Abraham was a turning point in history.

(THE PLAINS OF ABRAHAM. Published by Hodder and Stoughton. Australian price, 31/9.)

Bony Goes Out West

ALTHOUGH cosily dug in somewhere around Bowral, NSW, these days, author Arthur Upfield has his unfortunate part-borigine detective, Napoleon Bonaparte, moving so fast around the big Australian Continent the poor bloke gets scarcely any time to sleep in his own bed—which is in Queensland and somewhere.

A couple of months ago he was solving a mystery in Broken Hill (*Bachelors of Broken Hill*) but for the purpose of the current epic (*Bony and the Mouse*) he has taken a job as yardman in a one-pub town in the dust belt, north of Galgoorlie, WA.

Someone in the town had murdered three people—an aboriginal girl, a respectable middle-aged housewife and a garage attendant.

The crimes had all taken place while the local natives—including the police tracker—were on walk-about. It is a crime just down Bony's street, and he solves it with his usual equanimity but not before Upfield has painted another characteristic portrait of the Great Australian Outback.

(BONY AND THE MOUSE. Published by Wm. Heinemann, Ltd. Australian price, 15/6.)

Juvenile Department

FOR the very small fry, *Trumpet Churchdog* makes his bow alongside *Peter Churchmouse* which appeared a couple of months ago. Again written and delightfully illustrated by Margot Austin, Trumpet is a limp-eared baby spaniel who comes to join Peter Churchmouse and Gabriel Churchkitten in Parson Pease-Porridge's church and learns to make up poems.

All children who like to play house—and there must be few children who do not—will be delighted with *The Littlest House*, a special effort for the under-10's by Elizabeth Coatsworth, who has grafted some exciting adventures onto a real town and a real house.

(TRUMPET CHURCHDOG. Australian price, 10/9; THE LITTLEST HOUSE. Australian price, 13/3. Both published by World's Work.)

Only The Vet's Daughter—But

EMOTIONAL commotion affects different people in different ways but what made Alice Rowlands slightly unique was that it caused her to float around the ceiling amongst the gas-lights, often with devastating effect on the mantles.

This occult gift of levitation—which went out of fashion about the same time as witchcraft—is the theme of a weird novel called *The Vet's Daughter*, by Barbara Comyn.

Although thick with Victorian atmosphere, complete with bullying father (the Vet), his tubercular mistresses and the assorted miseries of down-trodden Alice, it is not meant to be regarded as a serious literary exercise—and can, in fact, be polished off in a couple of hours.

This is nice timing on the part of the author: Any more would be too much, but by cutting the dose to size it is just possible to swallow the impression that Alice may have had this strange urge to float, and the talent for putting it into practice.

Alice's undoing was when father found out, and always being a man who seized the main chance, decided that she should put on a public turn on Clapham Common. Alice floated alright, but when she descended the too-enthusiastic spectators trampled her to death.

(THE VET'S DAUGHTER. Published by Wm. Heinemann. Australian price, 17/-.)

Whimsy Amongst the Pineapples

ELEANOR DARK has written far far better than she does now in a would-be whimsical clutter of pieces called *Lantana Lane*.

Her *Timeless Land* and *Storm of Time* were historical novels of importance that contributed something to our knowledge of early Australia; the current lot don't even contribute much to the present chapter, although each item is a sketch of some character who lives in Lantana Lane, a pineapple-growing community somewhere in eastern Queensland.

Supposed to be humorous and Australian, they may appear to be

John Grover's Valuable Book on the Solomons

There are very few books which supply a general description of the Solomon Islands. Although this was the first South Pacific archipelago visited by European navigators (over 400 years ago), it probably is one of the Territories most neglected by explorers and writers.

Therefore, a highly useful compilation by geologist John C. Grover, published last year, was welcomed by most reference libraries.

Mr. Grover is the official geologist on the British Colonial Office Staff in the Solomons. Already he is well known for his enterprise and energy in trying to find, in the huge archipelago, some mineral—gold, or manganese or phosphatic rock, or anything—of sufficient value to mankind to lift this Territory from its hitherto perpetual state of economic hunger to a place in the world worthy of settlement and the attention of investors.

Mr. Grover has collected a great mass of data into book form; and his description of the geological condition of all the big islands, and many of the smaller ones, is preceded by a general description of the group.

Mr. Grover has proved the presence of considerable gold in Guadalcanal, with indications of a still undiscovered field; and if the official price of gold is lifted—as it must be, one day soon—and the world's gold search is extended, the section of Grover's book covering the Guadalcanal goldfield will be much in demand.

The book, comprising 150 pages, and including very many diagrams and photographs, was published by the High Commission for the Western Pacific and copies (£2) are obtainable from the Commission, or from Burns Philp and Co., Ltd., Sydney.

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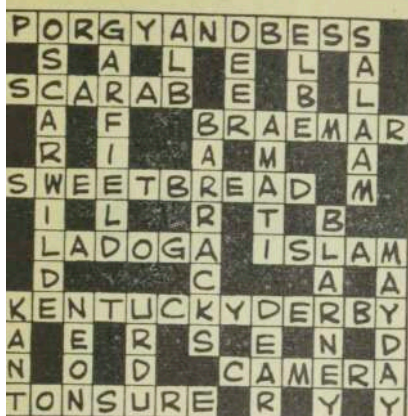
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Crossquiz Solution from P. 82



o if read in Stoke Poges or Birmingham. But read on a wet winter afternoon in Sydney, they did nothing to lift the prevailing gloom.

(LANTANA LANE. Published by Collins. Australian price, 18/9.)

Whodunnit With Atoms

AN author has to hump himself to get any new gimmick into a thriller these days but Christopher Hodder-Williams has managed it with a smart number called appropriately, *Chain Reaction*.

The whole shemuzzle started when it was found that some hundreds of thousands of cans of certain brand of baked beans had become radio-active to the point of causing radiation sickness at two points as far apart as Oxford and East Africa. Who or what was the culprit?

Two years previously, at a government "atoms for peaceful purposes" reactor in Scotland, an experiment had got out of hand, and the reactor had overheated. Exhaustive tests lasting months had failed to show that any radio-active had got loose about the country at all clues led to the conclusion that this was the source of the contamination of Mr. Sydney Jiggett's canned beans.

With this as a nucleus, the author works up a swift moving story of suspense, human frailty, greed, a couple of love affairs and mixed-up marriage problem, and brings it all to a successful conclusion—although not before he has raised the doubt in this reader's mind as to whether our atom-baiting scientists are not messing about with something they don't fully understand.

CHAIN REACTION. Published by Hodder and Stoughton. Australian price, 9/9.

What's New In Paper Jackets

SOME interesting sidelights on the modern paper-back book industry—a phase of the game that is altering the whole conception of book-publishing—came with a circular for the Pan Giant edition of *Peyton Place*, the Grace Metalious novel that took America by storm a couple of years ago, and which is still banned in the American and Italian editions in Australia.

This explosive best-seller about American small town life, has sold seven million copies in the American paper-back edition, and Pan expects to ultimately produce something like 1,000,000 for British Commonwealth market. Their first edition was just over 400,000 copies, with another 100,000 coming up.

Out of this little lot the author will receive over £Stg.5,000 in royalties and retailers will make £Stg.21,000, and although the publishers' profit is not stated, no doubt they will do very nicely.

Pan's *Peyton Place* was available in Australia in June at 5/-.

MAN MEETS DOG, by Konrad Z. Lorenz, author of another best-seller animal book, "King Solomon's Ring". The present book tells how and why dog became man's best friend, even though dog appears to have descended from some sort of jackal. (GREAT PAN).

THE LAST VOYAGE OF THE LUSITANIA, by A. A. and M. Hochling. It is hard to believe that any more juice could be wrung from this incident, but possibly it is as well to be reminded again that civilisation reached some point-of-no-return on May 8, 1915, when this Cunarder was sunk with the loss of over 1,000 men, women and children. This was the first real intimation that war had taken a turn for the worse, and had become Total. (GREAT PAN).

THE WAY OF A SURGEON, by George Sava, one of the more famous of the doctors who tell "Intimate case histories revealed," for those who take an interest in operations and innards. (GREAT PAN).

THE GOWN OF GLORY, by Agnes Slight Turnbull, whose novels about parsons in recent years have done something to show that even they can be interesting and even glamorous people. (FONTANA, yellow).

MODERN AMERICAN HUMOUR — collected works of humour are not everyone's dish, humour being something that one catches on the wing or not at all, and not designed to be swallowed in large cold slabs. But for people who like this sort of thing it's all here—from Ogden Nash to James Thurber. (GREAT PAN).

THE PROTAGONISTS, by James Barlow. This one might have been called murder in three parts as it is first recounted by the victim, Olwen, who was seduced; by her seducer, the all-conquering male; and then for Superintendent MacIndoe who is faced with the strangled body of Olwen, and begins to put the pieces together. (PAN GIANT).

COMPLETE AND FREE, by Eric Williams, turning to family travel and ad-

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enture in post-war Europe after a series of true, war-time escape stories of which the "Wooden Horse" is probably the most famous. (GREAT PAN).

TOWARDS ZERO, one of the mid-period Christie's, when Agatha was at her Whomnit best (this one first published in 1944). However, a somewhat different Christie as it contains neither Poirot nor Miss Marple and, as Mr. Treves said, murder comes at the end and not the beginning. (FONTANA, yellow).

GUNS UP by Charles Neider is, as the title suggests, a Western, but a slightly different Western in that the author has employed the technique of the tough American thriller writer in order to put over his story. (GREAT PAN).

DUST AND THE CURIOUS BOY, by Peter Graaf. Tough school of crime plus reasonably good characterisation. Scene: London—but could be anywhere in USA. (GREAT PAN).

FROM RUSSIA WITH LOVE, by Ian Fleming, also tough school, graduation class—with James Bond pitting his wits against SMERSH (meaning "Death to spies") the Soviet organisation of "interrogation torture and death". Says the author on the back: Weak nerves will be redded by it. (GREAT PAN).

THE HUNTED PRIEST.—The autobiography of John Gerard, a Jesuit priest Elizabethan England when to be a Catholic at all was to risk torture and imprisonment. Gerard, an Englishman, one of a family which had remained Catholic after the Reformation and when he had entered the priesthood travelled out the country disguised as a country gentleman in order to administer in secret his flock. His was a life of priest-holes and hideouts and narrow escapes, and finally he was caught and imprisoned in the Tower of London. His escape from the tower was the climax of his life in England. He crossed the Channel in 1606 and from then until his death in 1637 lived on the Continent—mostly in Belgium—for the last 10 years in Rome. His final story was written in Latin, from which it was translated and published by Peter Phillip Caraman, SJ, in 1951. (FONTANA, black).

THE SIEGE AT DANCING BIRD, by Peter Le May, a story of pioneering in the

American south-west, which has recently been made into a film. (FONTANA, yellow).

THE LONG NIGHT, by Hartley Howard. The phone rings on Glenn Bowman's bedside table at 2 a.m. An unknown female voice calls him darling, says she's got trouble and her apartment is 621 Gifford St. He dresses, goes out in the rain and finds a cab which takes him to Gifford St. . . . and then it's on! This sort of thing appears to be happening all the time in America, but, thank God, it doesn't seem to happen anywhere else. (FONTANA, yellow).

THE NARROW SEARCH, by Andrew Garve, who, as usual, produces something unique in the way of psychological thrillers. (Fontana, yellow).

THE DOCTOR DISAGREES, by Elizabeth

Seifert, for those who like to mix stories about doctors with stories about romance. One might imagine that Dr. Carr could have rightly expected trouble when he went off to serve in Korea leaving his practice to the tender care of another young doctor and his own beautiful wife. But some people (including doctors) just never seem to learn. (Fontana, yellow).

BATTLE FOR THE MIND, by William Sargent. This should fill one of those "long-felt wants" caused by the vacuum of modern living—it explains how beliefs, good or bad, can be implanted in the human brain (Indoctrination). And alternatively, how arbitrary beliefs can be completely switched (Brainwashing). There is even a piece on modern evangelists. This is a fascinating book, although slightly terrifying, particularly for those who adhere to the I'm the Captain of my Fate school of thought. (Great Pan).

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Feather money — from Santa Cruz, this form of currency was a necessary part of a bridal dowry.

Flying fox jaws — used for ornamental or trading purposes by Fijian natives.

Left: Head of money — flying fox fur string wound round a wooden face, was an early form of currency in New Caledonia.

S. Pacific Asians

(Continued from page 87)

rays blinds the observer to the fact that, also in Fiji, there is a large community of Chinese—about 100 of them at the last estimate 1958—that is, 2,000 more than in Guy Guinea.

The Chinese in Fiji are generally the merchant class—highly respected, quiet, law abiding and politically causing not so much as ripple on the millpond.

How did such a large community come there? No one ever seems to have told their story, although it would be an interesting one. Of the Asian communities in the Pacific, the Fiji Chinese alone were brought in to supply cheap labour in the cotton fields, the sugar mills or the coconut plantations. They want of a better explanation, they appear just to have come as migrants.

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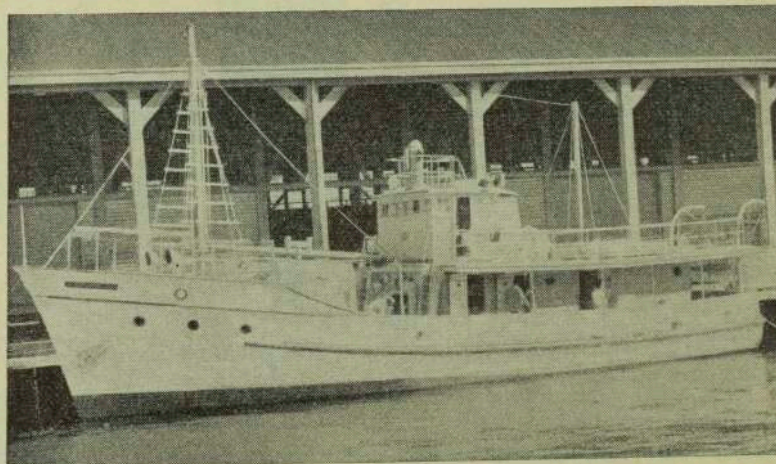
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PACIFIC SHIPPING AND CRUISING YACHTS

In an atmosphere of pure farce, loading the 8,000 tons *Delfino*, ex *Westralia*, proceeded — off and on — in Sydney in the second half of June, and finally got going towards the United States with her cargo of 30,000 sheep (positively guaranteed not to be Merino) on July 2.

LIKE every other new enterprise in Australia, this one had to run the gauntlet of opinion of every self-appointed expert, economist, interfering old women and, of course, all the trade unions involved. [The new company International Shipping and Export Agency, is trying this method of shipping to America because, according to the promoters, Yanks don't like frozen meat. These 30,000 sheep were supposed to be the advance guard of about 200,000 beasts per year.]

The wharflies didn't like the smell, and demanded — and got — "dirt money"; they said that shipping the animals on the hoof, instead of as lamb cutlets, was taking the bread and butter out of the mouths of poor NSW slaughtermen; that conditions for the sheep on board were terrible; that hundreds had died; and that there were at least 20 Merinos amongst them.

The ship was visited by Government stock inspectors, the police and officers of the RSPCA who singly and collectively insisted that the sheep were living the life of pampered domestic pets, that only a couple had died, and there were positively no Merinos amongst the 30,000 — only a few Cross-Breds, who "looked a bit like Merinos". (To safeguard Australia's wool industry,

there is an embargo on the export of Merino sheep).

Other experts went to great lengths to describe the excellent quality of the fodder that would be served to the sheep en route, and how the Master of the vessel had been instructed to sail in concentric circles around the Pacific seeking smooth water for the passage so the sheep would not get sick.

What annoyed maritime unions more than anything else, though, was the employment of "low wage" Fijian seamen and the transfer of registry of the vessel from Australia to Suva — and thus to British articles for the crew. But at a conference between the interested parties, this aspect of affairs was smoothed with so little apparent fuss, as to be one of the major mysteries of the whole enterprise.



Believed the first yacht of Jamaican ownership ever to cruise the Pacific. "Dida", lately in Suva, is here seen in Cook Bay, Moorea.

unemployed seamen — and for others, too — when W. R. Carpenter & Co., as agents for the Australian company, called in mid-June for 64 seamen and stock-tenders to join the vessel in Australia for the voyage to the United States. The men left for Sydney by air in several groups.

This is the first occasion for many years that any considerable number of sheep has been transported across the Pacific. Fair numbers



Fijians board a bus in Suva for the first leg of the journey to Sydney to become seamen and stock-tenders on the "Delfino". See story this page.

In The News This Month

Anitra	Ninikoria
Adios	Nojima Maru
Aoni	Nam Sang
Babinda	New Silver Gull
Charlotte Donald	Nerides
Coral Queen	Nina
Crusader	Outward Bound
Chimere	Phoenix
Celeste	Puori
Dobiri	Pavana
Delfino	Queen Mab
Dida	Rican Star
Dubloon	Rundoe
Eastbank	Repsado
Escapade	Sea Pearl
Fetu Ao	Saratoga
Hifofua	Sea Dawn
Iwa	Tiare Tapore
John Williams	Tiare Maori
Kinkai Maru	Te Matapula
Kasuga Maru	Tungaru
Kochab	Teiko
Lao Heni	Te Vega
Lady Ellen	Tautai
Maroro	Vinari Tokae
Marco Polo	Varua
Morning Star	Whence
Moonfleet	Wanderer
Manawanui	Zephyr II

In recent years Australian maritime unions have demanded that when a ship is sold abroad Australian crews shall deliver her and be repatriated at the buyer's expense. The subject of indemnity payments to the unions, in lieu of these trips abroad, has been the subject of numerous inquiries, of which none had any definite results.

Meantime, the people who have had less to say than anyone, are the Fijians — who are employed as crew and stock-tenders.

It was a real windfall for Suva's

have gone from New Zealand and Australia to South America, in past years, but probably never before has a vessel wholly devoted to stock-carrying been employed.

Whether it will happen again will depend on the results of the first voyage.

Unlike the 6,923-ton ex-passenger ship *Catusha* ex *Cavina* which last year made a memorable cattle run from New Zealand to San Diego and lost 110 of the 1,100 head aboard, *Delfino* is a motor vessel with a reasonable turn of speed. *Catusha*

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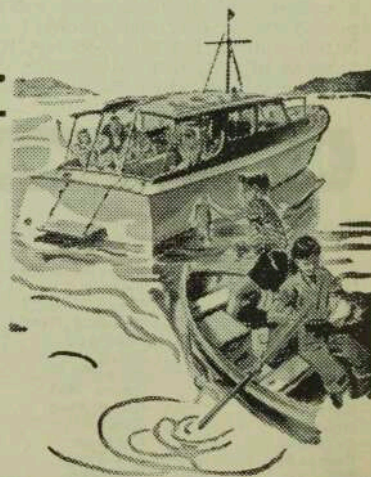
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Stand-In For An Angel

In a note from Suva in June, Captain S. E. Gaskin, Manager-Secretary of the new Flying Angel Missions to Seamen headquarters that will be opened there shortly, has something to say about our May paragraph. "Leading Angel", p. 107.

A bit ambiguously, he writes: "I would hesitate to sign myself as 'Leading Angel' as I have been at sea since the age of 15." His only ambition now, he says, is to do what he can for the Service in which he has spent his whole life and to show, in this way, his appreciation of the men of the Merchant Navy.

Captain Gaskin makes another correction: "My service on the London Missionary ship 'John Williams' should read three years as 2nd and 1st Officer, and one year as Master—not four years as Master, as your May story had it."

carried vast quantities of coal. Following that voyage, on behalf of James Delfino, Californian rancher who has arranged the present shipment of lambs, *Catusha* proceeded empty to Hongkong and was there broken up.

• **RESHUFFLE OF OWNERS:** Southern Cross Shipping Co.'s 655-ton freighter *Babinda*, of Suva registry, normally on the trans-Tasman trade but making her second voyage to Fiji from Australia with explosives and timber for the Vatu-koula gold mines in June, was reported in process of a reshuffle of owners.

Captain Ure retains an interest in the vessel but at least two of the Auckland partners have disposed of theirs to a Melbourne firm. The ship will continue in her present trade on the Tasman.

It will be recalled that an associated company, South Pacific Shipping Co., of Suva, with some of the same shareholders, made a similar reshuffle in February with the ownership of the Suva-registered 469-ton tanker *Verao*, which is also on the Tasman run in the molasses and whale-oil trade.

• **GOING SOUTH:** Tonga Copra Board's 514-ton freight-and-passenger vessel *Aoniū*, which maintains monthly contact between Nukualofa and Suva, as well as gathering in the copra from Tonga's scattered islands, will head south for her first dry-docking in Auckland in the second half of July. On resuming service the government's passenger-tug *Hifofua* will follow suit. These will be the first dockings

since the vessels arrived in the Pacific from Holland.

• **GONE FOREIGN:** Mr. John McFadyen, one of Fiji's smartest marine engineers, who was formerly associated with vessels of the late Harold Gatty's South Seas Marine Products and has lately been with a milling company, headed for the Persian Gulf in June. It is understood that he has obtained a lucrative job with an American-backed fishing organisation there. It may be recalled that Captain R. L. Deskin, formerly in the Gatty fishing fleet and more recently in command of *Sea Pearl*, which burned and sank off New Guinea, subsequently delivered a fishing vessel

from the US to the Persian Gulf, presumably for this same organisation.

• **TRANSFERRED WEST:** The Seventh Day Adventist mission vessel *Lao Heni*, which has been lying idle at Suva for many months awaiting a decision as to her future cruising ground, was on the move again late June.

Under command of Pastor A. R. Harrison, President of the Eastern Solomons Mission these past 15 years, and with a crew of five Solomon Islanders, the sturdy Queensland-built, twin-screw wooden vessel cleared for Aore Island, New Hebrides, thence Honiara on June 21.

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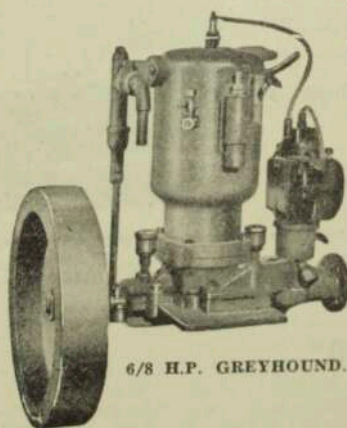
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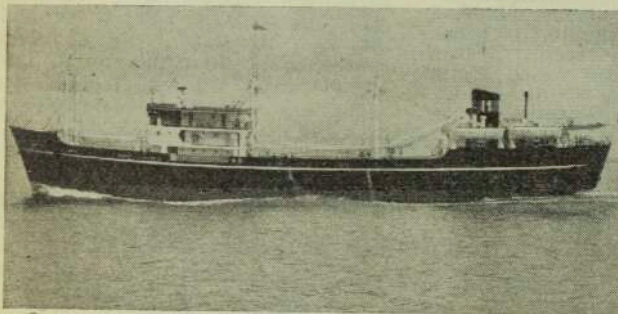
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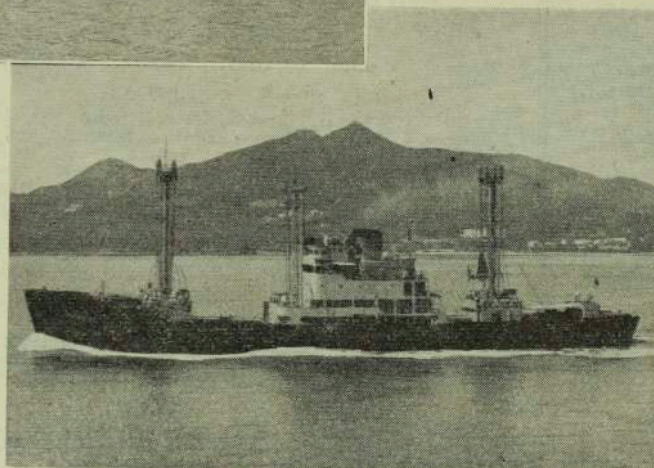
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TAIKOO DOCKYARD HONG KONG



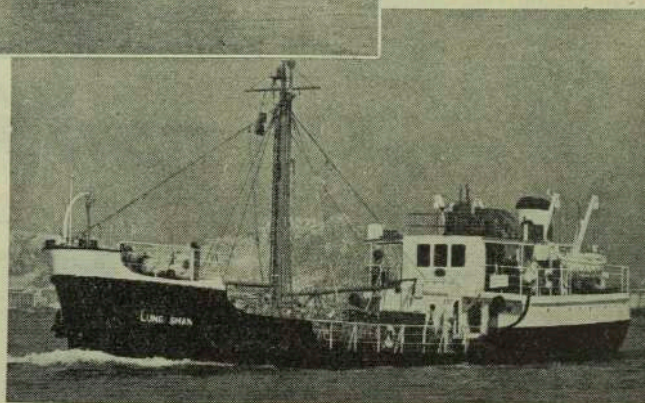
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

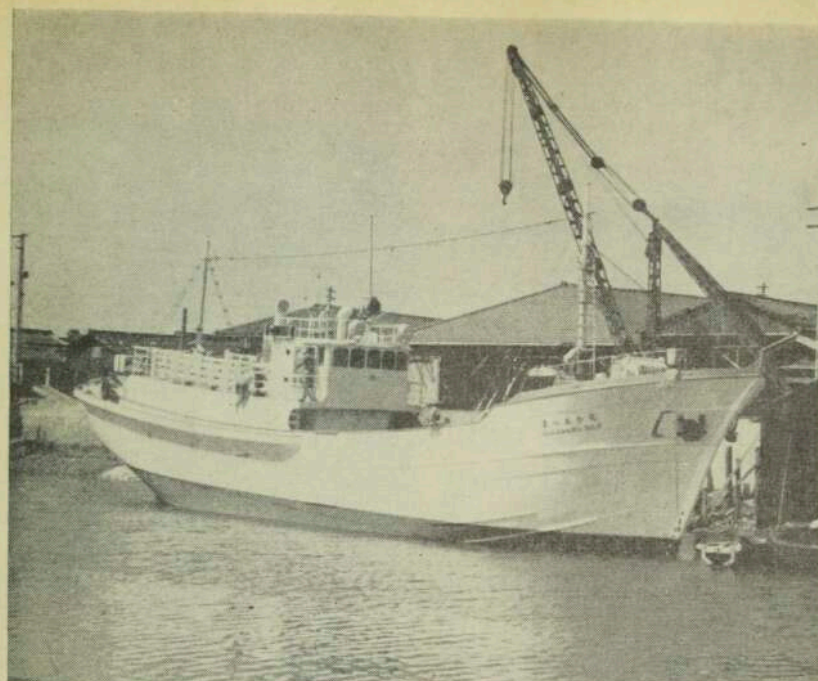
Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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The Tonga Government's new tuna long-liner "Teiko" will be almost identical to this vessel—except that the Tongan vessel will be given greater headroom for a Tongan crew, which will also call for greater beam to maintain stability. This craft, "Nakamaru No. 8", is from the same Inland Sea shipyard—Goriki Shipyard Co., Ltd., Ujiamada, Ise Bay, Japan. Photo by courtesy Tonga Government.

The Mission's marine superintendent, R. Masters, was to board there to supervise a general overhaul of hull and engines at Rugen Harbour, New Britain.

Lao Heni was built 1946-47 and went briefly to Papua then to Tonga, where she is no longer required. Following survey she will replace *Vinari Tokae* in the Solomons, and the latter 45-ft craft will be transferred to the Milne Bay-Samarai area of Papua.

• **HARBOUR BUS:** A 32-ft x 8-ft water bus was launched from Millers building yard at Suva late June for Mr. Vince Storck, owner of Suva's principal harbour-cruise launch *Oolooloo*. A strongly built flat-bottom craft with a pleasing sheer, with heart kauri bottom planking, dilo knees, and 1-inch plywood sides. The new craft will seat 38 passengers, on foam plastic seats with backs. She is undecked but fitted with a canvas awning extending the full length and is equipped with two outboard motors in line fore-and-aft. The main unit is a 35-hp Johnson and the other is a lower powered motor for slow cruising. One of these is mounted on the normal transom and the other in a motor recess. With the main outboard fitted the water bus will draw about 15 inches and should be ideal for her job of cruising across shallow reefs for the edification of tourists.

• **FOR "WORM" READ**

"SNAKE": With more and more steel craft entering the Islands trade that arch-enemy of the wooden ship owner—the toredo worm—assumes decreasing importance. but the casing of what must surely have been the father of all toredos was recently dredged up in a piece of rotten timber from Suva's Nubukalou Creek.

Starting as a very small worm, the toredo steadily expands as it eats its way forward, and as it goes it leaves a calceous tunnel behind. A toredo as thick as a man's thumb is generally looked on as a whopper, but the casing found in Suva, with all the surrounding wood removed, measured a full two inches in diameter, and the tube wall was close to one quarter inch thick and very strong. The portion discovered was 15 inches long, but there was evidence that it must have been a very long tube in its entirety.

• **NEWS OF TE VEGA:** We now learn that the handsome 242-ton steel passenger schooner *Te Vega*, which left the Pacific late last year, is operating under charter to Commander Nicholson, of English Harbour, Antigua.

Commander Nicholson arrived there some years ago in a yacht from England and has since built up a considerable charter business, catering mainly for American tourists who wish to cruise West Indies waters.

He has developed a solid reputation for reliability and service in this field and is now very well known. The scope for a vessel of *Te Vega's* type is much greater there than at Papeete or Honolulu.

Captain Fred Klebingat recently drew our attention to the fact that *Te Vega*, formerly named *Vega* when she first came to the Pacific in 1953, and for a brief interval believed to have been named *Te Rame* before becoming *Te Vega*, was originally launched in Kiel in 1930 as *Etak*—the name of the first owner's wife spelt in reverse.

• **FIRST FLEET:** The first Japanese tuna fleet of the season—36 long-liners and the mother ship *Nojima Maru*—was moving south in June. The mother ship transmitted a Safety Signal on June 3 requesting all shipping to keep a close look-out for the long-liner *Kasuga Maru*, "99 tons, hull grey, bridge white, 23 crew, missing since May 30," and last reported about 100 miles south of Ocean Island.

• **BADLY HOLED:** The Apia-based wooden coaster *Tautai*, bound for Savaii, went ashore near C. Faleula during a night in mid-May. A Union Co. launch was sent to her assistance and dragged the 43-ft craft clear of the reef after her eight tons of cargo had been discharged. The hull suffered a good deal of damage but *Tautai* reached Apia for repairs.

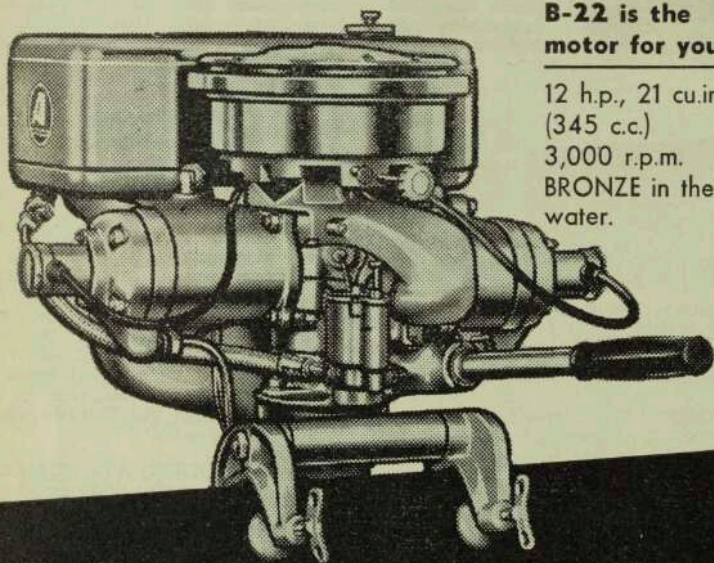
• **FORBIDDEN ANCHORAGES:** Who fouled up the degrees 30 years ago, is the question which is causing a lot of red faces in a certain Suva Government Department.

But the person responsible might be dead or living in another country



Bill Endean's "Crusader" leaving Devonport wharf, Auckland, for Tahiti. See page 113. Photo: John Duder.

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since the blunder was made as long ago as 1930.

The question concerns the wording of the Fiji Quarantine Ordinance defining the location of the quarantine and medical anchorages in Suva harbour.

The positions given are 051 degrees, distant seven-and-a-half cables, and 072 degrees, distant four-and-a-half cables respectively from a certain point.

A plot of these positions places the anchorages slap bang in the middle of the Suva Gaol's backyard, and in dense bush at the back of the suburb of Lami respectively, both several hundred yards inland—situations which, no doubt, would do little to relieve the ulcer of the most confident ship master.

The quarantine anchorage has since been abolished, but the correct position of the medical anchorage will be amended accordingly to 252 degrees, distant four-and-a-half cables from the Tamavua beacon.

The question being asked at Suva is what would have happened if some ship had anchored for medical or quarantine inspection at places in the harbour other than the recognised spots? Would the master have been liable to prosecution? If so, for what?

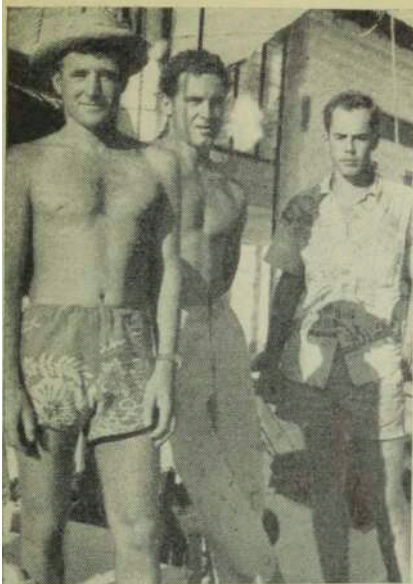
• **TOMORROW'S MASTERS, MATES AND ENGINEERS:** Only in the last few years has there been any organised scheme for the training of locally-born boys within the South Pacific Islands area, as fully qualified Masters and Engineers to standards acceptable in foreign-going deep-water ships.

With the possible exception of Dutch New Guinea, where a well-organised system of training is in operation, boys still have to journey to Auckland or Sydney or elsewhere outside the area for the final theoretical training preceding their examinations.

But at least there is now some small provision for boys to gain acceptable sea-time in deep-water vessels trading exclusively within the Islands. Such vessels are those of the High Commissioner for the Western Pacific, *Ninikoria*, *Coral Queen*, and *Te Matapula*, the GEIC Wholesale Society's *Moana Raoi* and *Tungaru*, and the London Missionary Society's *John Williams VI*.

Last year the first of the deck cadets, Sila of Nanomea, Ellice Islands, who served his time in *John Williams VI*, attended a navigation school in Auckland and subsequently sat and passed the examination for Second Mate.

In June he was expected in Suva to join *Ninikoria* as Mate, and after two more years on foreign Articles he will be able to sit his foreign-going Master's certificate. We believe he is the first full Islander to qualify as Second Mate. Other cadets are coming along well, in



Cruising yacht "Celeste" called at Pago Pago, American Samoa, southbound from Tahiti, in late May. Crew members (left to right): Peter Nelson (skipper), Herbert Knot and Ron Cameron. Photo: Pan American Prints.

both deck and engine-room departments of these ships.

Fiji has at least one qualified part-European master, Captain Henry Simpson, and before long the Gilbert Islands may lay claim to one. Mr. Willie Schutz, now serving in a British tramp, will be going ashore for final schooling and examination as soon as his ship, the *Avisbank* (owned by the Aviation & Shipping Co., of London, and not a Bank Line vessel) arrives back in the UK. On qualifying, he plans to return to the Islands, if a position is offering.

• **NOT LIKE BEFORE:** What most impresses regarding the post-war steel ships in the Islands trade is the splendid standard of accommodation for all aboard as compared with the pre-war Islands "schooner".

Ninikoria—the ship which was lengthened by 8 ft 9 ins. following trials after launching in Hongkong last year, is an example of the best that is offering in the Islands today—for officers, crew and for passengers.

Ninikoria, wearing the funnel colours of the Gilbert and Ellice Islands Government—buff, with a circular blue medallion on which is a red shield with a bird flying over a rising (or setting?) sun on a blue and white wavy sea—came to Suva in June for drydocking.

One of the indications that she'd come from Hongkong—she was delivered in January last—are her neat, basket-type fenders, woven from rattan cane. Coming south from Tarawa, through a lot of bad

weather, Captain A. B. MacAdie said that calls had been made at a number of islands of the Colony, including South Tabiteuea, where Captain Gerald Douglas, the Marine Superintendent, had been landed to carry out some charting and beaconing work.

Captain Douglas will be bringing the Government's *Nareau* south to Suva for refit about September.

Captain MacAdie said that good progress was being made on the new Betio Harbour project at Tarawa and the job should be completed in 12 months.

• **THAT TONGAN LONG-LINER:** Prince Tungi, of Tonga, supplied further details of the 95-ton tuna

long-liner which his government has now ordered from Goriki Shipyard Co., of Ujiyamada, Ise Bay, in Japan's Inland Sea.

To be named *Teiko*, she is a modified version of a standard type, of which *Nakamaru No. 8* (see photo) is a recent example launched from the same yard.

The modifications call for greater head-room between decks in the Tongan vessel. This in turn has called for greater beam to maintain stability. The general standard of accommodation will also be higher. There will be insulation against the sun's heat, fans, mattresses, etc.

Construction will be of a Japanese kauri known as Inoki, and the power unit will be a Niigata 6-cylinder,

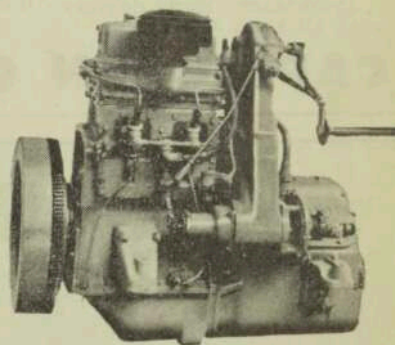
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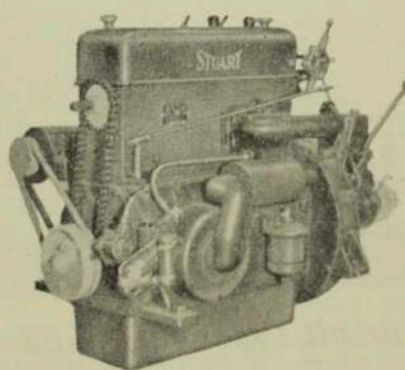
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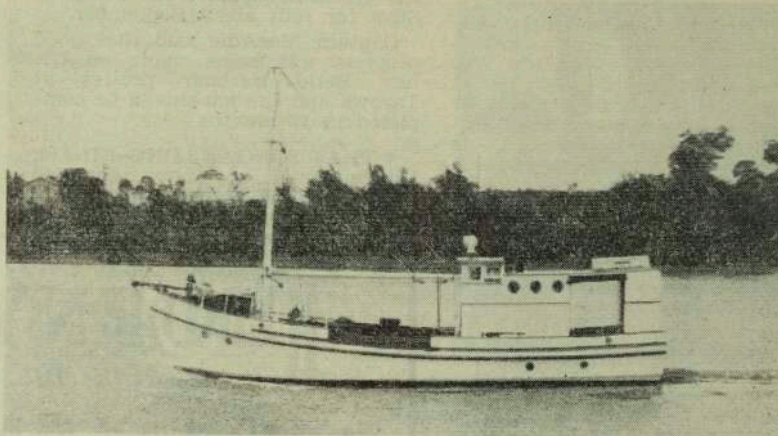
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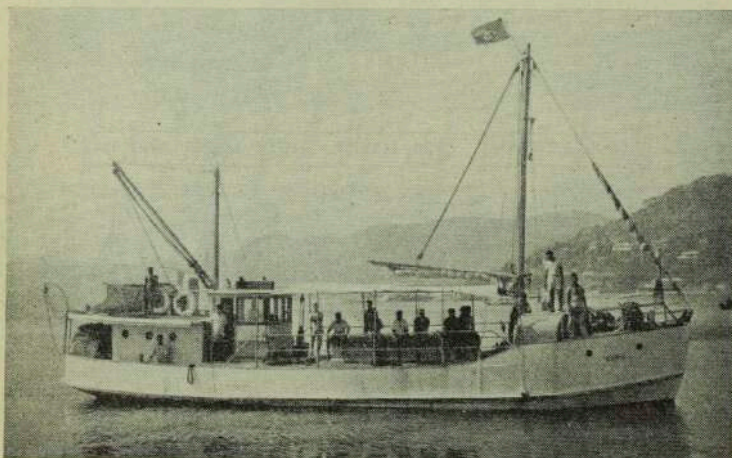


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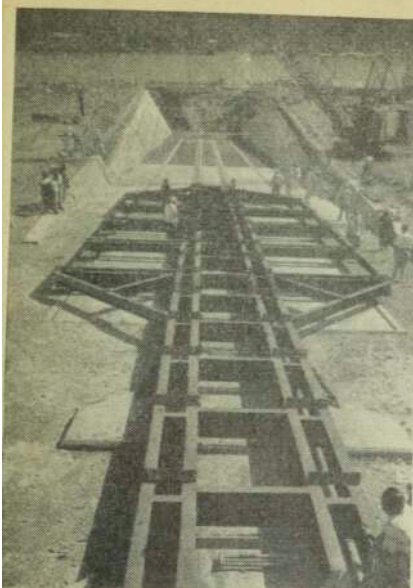
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Nearing completion—the \$79,000 slipway at Pago Pago, American Samoa. It was started in July, 1957, was built by the local Public Works Department and when finished will be able to accommodate ships up to 500 tons. It will be used for local vessels and also for Japanese tuna fishing boats which now operate in those waters.—Photo by Pan American Prints.

320 bhp, 4-stroke diesel with a normal 390 rpm, capable of operating on a mixture of diesel fuel and boiler oil—though only diesel oil will be used in Tonga. Delivery will be within five months.

Teiko will be equipped with a 300-basket, long-line rig.

Each "basket" consists of a 48-fathom main line, with five 18-fathom drop-lines at 12-fathom intervals. The lines, steel traces, swivels, and hooks for each "basket" cost about £10—so the long-line equipment alone will cost about £3,000, in this case. Modifications to the standard design of the ship will cost an additional £3,000.

Goriki Shipyard Co. delivered a much smaller 20-ton fishing vessel to American Micronesia last year.

Prince Tungi brought back from Japan some interesting statistics on the present make-up of the Japanese fishing fleet.

Excluding small craft with no engines, there are 76,907 vessels in the industry—including tuna craft and those engaged in other types of fishing. The fleet consists of the smaller vessels averaging about 26 tons gross, which are powered with simple "hot-bulb" type diesels, and the larger full-diesel craft averaging 50 tons overall—though some are much bigger.

There are over 43,000 hot-bulb craft totalling 360,404 tons gross; and 33,700 full diesel craft totalling 99,613 tons. By far the greater portion of this huge million-ton fleet is engaged in home waters—as

anyone who has approached Japan from the sea can well appreciate.

• **WHALING IS OUT:** Prince Tungi said in Suva, in June, that he did not see a commercial whaling station for Tonga in the near future.

Whaling was much more of a gamble than fishing, and a lot more initial capital was involved. A successful fishing industry does not call for any costly shore establishment in the early stages, but whaling does. It is much easier to build up a fishing industry by stages as results warrant.

Meanwhile, at least one primitive commercial whaling venture has appeared in Tonga in a very small way. Last season Mr. Walter Skudder shipped out of the kingdom about 50 drums of whale oil rendered down in the old way. A lively whale meat industry, perhaps unique in the Pacific, and expanding in recent years, also exists.

• **NICE CHARTER JOB:** *Maroro* Cruise and Charter Service, owners of *Maroro* ex *Hifofua*, secured a nice charter job for the 108-ton ketch in June. Although still undergoing the final touches to her remodelled

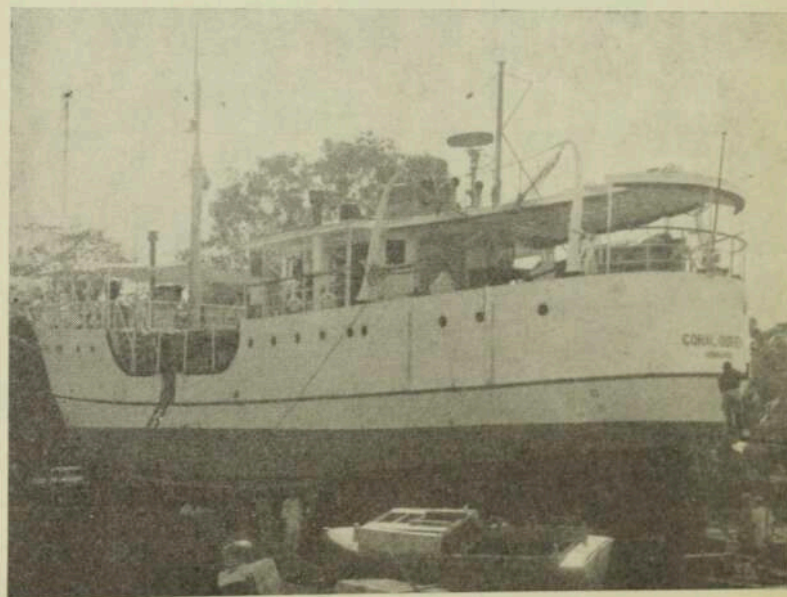
accommodation, *Maroro* sailed on June 19 for the Lau Islands of Fiji with Australian Government geologist, O. N. Warin, aboard.

For three months he will move from island to island in that area assessing small phosphate or guano deposits as part of a South Pacific-wide, joint project of the Australian and New Zealand governments which foresee the eventual working out of the important deposits on Ocean, Nauru, and Makatea Islands and the need to perhaps reconsider small and sometimes forgotten low-grade deposits elsewhere.

Mr. Warin, of the Bureau of Mineral Resources, Department of National Development, Canberra, last year made a wide investigation of similar deposits in the Papua-New Guinea area and in the Solomons.

It is possible that with Tonga Government approval, a similar search will be made in that Group on completion of the Fiji project.

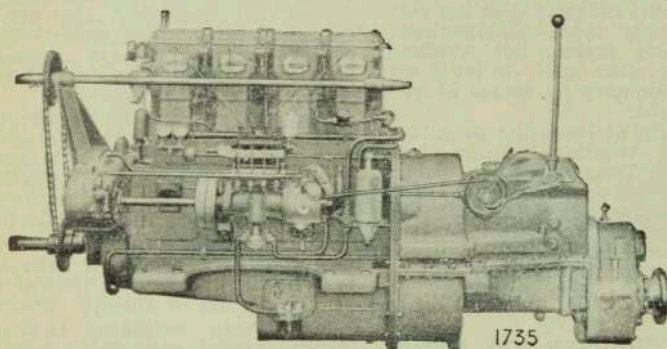
Mr. Warin estimated that the Tonga investigation would take an additional two months. During the Lau operation, *Maroro* will act as supply and communications vessel, and at some places Mr. Warin will live aboard. (Over)



A lot of people are beginning to feel that the BSIP Government vessel "Coral Queen" was too appropriately named. Delivered to Honiara from her Hongkong builders only last December, she has already had two bites at the coral—the last time in May on a Witu Reef off New Britain, where she took a hard pounding. She was on a Rabaul slipway, where this photo was taken, in mid-June and was expected to be there for a couple of weeks having temporary repairs made. After this she will go to the Australian coast—Queensland or NSW—for a more extensive job. Several shipyards have been asked to quote, including Ballina Slipway and Engineering Co. (S. G. White Pty., Ltd.). At end of June it was still not known who would do the job. Writes a Rabaul correspondent: "Coral Queen" seemed to me to have suffered extensive underwater damage—what seemed to me to be a fair-sized hole was being dealt with when I saw it. However, Captain G. W. Sharp, who came up from Honiara to attend to affairs, told me tersely that it was NOT a big hole, so I bow to his superior knowledge. Lloyd's sent a marine surveyor from Sydney to look the vessel over."

GARDNER

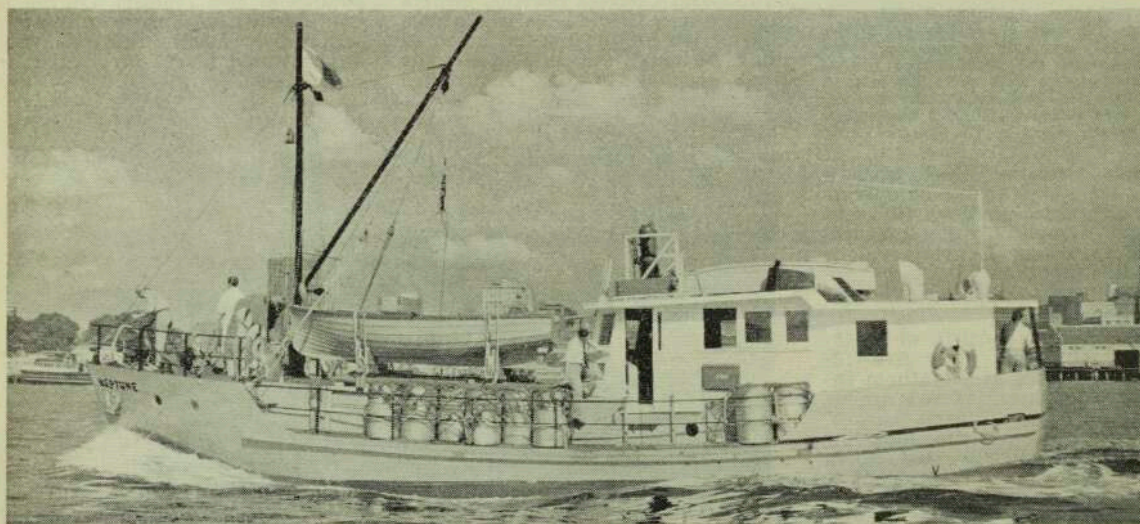
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The six crew members—"mostly farmers" they say—of the 52 ft. South Australian schooner, "Pavana", which will compete in the Los Angeles-Honolulu yacht race commencing on July 4. "Pavana" and her crew lost no time in crossing the Pacific, northbound. This photograph was taken in Pago Pago late May; on June 7 our Honolulu shipping correspondent reported that "Pavana" had called in there but had left again before even the Harbour Office could get much information. Australia's other entry in this blue-water classic, "Anitra", went north by cargo vessel. Shown here, back row: Max Fauser, Peter Nolan, Harry Bowden; front row: Wilson Hissey, George Richardson, and George Mayne (skipper).
Photo: Pan American Prints.

• **REMEMBER THAT COSTA RICAN?** The Costa Rican flag is rarely seen in the Islands, so when a 495-ton steel twin-screw ex-cornelius Vanderbilt yacht named *Rican Star* called at Suva with a cargo of high-freight explosives from North America for Sydney, several years ago it was news.

Arriving at Sydney minus some crew who had deserted at Honolulu and Suva, and with a broken crankshaft and a hull that was less than acceptable to the Australian authorities, this refrigerated banana-carrier was laid up for a lengthy period.

Finally, last year she was sold to Queensland prawn, apparently for service as a freezer mother-ship. This project seems to have failed. *Rican Star*, now equipped with a pair of 550 bhp GM's in place of her original 8-cylinder Wintons, was to be auctioned as she lay at Musgrave wharf, Brisbane, on June 17 under instructions from the mortgagees in possession. *Rican Star*, ex *Samana Queen*, ex *Elena*, ex *Lynx*, ex *Ramona*, ex *Dolphin*, seems on the verge of another phase in her eventful career, though she was "passed in" at the auction and private negotiations with some of the bidders is now going on.

• **SPECIAL JOB:** Burns Philp's 7-ton, Fiji-based *Zephyr II*, made charter voyage from Suva to Rayau island, in the Lau Group, in June to load bagged manganese ore by surf-boat from the beach there, on behalf of the Suva-registered Japanese firm of Banno Brothers (Fiji) Ltd., who have a concession on this island. The manganese, together with iron ore from elsewhere in Fiji, was transhipped to *Kinkai Maru* for dispatch to Japan in July.

• **MAKING HAY:** While A. B.

Donald & Co.'s 300-ton *Charlotte Donald* undergoes an extensive refit and a possible transfer to French registry, at Papeete, Captain Hugh Williams' 135-ton *Dobiri* is making hay in the Cook Islands, where she is transporting all Donald cargoes.

By July, when *Charlotte Donald* was expected to be ready for work, it is likely that agreement will have been reached with the French and that this ship will remain in French Polynesia, while the company's 173-ton schooner *Tiare Taporo* returns from there to the area where she was so well known in past years

and where she is now apparently adequate for the work offering.

Later in the year, *Dobiri* will head for dry-docking in Auckland. "No more hurricane seasons in the Cooks for me," says Captain Williams; "I've stuck my neck out long enough in four such seasons of trading in those waters."

• **EXPENSIVE NOISE:** South Pacific Trading Co.'s busy two-masted schooner *Tiare Maori*, on the regular run with petrol and passengers between Rarotonga and Tahiti—with an occasional side trip to the Northern Cooks, suffered a broken generator motor crankshaft in May, soon after sailing from Rarotonga for Aitutaki. She put back and later headed for Papeete for repairs, where she still was in June.

Meanwhile the busy Cooks coconut-radio circuit carried an item in

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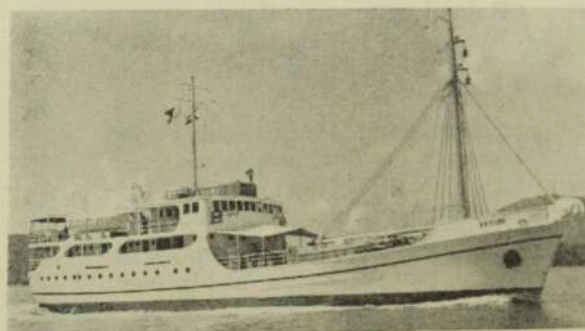
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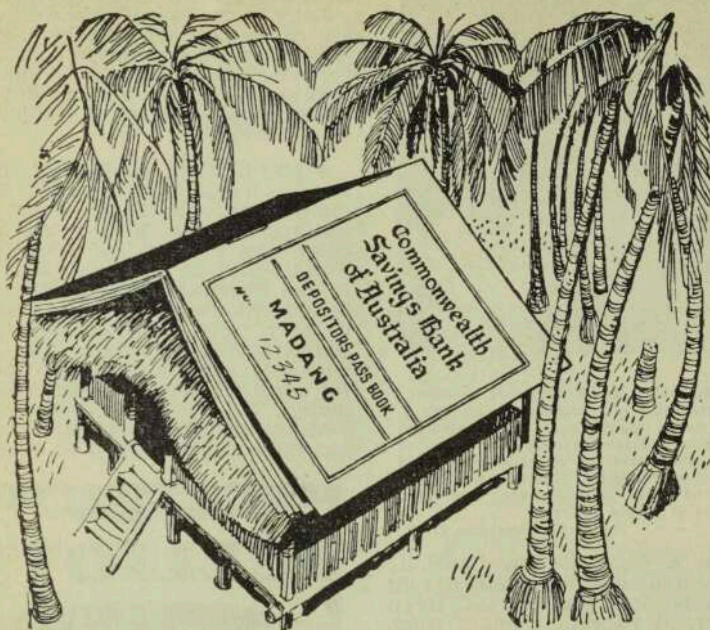
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May to the effect that *Tiare Maori's* owner had purchased a 116-ft tanker on the Pacific Coast of the US, tonnage not stated, but powered with a pair of GM's, for the transport of bulk petrol from Papeete to Rarotonga.

Some time ago this company, headed by American, Walter S. Johnson, Jnr., applied to the Administration for the lease of a piece of land on the Avarua-Avatiu foreshore for the erection of a bulk oil depot, and it is believed that the application was being given a sympathetic official hearing.

• WHO OWNED THE ANCHOR?:

After the items we have had in this section, in the last year, showing that the Receiver of Wreck never relinquishes his claim on any odd bits and pieces strewn on the reef, we were interested in this little item, passed on to us from the SDA Missionary at Abemama, Gilbert Islands. He says:

"During the westerly season here winds sometimes reach 40 knots and we need a strong anchor for the mission ship *Fetu Ao*. We found that the cost, including freight, would be more than our budget would allow. However, one of our ship's crew said he thought there was an anchor on a wrecked ship on the reef at Abemama, so we went out, and sure enough, the anchor was there in about six feet of water, four feet at low spring tides.

"It took an afternoon to dig away the coral and get the anchor clear of the bottom. We returned later, floated it under a dinghy out to where we had the ship anchored, and then hauled it aboard with a derrick.

"It was most interesting to go down with a diving glass and look at the wreck. It was an old steamer used for trading and was on its way from Tarawa to one of the southern Gilberts one dark night in 1915, when it ran straight onto the reef. The anchor was still in good condition and so has saved us quite a lot of money."

It is a pity our Missionary friend didn't mention the name of the old steamer. Although she has been there on the reef for 44 years, no doubt she has memories for someone.

• ORIENT LINER MAY VISIT AT HONIARA: Mr. J. Stannard, a Marine Superintendent of the Orient Line, paid a short visit to Honiara recently to assess the possibilities of a visit to the Protectorate of a tourist vessel.

Although plans are only in the early stages it seems rather certain that March, 1960, will see Honiara listed as a tourist attraction for a South Pacific Cruise. The *Orcades* has been mentioned as the liner.

With the "Battle of the 14-day Pacific Cruises" really on, a new name may mean more passengers,

and for the Protectorate—some tourist money would never go astray!

● **EASTBANK VISITS GIZO:** After loading approximately 2,000 tons of copra at Honiara and Yandina, the MV *Eastbank* ran into minor trouble when entering Gizo, in the Western Solomons, in June.

The vessel missed the channel into Gizo Harbour and then the starboard anchor-chain broke; by the time the port anchor held, the vessel was well inside the usual Copra Ship anchorage.

Two natives, experienced in shell diving, were sent from Honiara to assist in retrieving the anchor and about ten fathoms of chain.

News of Cruising Yachts

● **NEW SILVER GULL** of Sydney, moving slowly back towards her home port after a 12-year gadabout, arrived at Suva from Pago Pago on June 7, just as some inquiries were being made as to her whereabouts. There had been no word from Pago Pago of the yacht's arrival there and friends in Suva felt that she was overdue as Harry Scott was known to be in poor health.

Soon after arrival in Suva Mr. Scott, aged 73, entered hospital for surgery while Mrs. Scott very capably remained in command of the yacht which joined the small-craft queue at the entrance to Walu Bay. Mr. and Mrs. W. A. Bein, who joined in the Galapagos, thought they might return to the US by commercial transport from Suva.

● **DIDA**, believed first Jamaica-registered craft to come to the Pacific, arrived in Suva on June 15.

With Mr. and Mrs. Alistair D. Fraser aboard the 52-ft. double-ender ketch were Jack Russell of Hollywood, Cal., who had arrived in Papeete aboard *CHIRIQUI* last year, and Eddie Tetiki a Hutihuti of Takaroa who joined at Moorea; also Andre Fayet of Saint Laurent du Juan, France, who had come out to Papeete in the liner *TAHITIEN* last year.

DIDA, built in Dartmouth in 1931, was brought to the West Indies by an American couple and purchased by the Frasers last May in the Bahamas. The yacht is a centre-board type, with an 8-ton cast-iron keel. With a beam of 14½ ft. she draws only 4½ ft. with the centre-board up, and 9 ft. with it down.

The masts are in tabernacles, and the motor—a particular massive model—is a 5 hp Glennifer diesel.

The cruise began at Kingston last November. After transitting the Canal, calls were made at most Galapagos islands, hence Marquesas, Takaroa, Papeete, after which some local French Polynesian cruising was done before clearing May 19. Calls were then made at Moorea, Pago Pago, and Apia.

● **KOCHAB** with Dr. Franken-Evans and crew was still cruising Fiji's outer lands at the end of June.

● **MOONFLEET** went on a Suva slip late June and plans were to clear for Auckland July under Ken Mildon. However, no crew were available so Mildon transferred **DIDA**, and will help crew that yacht to Sydney.

● **RUNDOE**, of Norway with Carl Petersen and Irling Brunberg aboard, which left Moorea early June westbound, is reported back in Papeete repairing a leak. She is described as a 45-ft. Colin Archer type.

● **REPASADO**, the U.S. motor yacht of "about 80 ft." exchanged for the Auckland motor-sailer **MANAWANUI** at Papeete in May, and which sailed from there for westward, put back with engine trouble and leaking after reaching Borabora. She should sail again with her New Zealand owner and assorted crew in July. This craft reached Papeete from the US about a year ago. Owner Ray Kline's wife and two children returned home by commercial transport at the end of 1958. Powered by twin diesels, **REPASADO** is about 14 ft. beam.

● **MANAWANUI** again changed hands in June. Ray Kline, who was preparing to sail her to Honolulu, is reported to have sold her—new owner not stated.

● **NEREIDES**, 52-ft. Auckland ketch, was reported in Papeete preparing to move

west again in mid-June. Mr. Athol Rusden, a former part-owner of **MANAWANUI**, was reported to have joined her.

● **ADIOS** and the Steeles were reported at Aitutaki in June and heading towards Suva via probably Tonga.

● **VARUA** and American W. A. Robinson, based at Papeete, were outward bound again—for Honolulu this time—in May where he arrived 31st.

● **CRUSADER**, 47-ft. Auckland ketch, skippered by owner Bill Endean, and with Warwick Davies, John Ewing, Rex Hill, and writer Major Bill Moss aboard, cleared Auckland June 14 for San Francisco via Papeete.

● **WANDERER** of Auckland, details unknown, was expected to sail for Suva in July.

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On board "New Silver Gull" when she reached Suva in June were: William A. Bein and wife Marjorie; Mrs. Newton-Scott, and owner-skipper of the yacht Harry Newton-Scott. See story p. 113.

Photo: Pan American Prints.

● NINA of Auckland, reported last month, has now postponed her voyage to Fiji until the end of the year due to personal reasons of the owner.

● DUBLOON, 40-ft. Los Angeles ketch with the Gladson family aboard was in a Costa Rican port in April and about to sail for Cocos Island and the Galapagos and maybe Polynesia.

● CHIMERE of France, which we reported toward from Tarawa for Japan via ports May "PIM", nearly ended her own career and that of one of her owners at Tarawa. The Blanches decided to sit the yacht on the lagoon beach for bottom cleaning, but failed to adequately support her on the falling tide. At low tide, while the owners were working under the yacht, she suddenly started to go over. They had time to get clear before she rolled, breaking her mainmast and narrowly missing the Blanches.

● OUTWARD BOUND was reported mid-June by John Caldwell, who is sailing with wife Mary and their two young sons, to Cooktown, bound next for Thursday and.

● LOS ANGELES - HONOLULU YACHT RACE: There were about 45 yachts entered in this race up to mid-June, ranging in size from a 160 ft. schooner to a 36 ft. ketch. They will get away from Los Angeles on July 4. Australia will have an interest in it this year in the entry of the South Australian yacht PAVAND (page 10) and in Trygve Halvorsen's ANITRA; and so will New Guinea in Des Ashton, District Officer, Lae, who will sail in ANITRA as a crew member.

At least three of the race yachts, NAMING, ESCAPE and QUEEN MAB will be heading Tahitiwards after the race.

● PUORI, ex-GOLDEN RULE, returned to Honolulu in late May after an eight-months' cruise in French Polynesian waters. Owner-skipper Gene Bettengill is assisted by nephew Wayne and Ron Quail.

Left Honolulu for south-west US on June 9.

● WHENCE, 28 ft. Bahama sloop, with owner Gordon Lopez, wife and daughter, left Honolulu late May for Tahiti.

● LADY ELLEN, the big Australian yacht that was sailed across the Pacific by the Horn couple and their crew last year, was not sold in the US as hoped. Recently they took her down to the Caribbean.

● SEA DAWN, a 36 ft. yawl owned by Glen Lowden, wife and two children, arrived in Honolulu from Acapulco, Mexico, at end of May. They sailed in company with TOREA (owned by Mr. and Mrs. Clark Scarbora) and AGIS (owned by Mr. and Mrs. Eugene Di Malo).

● Earle L. Reynolds, owner-skipper of yacht PHOENIX plans to continue his journey to Japan sometime in the future, pending outcome of appeal to US Court of Appeals in San Francisco on his Honolulu sentence for sailing his yacht into the H-bomb testing zone, July 1, 1958. He has recently returned from a two-months' tour on the US mainland, lecturing on radioactive fallout and the PHOENIX case.

● IWA, 32-ft. ketch, departed Honolulu for the Society Islands on June 4. Owner-skipper is Mr. Eugene Yatsunoff. His wife accompanied him.

● The disabled yacht MORNING STAR with five persons aboard was towed into San Diego June 11. The Coast Guard said a propeller shaft bearing had burned out.

● Aksel Pederson, Danish skipper-owner of the ketch MARCO POLO sailing from New Zealand to Denmark, left Honolulu alone June 17 on an expected 40-day trip to San Diego. He plans to leave San Diego in November for Panama, thence across the Atlantic to Scandinavia. He believes the trip will take approximately one year.



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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

A Look At The Sights of Tonga

The Governor of Fiji, Sir Kenneth Maddocks, whose responsibility includes keeping a friendly eye on happenings in the independent Kingdom of Tonga, with Lady Maddocks paid his first official visit to the Kingdom in May.

The official reason was to ratify the Treaty of Friendship which was signed by Tonga and the United Kingdom Government on August 26 last year, but he also took in the local sights, carrying his camera over his shoulder like any tourist off the *Tofua*. They were given a typical friendly Tongan welcome.

The new treaty replaces one made in 1900 and ratified the following year—at a time when Tonga was the only Pacific state not under the control of a foreign power. Tonga has lost none of her independence under the new treaty, but has been given some wider powers, including powers to negotiate her own trade treaties. (*PIM*, September, 1958).

The signatures on the treaty are of Queen Elizabeth and Queen Salote. During the ceremonies, Prince Tungi handed the Tongan copy, with Queen Salote's signature—the whole bound in tapa—to Sir Kenneth Maddocks, in the Privy Council Chamber of the Royal Palace, in the presence of members of the Tongan Cabinet. Sir Kenneth in turn handed over the British copy, signed by Queen Elizabeth.

Visits to other parts of the main island followed, including a look at the sacred flying foxes of Tonga—which swarm and squawk in the iron wood trees in the village of Kolovai; a visit to the giant "largis"—large mounds made of huge blocks of volcanic stone—at Mua; a look at the blow holes on the coast at Houma; a picnic at Laulea beach and a visit to the Ha'amonga—a trilithon of volcanic stone whose age and exact purpose is not known.

There was a royal feast and entertainment in the park adjoining the white, wood Palace, in the shadow of the great pine trees. Tui Malila, the tortoise which Tongan

legend says was brought to Tonga by Captain Cook in the 1770's, was on hand—roaming the nearby Palace grounds.

Later the Governor's yacht *Ra Marama* took the party to Vavau, Tonga's northern group, where Vavau's Governor, Laufiletonga, escorted them around more of the sights, including the Swallow's Cave and the famous underwater cave of Mariner.

Satellite Boffins Tour South Pacific

An American Military Air Transport Service Globemaster aircraft made a circuit through Christmas Island, Borabora, Aitutaki, Nadi, and Honiara in June on a special boffin-flight.

The technical team of 20 men were apparently investigating suitable sites and local facilities for the establishment of satellite reporting



The Governor of Vavau, Laufiletonga, and his wife, Fatafehi, wait on the jetty at Neiafu, to welcome Sir Kenneth Maddocks and his party.

stations in connection with the American Polar Orbit Satellite Project.

Unlike the various satellites that have been launched so far, a polar-orbit satellite would be launched in a true north-south direction, and would thus pass over both Poles on every circuit.

Depending on its distance from the earth and its speed, it could be adjusted to pass directly over every spot on earth at regular recurring



Sir Kenneth and Lady Maddocks (both on the left) take their first look at Tonga's famous Haamonga arch—comprising two uprights and a cross-piece which has been mortised into them. Although Tonga's remembered history is said to go back 1,000 years, there is no indication as to when the arch was built or exactly what its purpose was.—Photos: Rob Wright, Fiji PRO.



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intervals. But as it is apparently impossible to predetermine the height and speed it is necessary to check this from ground radio observations once it has gone into orbit. The more observation stations there are located round the earth, the better can this information be precisely determined.

It is understood that Aitutaki received a high rating as one possible site.

Once the necessary arrangements are completed, the special radio equipment, almost completely self-contained, can be flown in and set up on the selected sites with very little delay.

The Globemaster left Honiara on June 21 on return to Honolulu. En route is passed Nauru, Ocean, and Tarawa, making successful mail drops on behalf of the postal authorities.

Japanese Cement For Fiji's Rebuilt Airport

Masses of men and millions of money have changed the appearance of Nadi airport, in Fiji.

A criss-cross of very long runways, and a large terminal building with its roof already on mean that Nadi will be ready for the jet aircraft, when shortly they commence coming and going between Australia and North America.

An enormous quantity of cement has been used on these works, and it still is going in. The Burns Philp chief in Fiji, Mr. M. H. Helsen, told *PIM* that that firm alone, under contract, had supplied over 20,000 tons.

British and Australian cement manufacturers naturally were after these orders, but a large proportion of the cement came from Japan. The Japanese price, landed in Fiji, was £7 per ton under the English quotation.

How Are They Sleeping at Nights?

Rabaulites went without their Tuesday night picture show in June to attend instead a tax-fight meeting.

Mr. Dudley Jones, still then the elected MLC for New Guinea Islands (since then he "walked out" with the other two elected members of Legco, and so is now the ex-MLC), chaired the meeting which was convened by the New Guinea Tax-payers' Association.

Said Mr. Jones: No member of the Legislative Council of New Guinea is competent to deal intelligently with the Income Taxation Bill, not even our Treasurer who, when he toured the Territory with Australian Taxation Department expert Kahl, answered none

The Bishop Had It In The Bag

During the first "taxation" meeting of Papua-New Guinea's Legislative Council in April, and after the elected members had stated their intention to resign, the Nominated members wrote to the Governor-General of Australia, Sir William Slim. Just what was in the letter was top secret, but it was to acquaint him of the fact that they did not like the look of how things were shaping in the Legislative Council, and to ask for guidance.

The Governor-General answered at once; but when weeks had passed and nothing had been received, Mr. B. E. Fairfax-Ross wrote again to the G-G and asked "Whaffor"—or as near as one can get to that when addressing a Vice-Regal personage.

Hurried inquiries were made in Canberra, and then it appeared that the G-G's reply had gone direct to the first signatory of the Nominated members' letter—namely, to Bishop P. N. W. Strong. The good Bishop had read the letter and put it in his bag. He had assumed that a similar letter had gone to all the signatories!

the questions himself. Why? No one knew why, and Mr. Jones went on: "We still think it possible some Government Members of P.N.G. to make history by voting according to their conscience against the bill. Perhaps they would like to sleep easy in their beds." Subsequent events showed, of course, that none of the official members lived up to these high hopes of them.

Australian Press Under Fire in NG

Two prominent and highly respected residents of Papua and New Guinea—Bishop Strong and Mr. E. Fairfax-Ross—had something to say at the Legislative Council meeting in June about the cheap, sensational Press of Australia, and its treatment of news from the Territory. They referred especially to the way the Press mishandled matters affecting the relationship between Europeans and natives. The ill-informed and unjustified comments of a section of Australian commentators, said Mr. Fairfax-Ross, could bring about in P.N.G. very conditions (bad relations between races) which they now profess to fear. Every responsible person in this

country is conscious of the problem and obligations created by race plurality; and individuals and bodies on each side are doing much to help the natives to reach our standard of life, in a spirit of freedom and racial tolerance," said Mr. Fairfax-Ross.

There was no exploitation of the natives—that kind of thing was as dead as the dodo. Australia, for very many years, had put far more into Papua and New Guinea than she had ever taken out.

Referring to the Sear (spleen) case (PIM, June) Mr. Fairfax-Ross said that a number of unions joined the clergy and professors in trench-

ant but uninformed protests.

However sincere their outbursts may have been, they were quite out-matched by the learned judge's long experience and his high and tolerant understanding of his judicial responsibility.

"A few weeks later another distinguished member of the clergy was reported to have implied that there was already a rising tide of racial animosity in this country.

"While we might expect exaggerated comment from a political or national enemy looking for a thin red line to bait with unrest, we have a right to hope for encouragement and aid in our pur-



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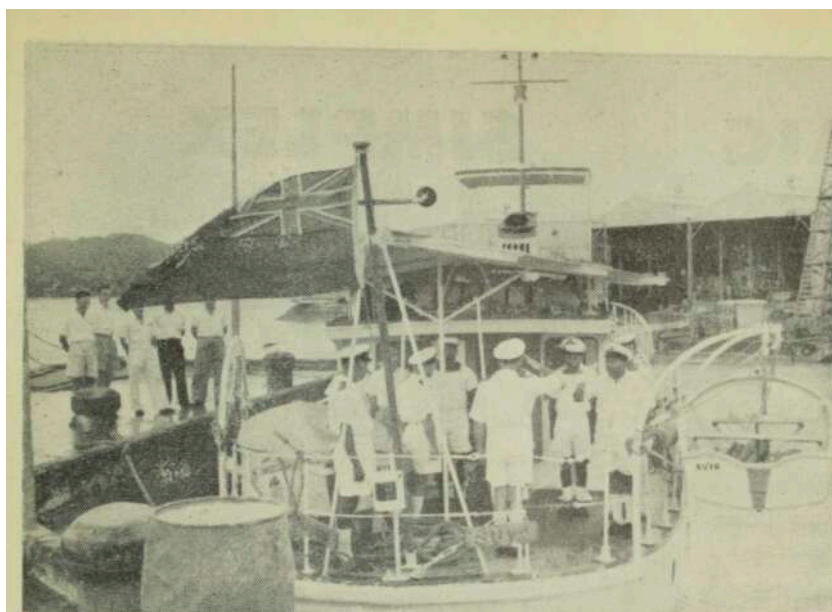
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Exactly a year after her arrival in Suva from a Singapore building yard under Fiji Royal Naval Volunteer Reserve manning, the White Ensign was lowered aboard the Fiji Government motor yacht "Ra Marama" on June 2. A moment later the Fiji Government's Blue Ensign was raised, as shown here. The men removed their naval uniforms and appeared on deck in the Government's marine-section uniform. This was one of the moves in the disbandment of the Fiji RNVR, due to lack of finance.

the Territory and he said 'No'. I asked who they were and he would not tell me.

"He asked how long I had been there and I said 23 years—and I was certain there was no truth in the report. My statement was never published.

"The real blame lies with a certain section of the Australian Press which has no sense of responsibility whatever in relation to the true interests of a Territory such as this."

Beef Industry Plans For NNG

The Netherlands New Guinea Administration is pushing ahead steadily with its plans for establishing a beef and dairy cattle industry in the Territory. (Over)

pose from our own nationals.

"If we ever do experience acute racial animosity here, not the least of its background causes will be, though doubtless well meaning, such highly inflammatory comments as those to which I have referred.

"Too often we find a tendency to suggest racial discrimination where none exists.

"Even simple prohibitions which are accepted as part of our daily life in Australia are likely to become misconstrued in their application to our community."

The Bishop of New Guinea very strongly supported Mr. Fairfax-Ross.

"It is extremely irritating to have members of the clergy and of the Universities theorising on matters connected with this Territory, of which they have no knowledge," he said. "It often happens.

"In this case I am not sure that the blame lies with those who made the statements. I think the blame lies with the Australian Press. The news was given in such a way—it gave a slant to the news—that readers naturally thought that injustice had been done and that there had been a case of racial discrimination.

"I think the real trouble lies in the attitude of the Australian Press towards the true interests of this Territory.

"The problems arising out of plurality of races here are not well handled by the cheaper section of the Australian Press, because it does not want to do so—it wants sensation.

"Last year, I had not been three hours in Sydney when I got an urgent call from a particular newspaper and I was told a most fantastic story about dissatisfaction among New Guinea native people and the imminent danger of a

rising. He wanted my opinion and I gave it.

"I said there was no truth whatever in the statement. I asked if his informants had ever been in

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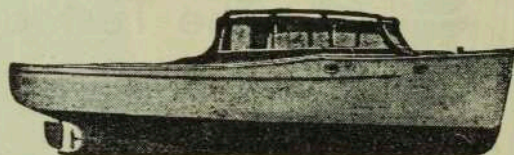
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Here is Henry V as a Fijian. He is Ratu Jone Vuiyasawa photographed during his performance of the Crispin Day speech at the Suva Town Hall concert staged in aid of the Colonial War Memorial Hospital Week.
Photo: Christopher Venning.

Dr. A. van Leeuwen, director of animal husbandry at Hollandia, said recently that the cattle-breeding experimental centre in Merauke, Southern NNG, was running about 100 head on 600 acres; the area will be increased to 2,500 acres to carry 100 or 700 animals.

To conduct cross-breeding experiments with local cattle, NNG authorities air freighted a Santa Gertrudis bull, three Brahman cows and five heifers from Australia; the first calves are expected this year.

Dr. Leeuwen thinks that, later on, the Baliem Valley (NNG's isolated Shangri-la") might be used for development of the cattle industry. Three Illawarra Shorthorns, two heifers and a bull calf were flown there last year for the American Christian and Missionary Alliance and appear to be thriving.

Air transport is the only means of communication with Baliem, but the airstrip in the valley is being enlarged now to take DC3 Dakota aircraft with larger cargo capacity than the planes that hitherto have been in there.

Flying Boats or Land Planes for RNZAF?

Those sleek jet land-planes and million-dollar expanses of concrete

notwithstanding, a good many people, especially in the Islands, still have a firm affection for the flying-boat with its ability to land them right "in town" and its safety factor advantage on trans-ocean flights.

So a visit to Fiji by representatives of the only company in the world specialising in the construction of large flying-boats was of more than passing interest.

The firm is the Martin-Baltimore Company of Baltimore, Maryland, USA, and the representatives—who dropped in to Suva late in June—were Programme Manager Harold Greene, Chief Test Pilot George Rodney, and Chief Electronics Engineer Larry Collins.

They had been in Wellington, NZ, to try to sell replacement flying-boats to the Royal New Zealand Air Force, following which, on the way back to Baltimore, they made a side visit from Nadi to Laucala Bay to inspect the existing service facilities at the RNZAF base.

Mr. Harold Greene said that the NZ government would very shortly be faced with a decision as to replacement aircraft for the existing British-built Sunderland flying-boats, which are no longer in production, and that Martin-Baltimore was the maker of the only possible replacement for the Sunderlands—

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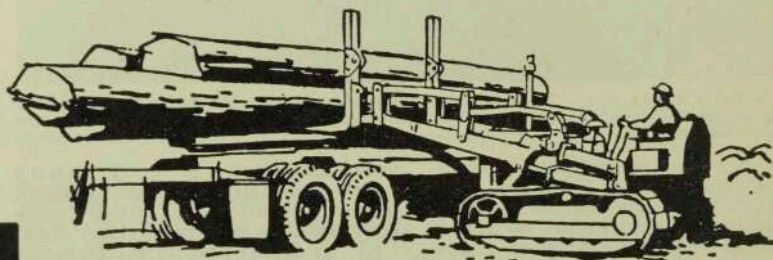
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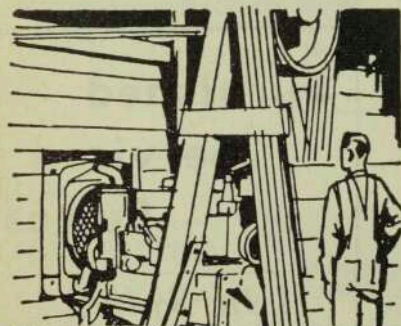
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First Catch Your Snake . . .

There was a rare event in Suva in June when a Forestry Department Ranger found a four-foot red snake. Fijian snakes are in short supply these days, although before the mongoose was introduced into Fiji early in the century, snakes were reported in large numbers.

In those days Fijians regarded them as a great delicacy and then fattened them before roasting them. The system was to put the snake in a big pit and feed it on grated coconut and other fattening foods for weeks or even months. They are supposed to taste like turkey.

Fiji's snakes can give a nasty bite, but they are non-poisonous.

if it was decided to stick to flying-boats.

The Martin company is producing only two types—the P5M twin piston-engined anti-submarine type, and the jet P6M Seamaster, mine-laying aircraft, the first of which was delivered to the US Navy at the end of June. The P5M is the only one likely to meet the present requirements of the RNZAF.

The P5M has been in production for some years, first exclusively for the US Navy and more recently also for the French Navy; 240 aircraft have been built.

P5M has a range of 2,700 nautical miles, at an all-up weight of 80,000 lbs and a cruising speed of 160 knots. The top speed is 218 knots. These speeds are equivalent to 230 and 250 mph respectively. The aircraft is powered by a pair of Wright motors, each of 3,700 bhp.

The company's other aircraft, the P6M, is the world's only jet flying boat actually in production. During the development stages two test models broke up in the air. That was the price of research and development, and the trouble proved to be in the design of the tail assembly. This was corrected—and the first of 14 now building for the US Navy will be in service shortly.

Mr. Green cannot see a passenger or cargo version of this jet flying-boat—whatever the future might hold in commercial jet flying-boats, his particular design was strictly a military proposition. But he does not believe that a jet flying-boat could not be designed for competitive commercial service, or that the essential shape of a flying-boat hull is incompatible with a high aerodynamic performance. The main limitation on commercial flying-boats is in loading facilities and the problem of ice in high latitudes and old climates. For example, there

were many lakes and seaports in the United States where a flying-boat could not safely operate because of ice in the winter months. On the other hand they could be ideal for tropical use and especially in these Island areas, where the use of land-planes was restricted by the scarcity of jet airfields.

The 14 P6M's now on order will be assigned to the Atlantic area by the US Navy, but Mr. Greene said it was possible that a later group might be stationed in the Pacific.

New Relics from Old Mysteries

A Belgian vulcanologist, Haroun Tazief, and a diver, travelling in a French Navy frigate that recently visited Vanikoro, BSIP, is believed to have, in June, relocated the wreck of one of La Perouse's ships (probably *Astrolabe*), and to have found other relics of that late-18th century tragedy.

News of the new discoveries trickled through to Sydney in late June—and it's a pretty fair indication of the isolation of Vanikoro, not only from the rest of the world but from BSIP headquarters, that the story came from the wife of one of the members of the party in

far-away Paris before it could be confirmed in Honiara. Details of what has been found are still lacking.

However, the new relics are unlikely to solve any old mysteries—the mystery of La Perouse's disappearance was solved quite conclusively 140 years ago by Captain Peter Dillon of the East India Company.

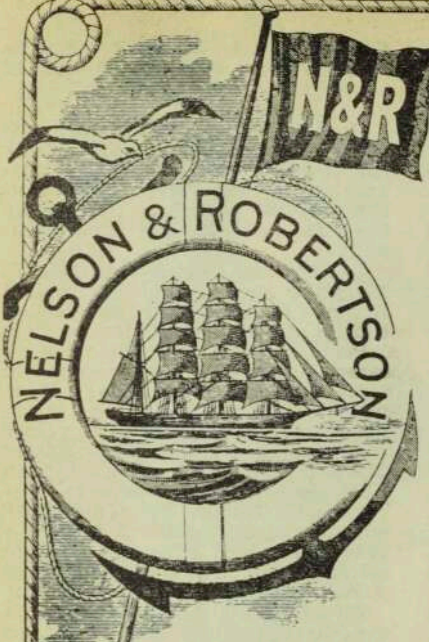
La Perouse, with his vessels *Astrolabe* and *Boussole*, arrived at Botany Bay a few days behind Phillip and the First Fleet in 1787. Within a short time La Perouse sailed again—and disappeared. In 1891, D'Entrecasteaux was sent to look for him, but failed, and it was not until many years had passed that Captain Peter Dillon, engaged in the sandalwood trade around the New Hebrides-Solomons area, discovered on Tikopia, one of the small outlying islands of the Solomons, a sword decorated with the *fleur de lys* of France. The natives told him it had been traded from Vanikoro.

He immediately bethought him of the mystery disappearance of La Perouse, and when this was reported to his masters, the East India Company, the Company supplied him with a small ship to return to the Solomons.

Dumont D'Urville heard of Dillon's



This painting of a New Guinea singsing was unveiled by the Morobe District Commissioner Mr. H. Niall in the main lounge of the Hotel Cecil, Lae, in June. It is done in oils on three-ply sheets and attached to one wall. Artist was Miss Bette Hays, here seen with Mr. Niall after the unveiling. The painting accurately portrays singsing dress; it shows head-dresses worn by the people of Leron; Bird of Paradise plumes on dancers from the Chimbu-Minj areas; the Cassowary dance being enacted by the Duk Diks, from the Middle Sepik River (waving decorative fishes the Cockatoo Men; and men from the Middle Sepik River (waving decorative fishes around); Mr. Niall commented that many old-timers could still recall how an attractive New Guinea girl looked in a grass skirt, but that custom, like the singsing itself, was dying out, and many of the younger people would never see it.



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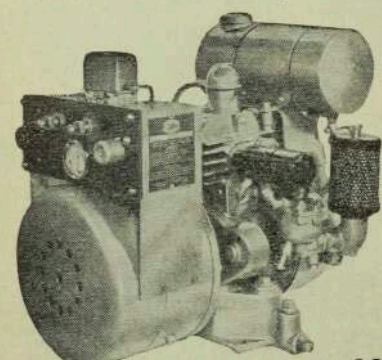
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It's Dearer On The Cheap

"One of these days this Territory is going to learn that the dearest way to do a job is to do it on the cheap. And this Territory is the South Pacific's leading exponent on the do-it-on-the-cheap method."

The Territory was Papua-New Guinea. The speaker was a senior Territory public servant—but apparently not so senior that he could do anything about his complaint.

According to him, the Territory has been so busy attempting to build a little bit of everything that it has built little that is substantial, except perhaps hospitals.

"We spend money on hospitals, and we have some good ones," he said. "But we can't afford to build a decent road, so we build something that has to be continually patched and soon costs more in maintenance than a decent road would have cost in the first place. The bridges are the same—they're too small because we reckon we can't afford to build them bigger."

"We can't afford to build big hydro schemes, so we waste our money on alternative power sources which soon cost more than a decent sized hydro scheme that requires little maintenance, and few people to watch over it."

"And we spend thousands every year investigating better schemes for just about everything we want, before we eventually decide that we can't afford the better schemes, and go back to the alternatives. But the thousands we have wasted on the investigation would have helped pay for the better schemes."

"What this country needs is a proper planning organisation that can look at everything over-all, and see the money is spent in the way that will do most good. And not on the cheap."

discoveries, in France, and he too set out. Both expeditions reached Vanikoro in the same year, 1828; both men gathered relics from the reef where *Astrolabe* (or *Boussole*) is believed to have struck. Both expeditions visited Sydney on their way back to Europe and there was a lot in the newspapers of that day about the discoveries.

In early 1958, the then French Resident Commissioner of the New Hebrides, M. Pierre Anthonioz, and a party of aqua-lung experts, arranged a private expedition to Vanikoro, and using d'Urville's old charts recovered relics from the reef—old anchors, buttons, lead balast, etc. This story was told in *PIM* in the issues of April and May, 1958.

M. Anthonioz sparked a new interest in La Perouse and his disappearance, and revived the old stories: It is supposed that his vessels were wrecked on reefs near Vanikoro in a storm and that there were some survivors who lived for a while amongst the natives of those parts.

The Anthonioz party was not able to prove conclusively that the wreck was the *Astrolabe*—although it seemed highly probable. Local legend is to the effect that the site of that wreck was North-West of where d'Urville and Dillon found their relics, but it is thought now that this N-W site may have been where the second vessel, *Boussole*, went up on the reef. How to be sure at this late date whether the remains of the wreck that has been found is *Astrolabe* or *Boussole* is something that will have to be left for the experts to fight out.

The current visit of the French frigate to Vanikoro was to survey

the La Perouse monument there, with the idea of replacing it with something more substantial. So far as the BSIP Government is concerned this is the official reason for the French vessel being in the locality.

However, at end of June it was unofficially reported from Honiara that a party from the frigate had discovered more La Perouse relics; and from Noumea, New Caledonia, comes the advice that the relics consist of a ship's stern-post.

But is the stern-post *Astrolabe* or *Boussole*? That still seems to be the only unsolved mystery. It will be interesting to see whether the latest discoveries can throw any light on the subject.

Fiji's Education Bill Rises Sharply

Though Fiji's population has increased by under 50 per cent. since 1946—it was then 260,000 and is now 375,000—the number of children attending primary schools has increased by 653 per cent., the government education bill has risen by 665 per cent.—and there are still an estimated 11,000 children between 6 and 14 years of age who are not attending schools.

That is a summary of the present situation regarding education in Fiji as given by the Director of Education, Mr. J. G. Rodger.

Government expenditure on education had grown from 11/2 per head in 1946 to £2/18/- per head of population in 1958, Mr. Rodger said. The above figures are exclusive of the very considerable expenditure on education made by

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non-government organisations. Government schools were scattered through 53 separate islands of the Fiji Group.

Mr Rodgers said that though considerable gains had been made in material improvements to the education system in post-war years, all was far from well on the scholastic side.

"Something is drastically wrong," said Mr. Rodger, "when out of 563 Indian children in the Western District sitting the Secondary Schools Entrance Examination, only 65 can achieve half marks or more in a very simple test in English, arithmetic and general knowledge."

He called for greater effort on the part of individual teachers, and for their full co-operation in making a success of the radio lessons in English. The need for a better grip of the English language was paramount, Mr. Rodger said.

The Manus Believe In The American Way of Life

American anthropologist Margaret Mead considers that the native fathers of Manus, in the Admiralty islands of NG, are the best fathers in the world.

Writing in the American mass-circulation Sunday newspaper supplement, *This Week*, Dr. Mead says that Manus fathers "know how to combine discipline and self-reliance" in dealing with their young.

This has enabled, she says, Manus people to come from the Stone Age to the 20th Century more easily. When I first visited this island in 1929. [She later wrote *Growing Up in New Guinea*] I found the inhabitants were still 'savages,' she wrote. "When I returned in 1953, they had become a modern people."

Children grew up, she said, knowing how to hold to the best from the past but also able to change with the times.

Tracing the history of the island, she wrote that, after discovery, ships brought traders and missionaries and government officials.

"During World War II, the Americans came—a million of them—and the Manus men watched how these strangers behaved. Because their fathers had brought them up to be strong and capable and sure of themselves and had taught them a little divine discontent, they were able to make discoveries.

"They recognised the superiority of some American things: planes, tanks, bulldozers, and hospitals; the same people of different races wore the same uniform and earned the same pay; what the American Army went to save a single life."

"And they (the Manus people) were able to change. The young men whose fathers had taught them to be strong and to judge things took the lead. They reorganised

Manus society to make it more like their ideal of American life."

She suggested that modern American fathers can learn a lot from the Manus people, chiefly in preparing their youngsters for a more peaceful world and one that is changing.

The Fish-Shufflers Of Polynesia

Over the past couple of years, as *PIM* has previously reported, United States Fish & Wildlife survey vessels have been transferring a variety of sardine, peculiar to Marquesan waters, from there to Hawaiian waters.

The Hawaiian tuna industry de-

pends upon a satisfactory type of small fish-bait, and the only suitable kinds in Hawaiian waters have become increasingly scarce.

The Marquesan sardine has proved ideal, capable of surviving for lengthy periods in the bait tanks of the tuna boats, and amenable to transplanting to Hawaiian coastal waters where it appears to be multiplying. The various consignments brought north have simply been emptied into the open sea in various bays and they have settled down there.

Now, apparently, the Papeete tuna fishermen are also going to try out the Marquesan sardine. Recently, at the request of the French Polynesia government, the US F&

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"Slasher" Caught, They Claim

Noumea's police, in June, claimed they had arrested Noumea's "Slasher" (PIM, June). They alleged he was a 17-years-old youth who had easy access to homes as an electricity serviceman.

Police said he had confessed to about 20 burglaries and to having mutilated female clothing in some of the homes.

US vessel *Charles H. Gilbert* took 40 buckets of Marquesan sardines to Tahiti, where 20 buckets were released in coastal waters and the remainder released in an enclosed lagoon to see whether they can be conveniently farmed for the use of the local fishing fleet.

Charles H. Gilbert then carried out a survey of nearby waters for other suitable bait fish and took 87 buckets of a Tahitian type of sardine at three places round Tahiti, two bays at Moorea, and a bay at Papeete. The survival properties of this sardine in the ship's bait tanks was also reported to be excellent.

On the return voyage to Honolulu the survey vessel transferred 50 fresh-water natio—a bass-like river fish which inhabits Tahiti's mountain streams and has sporting propensities—to a river at Taipi, Nuku Niva Island, in the Marquesas. This transfer was made at the request of the French authorities, the fish surviving the voyage.

IZ-ers Want Better Bananas

The Cook Islands citrus growers were not the only people who received a warning on fruit quality from the New Zealand importing organisation—as reported in PIM June.

The Western Samoa banana growers were also warned by Mr. C. Ross Walker, general manager of Fruit Distributors Ltd., that the New Zealand banana quota might be reduced rather than increased if the quality of the fruit—which had shown a decline in recent months—was not improved.

The Western Samoa Department of Agriculture said that 348,693 cases had been exported and a further 616 cases rejected on the wharf prior to shipment up to the end of May this year. The production estimate for the July 1-December period was given in June as about 5,000 cases.

UN Mission Reports On Mrs. Rasch

Mrs. R. E. Rasch, a Nauru resident, gets a mention in the official United Nations report of the recent visiting mission to the island, released in June, but it's doubtful if she will appreciate it.

Here is how the report tells the story:

Petitioner: Mrs. R. E. Rasch stated [to the mission] that the post of matron of the hospital should have been filled by a candidate from Australia, not by Miss Clark, the former Sister-in-Charge of Child and Maternal Welfare:

Observations of the Local Authority:

The former matron had got married and her post became vacant; Miss Clark, together with other applicants in Australia applied for the post and, being fully qualified, was selected for promotion to fill the post by the Minister of State for Territories. A fully qualified sister for Child and Maternal Welfare is being sort at the present time in Australia.

Comments of the Visiting Mission: It was learnt that Miss Clark had had occasion in the past to discipline the petitioner for being absent from her work and getting someone else to sign the attendance book in her name; the complaint thus appeared to be motivated by feminine spite.

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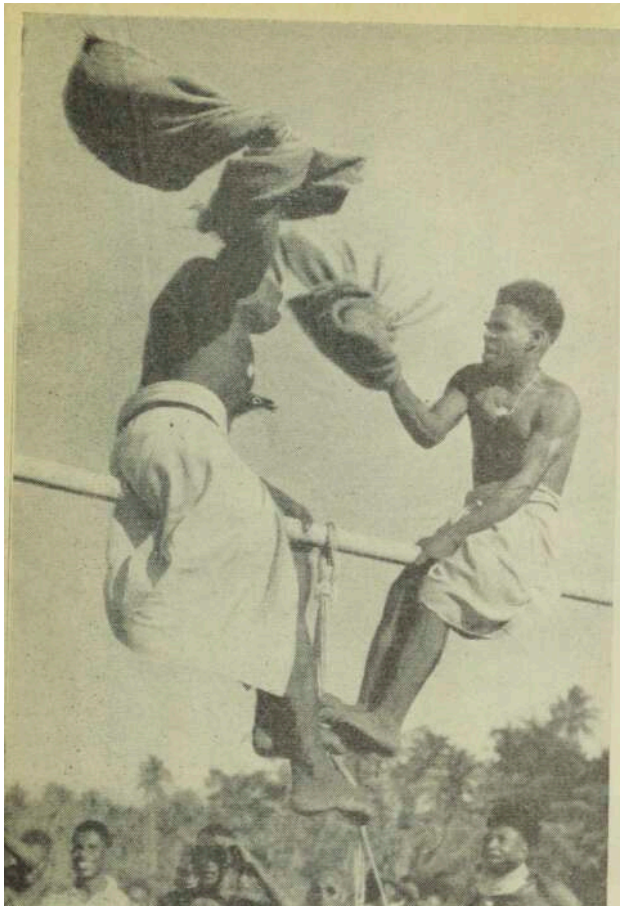
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The Rabaul (New Guinea) natives on this page were newsworthy in June. The two on the left were photographed battling it out with pillows at New Britain's Agricultural Show (the chap at left won). In the picture below, truck driver Boeding, of Malaguna, a former corporal with the Papuan Infantry Battalion, stands in front of his Works Department truck not long after he had pulled a European out of a burning car on the Burma Road. Despite risks to himself, he extinguished the man's blazing clothing and had him taken to hospital.

The One-Eyed Bombs Were Kept Hidden

The Rabaul (NG) Apex Club launched a road courtesy week in June, inviting car owners to have a road check. It appeared to get off to a flying start when it was opened at the Palms Theatre by Mr. Dudley Jones, but a *PIM* correspondent later reported that the small number of cars which lined up at the check point next morning seemed to indicate that most of the motorists who heartily applauded the opinions expressed at the Palms were mentally resolving not to get themselves involved.

Less than 10 per cent. of Rabaul's cars, excluding Administration vehicles, were checked for road worthiness and given an orange "all clear" certificate.

The other 90 per cent. appeared to carefully keep out of the way of the check points, taking the long way round to reach the shopping centre.

The correspondent added: "As Rabaul pedestrians continue to meet the one-eyed 'bombs' and search in vain for tail lights that really light up, they are beginning

to feel that compulsory checks are the solution. But on the figures available that would mean Rabaul would be virtually immobilised."

Queen's Honours in WPHC Territories

The following Queen's Birthday Honours and awards for 1959 were announced in Honiara, BSIP, in June:

THE IMPERIAL SERVICE ORDER: Thomas Henry Manning, Comptroller of Posts & Telecommunications, BSIP (Companion).

THE COLONIAL POLICE MEDAL FOR MERITORIOUS SERVICE: Thomas Arthur Handford, Chief of Police, BSIP.

THE BRITISH EMPIRE MEDAL: Frederick David Murdoch, Senior Foreman of Works, Gilbert and Ellice Island Colony.

Awards of a Certificate and Badge of Honour were also approved by the High Commissioner to the following people:

Benjamin Kevu—HCO District Administration, BSIP.

Peter Sasabule, BEM—Chief Bosun, Marine Department, BSIP.

Tebao Averika—Island Magis-

trate, Island Administration, G & EIC.

Bauro Rasietia—Assistant Administrative Officer, District Administration, G & EIC.

Ioteba Tamuera Uriam—Copra Board Inspector, G & EIC.

The Natives Supported The Big Show

New Britain's third Agricultural Show, held at Kokopo on a weekend of June, received higher gate takings than previous years, despite the fact that there were fewer Europeans and Asians. The reason was the greatly increased native attendance. In view of that, reported a *PIM* correspondent, the Society might like to provide more amenities for the natives in future shows.

In all other ways the show was bigger, brighter and better, with solid structures replacing last year's make-shift shelters, and the sometimes spasmodic ring events of the past tightened up this year by Mr. Tom Garrett.

There was wide interest in the art and antiques sections sponsored by the Rabaul Arts Society, with pictures by local artists, and rare china, silver, glassware, jewellery and books on display.

W. Samoa Makes Life Tougher for Drinkers

Western Samoa's peculiar system of controlling the sale of alcoholic liquors has been tightened, to the detriment of club finances, and visiting seamen.

Liquor permits, required by all wishing to consume, are issued by the Medical Department on a recognised monthly allocation—



Boeding ... made news. See lines in picture above.



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strictly for medicinal purposes, and with the possibility of an additional prescription to meet the health demands of a wedding or other special celebration.

Visitors passing through the territory are also normally granted a prescription for a reasonable quantity—but no one drinks simply by right.

A large number of people in the Apia area normally surrender their prescriptions to one or other of the local clubs, together with the money required to cover the cost of purchasing the specified quantity of liquor at normal retail rates.

The clubs, however, purchase the liquor at wholesale rates from the Customs Department which handles it, and they pocket the difference as a service charge and as a means of financing club operations.

The system has been open to abuse and there is a good deal of trafficking in permits (or prescriptions) by persons who do not require their entire allocation of liquor.

This surplus has been sold by clubs to outsiders—odd visitors who haven't had the time or energy to get a permit—or to club members who consume more than their own allocation; or to persons who, for one reason or another, are debarred from holding permits.

As a result of some recent court action against clubs, it is now going to be a good deal more inconvenient for everyone.

As from July 1, liquor is no longer being sold on a wholesale basis to clubs. The individual members will have to make their own purchases at retail rates, then take their bottles along to the club if they wish to consume it there.

It will still be possible for liquor to be consumed illegally by non-permit holders or in excess of permits, but no one will be able to make any money from such transactions except by charging in excess of the normal retail price.

At the same time, though *bona fide* air or sea travellers passing through Apia will be able to obtain permits, visiting seamen will be debarred "because they have a habit of taking their liquor to undesirable places, getting drunk here, and waking up to find their money has disappeared"—according to the *Samoa Bulletin*.

No Ship Yet from Mr. Nehru

A request by Fiji Indians for the provision of a "pilgrim-class" ship or contact with India, which was made to Mr. Nehru, India's Prime Minister, had received no reply to the end of June.

The petition to Mr. Nehru, containing some 1,200 signatures, was handed to the Commissioner for India in Fiji on May 11.

Mr. Chimanlal Patel, a Suva agent and principal spokes-

man for the group, said on July 1 that a reply from India was awaited before any other action was taken on the world shipping market.

Before the war, Mr. Patel pointed out, there was a large cargo vessel which used to come to Fiji from India once a year. She brought jute sacks from India for the Colonial Sugar Refinery Co. On the return voyage to India she provided an opportunity for Fiji Indians to visit India at a cheap rate. The standard of accommodation was low, but it was acceptable to many people who otherwise could not afford to visit India. These people remained there for a year, returning on the next sailing.

Mr. Patel said that there was again a demand for such a connection. He thought that there must be 10,000 to 15,000 India-born Indians still alive in Fiji, and a high percentage of these would welcome an opportunity to visit India. A percentage of these, he felt, might elect to remain in India. He estimated that at least 300 persons would be available immediately if a vessel charging a fare of about £50 in troop-ship type of accommodation was made available.

The request for the arrangement for such a ship had been addressed to Mr. Nehru, Mr. Patel said, because it was felt that the Government of India might take a sympathetic view and make the

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136 JULY, 1959 — PACIFIC ISLANDS MONTHLY



ISLANDS MUSIC IN SYDNEY. This group of young men from Noumea entertained a meeting of the Polynesian Association in Sydney last month. They are, from left, Rene Girard, Emile Galienne, Bernard Morazaki and Jean Girard.

—Te'e-Photo.

necessary provision. If the request was turned down other possibilities would be investigated and the group would be glad to receive inquiries from overseas ship-owners.

Joint Effort in Coconut Research in BSIP

The BSI Government and Levers' Pacific Plantations are to undertake a joint venture into coconut research in the Solomons.

Levers have already offered portion of their Russell Islands plantations as experimental grounds, and also to provide a research agronomist.

In 1960 this research programme will be provided for in the Government's Development Plan.

Coconuts from Malaya, Zanzibar and Ceylon are to be imported and comparisons made with the local palms. From this research it is hoped to improve the yield of the Protectorate's copra crop.

Can't Send Those Invited Guests Home

Undesirables whose birth-place was any particular island in the Cook Group, could not legally be forced to return to that island from another where their presence had proved undesirable.

This was explained by the President at a recent meeting of the Rarotonga Island Council following legal advice on the subject. Earlier there had been suggestions by members of the Council that such persons, convicted in Rarotonga, should be sent to their home islands for a specified period after serving their sentences.

Following the above report the Council approved a motion that legislation be introduced at the next annual meeting of the Legislative Council of the Cook Islands making it legal to send such convicted persons home.

They're Using Henderson Field Again

Henderson Airfield, Honiara, which has been out of operation since January, when flood waters washed away the Lunga Bridge, is once more in commission.

A temporary bridge, using some of the materials from the damaged bridge, has been placed across the Lunga River about 50 yards further downstream.

The airstrip itself, damaged by the floodwater, has been re-graded. The giant American Globemaster landed there in June and proved the strip in working order again.

Unfortunately the temporary bridge is by no means out of the flood danger area and heavy rains could disrupt communications between Honiara and Henderson Field once more. Since the January deluge, the Qantas weekly DC3 from Lae has been using Kukum airstrip.

Papeete Airport—They Mean it Now

Well, they really mean it this time," said a visiting travel agent, homeward bound to San Francisco after paying a visit to Tahiti in June. The agent was Muriel Myers ("never mind about the Miss or Mrs."), who is "director of sales incentive" for the big Foster Travel Services.

Incentive Director Myers was referring to the long-promised Papeete international airport and to tourist facilities there. Work is now going ahead on the airfield. More engineers and equipment are constantly arriving, and every spare house within miles of the Tahiti capital has been taken over by staff of the airport contractors.

"As of now," said Muriel Myers, "there is no top-line tourist accommodation, in the American sense of the word, in Tahiti; but two such hotels will be going up very soon." One of these will be the new *Tropiques* at Faavae adjoining the airport and the existing cottage-style *Tropiques*.

The other hotel is to be erected by Spencer Weaver, operator of a chain of top-line eating houses in Honolulu, who has recently completed negotiations with the French Polynesia government. Work on this hotel should start soon, Muriel Myers said.

You'll Pay For That Ride Soon

Air travellers are due for another shock in the not distant future. In the past, airlines operating in the Australasian-Pacific Islands area have stood the cost of motor transport from city terminal to airport and vice versa.

International competition is now becoming so keen that this facility is apparently due to cease any time.

TEAL, in Papeete, is now charging extra for transport from Papeete to the new embarkation point at Faavae. The opposition airline, TAI, is not so charging, yet.

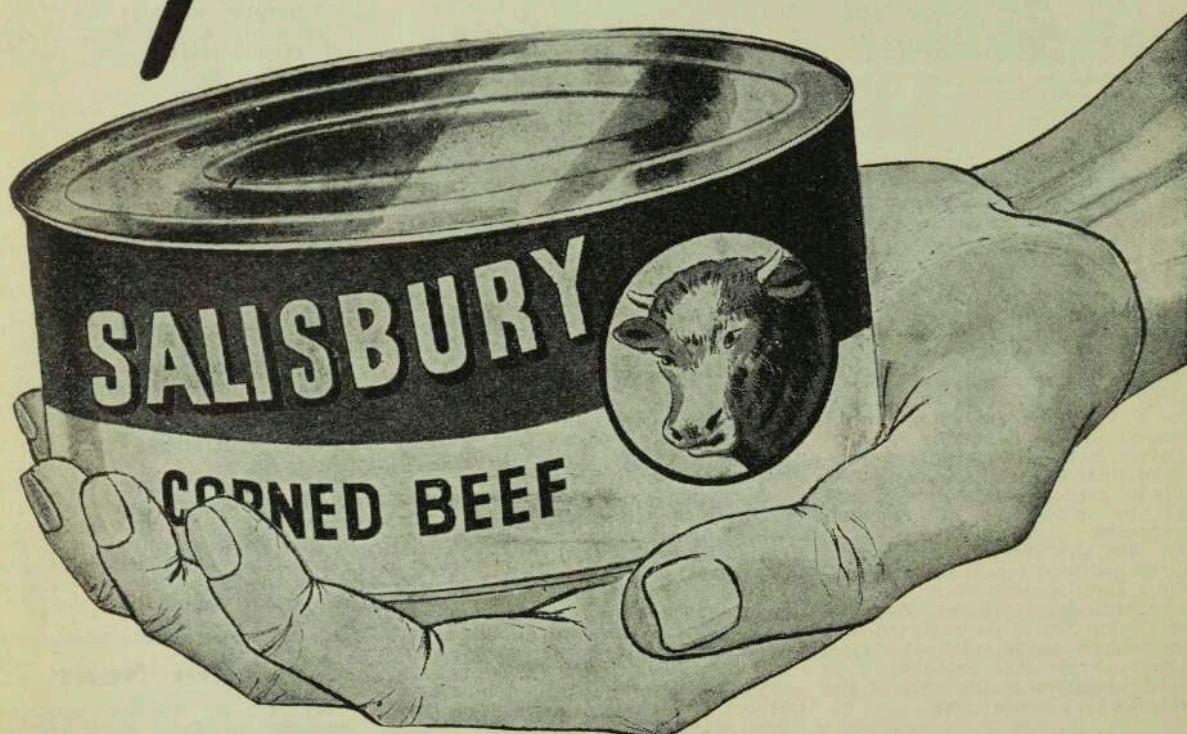
The air passenger in UK, USA and the Continent already pays for airport-to-city terminal bus travel—usually the equivalent of a flat 5/- per trip, which in places like London, where the ride can take up to an hour, cannot be called ex-

Not So Sour

Mr. C. R. Walker, general manager of Fruit Distributors Ltd. of New Zealand makes this correction to our "Cook's Oranges Leave Sour Taste", page 133, June "PIM": "The statement in the last paragraph ['From the above price growers have to find the cost of cases, about 7/6, and meet certain other costs'] is not correct.

"Cost of cases and other costs are not deducted from the growers' price but are additional costs making up the f.o.b. export price to approximately double the price payable to the growers. It is the f.o.b. price that Fruit Distributors pays, not the growers' price."

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cessive. [This five-bob charge is one of the lesser crosses the air-traveller in Europe has to bear, the conduct and amenities of the air services there fall far behind those taken as a matter of fact in places like Australia. The wild scramble for aircraft seats in a herd of excitable Italians, rude Frenchmen and pushing Prussians is something the traveller from Down Under, who is used to being issued with a civilised seat check, is not likely to forget in a hurry.]

The tendency with airlines, said a TEAL spokesman in Suva in June, is for a general withdrawal of free transport to and from the airport, although as yet there is no universal agreement.

Until a year or so ago TEAL flying-boat passengers were landed by launch at the Papeete wharf, right in the city, but when the loading point was shifted to the site of the planned international airport 4½ miles west of the city it was decided to charge extra for this road transport.

Fijians Want Segregated Schools Retained

While there is a body of opinion in Fiji that feels that multi-racial schools provide a major contribution to harmony and understanding between communities in Fiji, two Fijian members of the Legislative Council made it clear at the June session that they—and, they thought, most Fijians—were opposed to such schools.

The subject came up for debate through a reference made to such schools by the Governor in his opening address. The Governor said that he looked forward to the day when English was so wide-spread that all primary schools could be multi-racial, though this would not be possible for a good many years ahead.

The Governor said also that it might be a good thing if the government withheld grants from schools which were not going to be multi-racial. He pointed out that because of this racial factor, schools were often not used to best advantage. Children of one race and living near a school often had to travel long distances to attend another school of their own race.

Semesa Sikivou, Fifth Fijian Member, while admitting that administratively and from a Christian viewpoint there was virtue in the Governor's suggestions, said there was one point that he wished to emphasise: "The Fijian people are a minority race. If they should lose their culture—the sum total of things which go to make up their way of life, from the bure to the meke—they will have nothing.

"We must not be too hasty about mixing people up," Semesa said. "In the streets today we see people who

do not have any culture. They look like Fijians but they are really nobody. That is what I am afraid of."

The Sixth Fijian Member, Ravuama Vunivalu, also disagreed with the Governor's ideas. "Changes in such things as tradition must come when the people are ready to change psychologically and ask for it," he said. He, too, felt that this aspect must over-ride any Christian approach to the subject.

Cathay is in Suva To Stay

The possibility that Cathay Hotels Ltd., of Singapore, who recently took over the Grand Pacific Hotel at Suva, might pack up and return

home seemed past in July.

Mrs. Margaret Webb, the manageress, said that an agreement had been reached with the former proprietors, the Union Steam Ship Co., whereby Cathay had now taken over the existing furnishings on satisfactory terms.

The major bone of contention had been the question of the negotiated valuation of the hotel, which was the price agreed to be paid by Cathay. [Several bids had been received for the GPH when tenders closed on March 31, but it went to Cathay Hotels, which signified its willingness to pay "what the Fiji Government had to pay the Union Steam Ship Co."].

The Union Co. had given a valuation substantially higher than that of the Government and until this



Sand castles are an expression of a child's desire to build, to create something solid. Their castles in the air — their dreams of the future — will have much more chance of coming true if they learn to save while they are young.

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was ironed out Cathay was in possession without having made any payment, and apparently was free to move out again if the negotiated price between Government and Union Co. did not meet with Cathay's approval.

The fact that the furnishings have been purchased seems evidence that Cathay has received an assurance of a satisfactory price for the hotel, though Mrs. Webb would make no statement on this.

Mr. Webb and her daughters arrived in Suva in mid-June to join her, and Sir Percy and Lady McNiece will arrive in mid-July, when there will be a meeting of directors in Suva. Sir Percy is head of the Cathay organisation.

Certain new furnishings are being manufactured in Fiji and Mrs. Webb said that she had been "most

disappointed" with the standard of workmanship available there as compared with that in Singapore or Malaya.

Rumours and Globemasters Fly in Honiara

Considerable local speculation attended the event when an American Air Force Globemaster aircraft paid a three-day visit to Honiara, BSIP, during June.

With 22 Naval and Air Force personnel, the contingent was the biggest party of US servicemen to visit Guadalcanal since the war.

Reason for the visit has not been given officially, but rumours circulating in the town varied between the setting up of a weather station, a guided missile establishment or

an observation station for tracking rockets and satellites—or a combination of all three.

Rumour also has it that maybe six American families will eventually be posted to Honiara.

The plane flew in from Fiji, and Honiara was a port of call en route to Kwajalein and Honolulu.

When the plane was open for general inspection on June 20, officially only from 8-12, it was free for all, and only through the good-heartedness of the crew were the queues finally eliminated at five in the afternoon.

Knowing that the plane would probably fly near the Gilberts, arrangements were made for a bag of mail to be dropped over Tarawa. The operation was later reported successful, and the mail was received undamaged.

The Globemaster also had on board, when she left, the remains of a US soldier, Homer C. Barnes, of Summerfield, Ohio. Several months ago, human bones were dug up by the Public Works Department on the banks of the Matanikau (scene of some of the heaviest fighting on Guadalcanal) and were identified by an identity disc.

The local police kept them in their possession, pending arrangements for transfer to a US Army base at Honolulu.

Aircraft Too Fast for Fiji Post Office

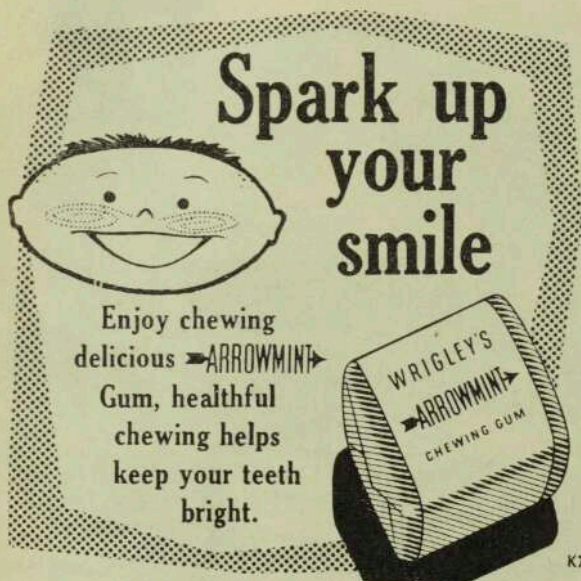
The Qantas Boeing 707 jet delivery flight from the United States to Sydney on July 2, made possible the hand delivery in early afternoon in Sydney of a letter actually written in Suva early that same morning.

However, the mail services in Fiji don't work that fast.

Had the Qantas aircraft been carrying normal mail, it would have been necessary to post that letter by noon of the previous day at Suva, even though there was a Fiji Airways flight across the island to Nadi early on the day of the jet flight. The normal mail across the island from Suva would have travelled by an aircraft at about 3 p.m. on the previous day, and waited, at Nadi for next day's plane to Australia.

It's Been Dry Again In Rabaul

Rabaul, New Guinea, in June was in the midst of a dry period, with tanks empty and water tankers working over-time to supply only a minimum of water to residents. Old hands were already beginning to look back and draw comparisons between the current drought and the ones they remembered—for



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In Rabaul in June, tankers wait their turn for water to supply townspeople during the drought.

droughts occur every now and again in Rabaul.

With this drought came grass fires, which at times ringed the town.

One Way to Settle The Tax Bill

The Port Moresby Rotary Club lunched frugally on June 23, and then gathered around the president to hear a short address on the new taxation by visiting expert John MacKellar White. They occupied a screened-off section of Papua Hotel's big dining-room.

Somewhere, staff work had been bad. Ten feet away, on the other side of the screen, a score of Moresby's brightest and prettiest matrons were conclaveing about something, and talking while they lunched.

What chance had one lone taxation voice against an excited falsetto chorus of 20! The knowledge-seekers looked pathetically at their chairman.

Chairman glared hopelessly at the screen. In male ears, it was a pleasant noise—but mightily embarrassing. Everyone laughed.

Chairman turned stern, and beckoned firmly. A fair young man—probably, in the Rotarian world, the Pursuivant Keeper of Law and Order—stepped forward. One could not hear what the boss said, but his gestures were eloquent.

The young man glared in horror at the screen. He was a good-looking lad; but he had not been shaped by nature to cow women.

Under the concentrated glare of 36 earnest Rotarians he wilted, and stepped around the screen. They all waited.

The noise did not diminish—on the contrary, it rose to a higher key. It could have been the dying shriek of Pursuivant Order-Keeper. He did not return.

Mr. MacKellar White went on unhappily with his address. So far as most were concerned, it consisted of a series of ugly faces. But fair enough. Those expressions represented the general opinion of Mr. Hasluck's wretched bill—R.

Japanese Will Support Levuka Tuna Industry

Japanese tuna fishing interests in the project is planned for mid-July after receipt of a detailed Levuka tuna fishing industry statement of expected costs in Fiji—but there are some problems involved in establishing the shore station. This was learnt from Mr. A. G. McCown, of Levuka, prime mover in the proposed company, when he returned to Suva after a visit to Japan in June.

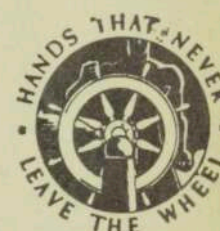
A Japanese company already engaged in tuna fishing in South Pacific waters is fully prepared to provide well in excess of the permissible 49 per cent. of the capital and would handle the marketing of the entire output.

It is believed that the Fiji government is not at present willing to provide any of the Fiji capital.

A meeting of people interested in the project is planned for mid-July after receipt of a detailed Levuka tuna fishing industry statement of expected costs in Fiji—but there are some problems involved in establishing the shore station. This was learnt from Mr. A. G. McCown, of Levuka, prime mover in the proposed company, when he returned to Suva after a visit to Japan in June.

Other matters still to be settled:

Women, Too, Must Escape Executorship



Old-fashioned Wills are still coming to light. A recent check on 326 probate notices revealed that 54 Wills named the widow as sole Executrix. Clearly these husbands knew nothing of the enormous responsibilities imposed by Executorship. Each expected an inexperienced woman to grapple with probate taxation and property management, presumably without costly legal advice.

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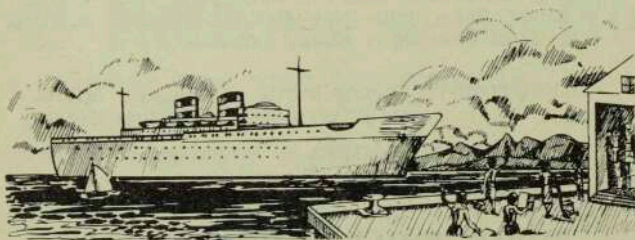
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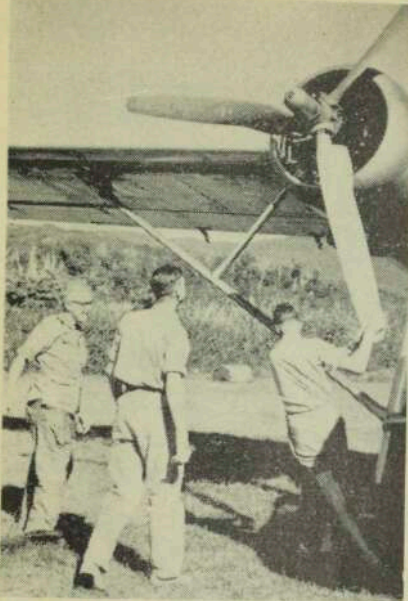
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The big Dutch scientific expedition to the Star Mountains of NNG ran into trouble in May-June. Two Twin Pioneer aircraft were put temporarily out of action, one when its tail assembly was damaged and the other through engine failure. A Qantas Otter was chartered from P-NG to fly a spare engine in. As if that wasn't enough the crew members of the expedition's two G-2 Bell helicopters became ill with jaundice and regular supplies to the expedition failed to get in. The oil company at Sorong air-dropped supplies from a Catalina. Above, one of the Twin Pioneer aircraft photographed in the Sibil Valley after repairs. At left is the scientific leader of the expedition, Dr. L. D. Brongersma.

The terms under which Japanese key workers would be allowed in, and the charges to be levied by the Fiji government on the fish imported and then re-exported—certain concession may be sought.

Once these matters are settled there seems little doubt that the Japanese interests can guarantee the know-how and the fish.

UN Report On New Guinea

A United Nations Mission which took one of its regular looks at New Guinea in March-April, released its report in June. There was the usual criticism of its findings, although some critics weren't as justified in their remarks as they had been following some missions of previous years. Generally, the latest Mission submitted a pretty accurate summing-up of conditions in the Trust Territory and made fairly intelligent criticism and observations on what Australia has been attempting to do there.

But first re-action of P-NG Administrator Cleland to the report was that it had been guilty of gross and unwarranted statements. Un-

warranted, he said, was the Mission's statement that the Administration was unduly conservative about native representation on the Legislative Council. A gross mis-statement, he said, was the Mission's observation that it found too many native people expressing the view that the Territory should be run by a country other than Australia.

Nevertheless, a week or so later when the report came up for discussion in the Trusteeship Council in New York, Australian representatives said the report was valuable, if occasionally controversial. The representatives said the report had "generously" commended Australia for the many things it had done to promote the welfare of the natives; and there were few, if any, fields of activity in the Territory in which Australia had not won the commendation of the Mission.

Here are the more critical and/or controversial sections of the Mission's report.

- There were too many expressions of anti-Administration sentiment from the natives. A leader's comment at Baluan was an excellent example. This man had said that the people did not feel that life was satisfying. When Europeans had arrived the people had realised that their life was not as good as that of the Europeans, and they had wanted to adopt the latter, but they did not understand why Europeans

NO RIOTS BUT A NEW VICE-PRESIDENT

The anniversary on June 18 of General de Gaulle's call to arms in 1940 was marked in Noumea this year again with military ceremony at the war memorial—but it was in a far different strain from last year's ceremony, which ended in near-riots in an endeavour to overthrow the local Government.

"PIM's" Noumea correspondent says public interest was "extremely cool" and only a couple of hundred people attended. This was looked on, he said, as an indication of much greater political stability in New Caledonia.

In fact an indigenous person, charming, cultured Michel Kauma, was elected the same day to the post of Vice-President of the Council of Ministers, in place of M. Maurice Lenormand, who resigned following his re-election as a Deputy of New Caledonia. M. Kauma is noted as a first-rate orator.

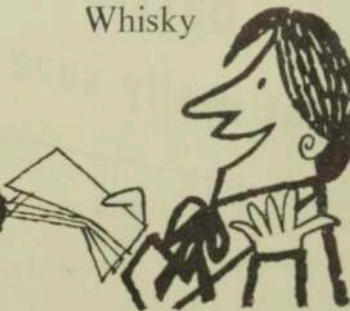
had not helped them achieve this standard of living. They were confused and did not know how to help themselves.

- The multiplicity of religious missions was confusing to the natives and might have in it the seeds of future discords and dissection.

- The Mission appreciated the Administration's desire for uni-



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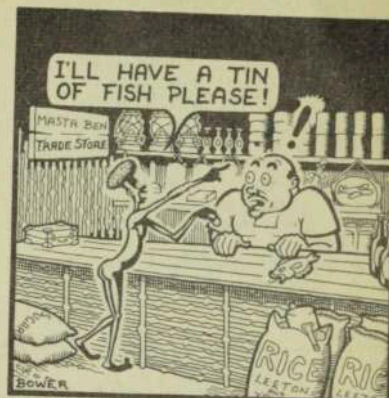
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Master Ben . . .



. . . and Buka

formity of development in the Territory but it doubted whether it would be possible, despite the Administration's views. Uniformity of development had been impossible to attain in many areas of the world and there was no reason to expect it in New Guinea, which is noted for its great diversity. The Mission had noticed that those who had benefited most from the Administration seemed to be the unhappiest.

- Navuneram had focused attention on the lack of contact between the Administration and the people in other places besides Navuneram. One of the most urgent tasks of the Administration was the bridging of this gulf as speedily as possible.

- The Mission heard little from the natives about representation on the Legislative Council, although the president of the Vunamami Local Government Council had said they were dissatisfied with Administration native appointees on the Council and would prefer to elect a person. The Administration, the Mission reported, was unduly conservative in its view regarding the qualifications the indigenous persons should have to serve on the Legislative Council.

- There was need for more capital to accelerate the economic growth of the Territory. The Mission felt, like its predecessor, that aid might be sought from bodies such as the International Bank. And better use could be made of existing finances if there were an integrated plan of development; the Mission was struck by the absence of such a plan.

- After hearing numerous complaints, arguments and explanations concerning land, the Mission was quite sure that, regardless of their merits, "considerable unbusiness" did exist about land. Also, the problem of population pressures in the Chimbu region was urgent.

What Offers For The Nauruans?

Does anybody know of a spare Pacific island? Nauru is looking for one as a future home after the island's phosphate deposits—and economy—fade out.

The problems of the search are recounted by the UN visiting Mission which visited Nauru in March, and released its report in June.

The Mission found the Nauruans "a likeable, friendly people, fully Christianised, with a fairly high degree of innate intelligence. For the most part they are on a cash economy, living in European-type houses . . . many of which are supplied with electric light, and they

subsist on imported food stuffs . . . In no other island visited, with the exception of Hawaii and Guam, did the Mission observe such an advanced standard of living by the people".

The Mission felt that it was more in professions such as teaching, medicine, law, and in electrical work and in skilled trades that the majority of the people should equip themselves for the future.

The Nauruans had long discussed their future home and now felt that something more definite had to be done. They had proposed to the Mission that the field of search for a new island be extended to wider parts of the Pacific, and that member countries of the UNO might like to offer suggestions.

The Mission said it was told by

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See also advertisement on page 5.

the Nauruan Local Government Council that surveys had been made of several islands off New Guinea—Woodlark, Goodenough and Sakar—as well as in the Fiji group. An officer had visited Rambi, to which the former inhabitants of Ocean islands had been moved.

The Nauru Administration told the Mission it had considered "practically all occupiable areas in the Pacific". The results of the investigation were now being assembled and would soon be examined and discussed with the Nauruans.

The Mission suggested that if an island suitable for re-settlement could not be found, consideration

should be given to the gradual integration of the Nauruan community into the metropolitan country of one of the three administering authorities (Britain, Australia, New Zealand) or in a territory of any one of them where the standard of living was comparable to that now enjoyed by the Nauruans.

Govt. Reopens Honiara Primary School

After continual representations from a very active Parents' Committee, the BSIP Government has reopened the public school for European-speaking children at Honiara.

This school closed in 1957 and children have had to go to the local Roman Catholic School for primary education.

The Government has now guaranteed that the school will remain open for a period of at least three years, provided a minimum of 12 pupils are on the roll.

The school will provide education for children of any creed or race between the ages of five and ten years who have a reasonable command of English.

At present 15 children are in attendance and the teacher is Mrs. Proctor, wife of a Government official.

Samoa's £2 Million Harbour Schemes

The team of engineers from the UK who have surveyed harbour projects at Apia and on the island of Savaii, Western Samoa, completed their studies in June.

They recommend that the deep sea harbour should be created on the western side of Apia Bay; while in Savaii the choice would be between Asau on the North Coast and Saleloga on the South Coast.

The approximate cost of both projects is estimated at £Stg.2 million; it will be necessary to raise a loan to cover costs which include heavy dredging at Apia. Actual cost would, however, be substantially reduced by the reclamation of large areas of land which apart from utilisation by the Government, could be sold to Apia residents and firms.

No Solution to Viet Nameese Problem

What was regarded as a test case was heard in Noumea recently when two Viet Nameese petitioned the court to instruct their employer or his agent—in this case the New Caledonian Government—to apply immediately article 22 of their contract; or in default to pay to them the sum of 100,000 Pac. frs.

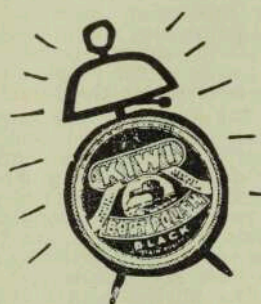
The two men were recruited in North Viet Nam in 1937 and article 22 refers to the repatriation clause in their agreement.

The Judge in the case was assisted by a representative of the employers and one of the employees, and finally the court declared itself incompetent to judge the case between the two parties involved.

The New Caledonian Government has frequently stated its willingness to repatriate Viet Nameese whenever permission to do so is given by the government of North Viet Nam, but at the moment a solution to the problem seems as far away as ever.

A year or so ago, a delegation from New Caledonia to Honoi was instrumental in getting some sort of a repatriation agreement out of

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the North Viet Nam Government, which has otherwise refused to allow its nationals in New Caledonia to return home. However, for some reason that has never been explained, this agreement was repudiated by the French Metropolitan Government when the delegation got back to Noumea.

At the present time, the French Government is again engaged in negotiations with North Viet Nam, and M. Jaques Soustelle, minister assisting Premier Debre, has announced that if these break down, his government will reserve the right to take unilateral action. No one is sure, except presumably M. Soustelle, what unilateral action, in this context, means.

Another factor has entered into the question of Viet Nameese repatriation as far as New Caledonia is concerned, and this is the attitude of the Catholic Church.

The Catholic Church is against repatriation of these people—at any rate of the younger people—to a Communistic state. In the last few years this church has made great efforts to hold these people together. There is in New Caledonia a Viet Nameese Catholic Church, with its own priests, and the number of adherents is considerable.

Molotov Cocktails Incident

(Continued from page 19)

"No". The literate and instructed people of French Polynesia were strongly in favour of continued Union with France, and tried to make the issues clear to the RDPT followers.

There were many clashes and extreme bitterness of feeling. The vote was: For De Gaulle, 16,003; against, 3,920.

The RDPT pointed out that if only 3,500 more had voted "No", instead of "Yes", French Polynesia would have declared against De Gaulle and broken the present Union.

Pouvanaa a Oopa made it clear that he felt that he had been improperly and unjustly treated by the rival parties and the government in the referendum campaign.

Molotov Cocktails

It was then, apparently, that he took the extraordinary course of discussing with his followers a campaign of violence. To what extent he was responsible for the events of the night of October 10, when "Molotov cocktails" were thrown into a few premises, causing explosions and fires, is for the Court to determine.

The police had been warned, but the Police Chief could not be found—he since has been removed from his post in Tahiti.

It was later, when bottles of flaming petrol were thrown at the house of M. Herve (president of the Chamber of Commerce and former Commander of the Pacific Battalion) that the National Gendarmes came into action, alerted the town, and found that the house of Pouvanaa a Oopa was barricaded, with a party of defenders and a collection of arms inside.

"Pouvanaa Is Old . . . Pai!"

In the early morning, the Deputy was arrested and his Parliamentary privileges cancelled by special decree.

The subsequent inquiry, and the compilation of an official file on the affair, have occupied seven months.

Meanwhile, the RDPT party has split. A large section still is loyal

to "the old Boss"; but the more influential section has followed Ceran-Jerusalem, in dissociating himself entirely from the activities of Pouvanaa in October.

There have been many changes in the preliminary proceedings, and some charges of malpractice. However, the Papeete barrister, M. Richecoeur, took charge of Pouvanaa's defence on June 3; and there now are indications that an attempt will be made to have the Criminal Court declared incompetent to handle Pouvanaa's case, and to have the trial transferred to another Court.

Legal disputations make it all very complicated.

The great majority of Tahiti citizens show no strong prejudice, one way or another. Their attitude can be summed up thus:

"Pouvanaa a Oopa is old. He has been in prison for a long time, now. He is to be pitied. Pai!"

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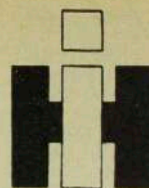


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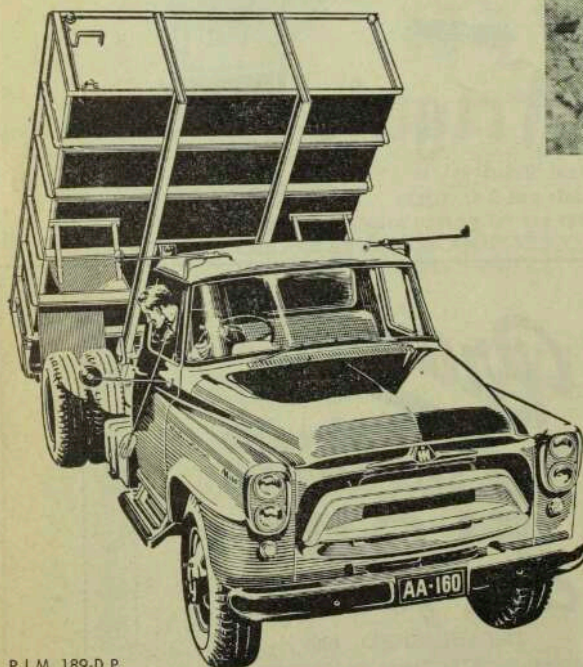
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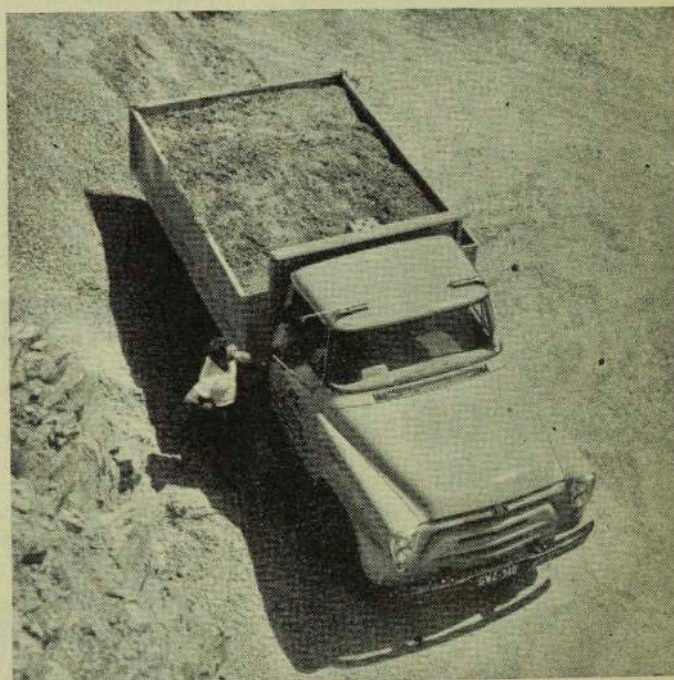


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Supreme Court Refuses Injunction

(Continued from page 15)

fiscal or administrative union with other dependent territories"; but (it has been argued) it does not allow of the creation of a legislature functioning after the manner of the present P-NG Legco.

Obviously, if the Papua and New Guinea Act is successfully challenged, the whole of the government machinery of the Territory will be thrown out of gear.

Some say it could mean that Papua and New Guinea would have to return to their pre-war status, as separate territories.

Perturbation in Both Camps

High officials, smiling confidently on Monday, were now, on this Black Friday, grim and thoughtful.

The radiophone between Moresby and Canberra, was more than busy. Emphatically, there were responsible Ministers who did not like this development. They pointed out that, even if the P-NG Act survived the Supreme Court challenge, the repercussions could reach right back into the Trusteeship Council and the United Nations, and cause acute embarrassment.

But—strangely enough—the non-official sections who had invoked the Supreme Court seemed equally embarrassed.

They were all after the hide of Mr. Hasluck, whether by Court injunction or otherwise; but they certainly did not want to upset the whole Governmental structure by pulling down the P-NG Act.

And that presented intelligent observers with another question—which has not yet been answered.

Under whose instructions did Mr. Mahoney make his clever, well-reasoned and impressive attack upon the P-NG Act, instead of confining the challenge to the competency of the Legislative Council, as defined by Section 36 of the P-NG Act?

Mr. Mahoney's attack on the Act, and Mr. Mason's equally well-reasoned defence of the measure, kept the Court engaged until Wednesday afternoon, July 1.

At this stage it was learned that Mr. Bunting, evidently impressed by the general alarm caused in Papua by the threat to the P-NG Act, had announced he would not be a party to any appeal to the High Court.

Taxpayers' officials now looked harassed, and high officialdom a little brighter.

Shock for Officials

The Legislative Council, still trying to make the masses of proposed amendments line up with particular causes, had struggled on until noon on Saturday, June 27; referred the rest of the amendments to (as one weary Councillor expressed it)

"Hasluck, hell and high-water"; and then adjourned until July 13.

At that stage, none could guess what would happen then.

On Friday, July 3, in Port Moresby, one conscientious prospective taxpayer, believing he was "liable" as from July 1, went along to the Treasury and asked for the necessary Wages or Provisional Tax stamps, as described in the bill.

The officials stared at him as if he were a ghost.

Actually, among a number of amendments to the Tax bill proposed by the Government (and therefore presumably approved by the Minister) is one which alters the date of operation from July 1, 1959, to "a date to be approved by the Minister".

There are some other "official" amendments which indicate a considerable change in favour of the taxpayers, in various sections.

But the people were in such confusion, with one thing and another, that they did not know whether they were liable for tax, or when, or how much.

Court Refuses Injunction

The Court, on July 6, announced its verdict:

- That the absence of the three elected members, as provided for in Section 36 of P-NG Act, did not affect the validity of the Legislative Council.—*Majority verdict, with Judge Kelly dissenting.*

- That the challenge to the validity of the Papua and New

Guinea Act of 1949 had not been sustained.—*Verdict unanimous.*

The applications for an injunction restraining the Council from passing the Tax bill, lodged by Mr. Bunting, were dismissed, accordingly.

More-or-less official announcements then were made, in Port Moresby and in Canberra, that the Council would meet on July 13, and pass the Tax bill, with amendments, and with tax payable as from July 1, 1959.

The verdict was expected by the Taxpayers Associations, and it was anticipated that they would immediately give notice of an appeal to the High Court.

Will There Be Appeal?

But, on July 7, two difficulties appeared. A section of the Taxpayers' organisations was unwilling to proceed with an appeal, if it meant that the Papua and New Guinea Act would be placed in jeopardy. Mr. Bunting, who was the nominal applicant (or plaintiff) and who therefore would have to become the appellant, refused to proceed further.

This crippled the Taxpayers' Associations. Whether they wanted to appeal or not (and it was reported that New Guinea did, and Papua did not) they clearly could not proceed further in an appeal to the High Court without the nominal plaintiff or applicant (Mr. Bunting).

That was the end of the Bunting action; and the Council met on July 13, to proceed with the Tax bills.

But by then it appeared probable that, if the Tax bills were to operate from July 1, the New Guinea section of Taxpayers (at least) will initiate a new action—probably by way of

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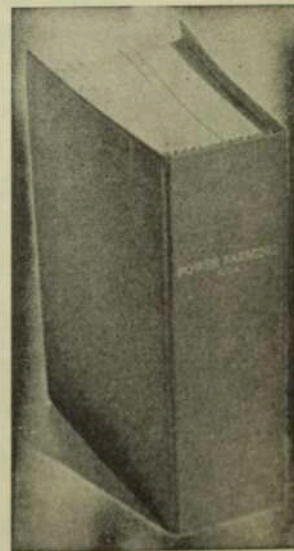
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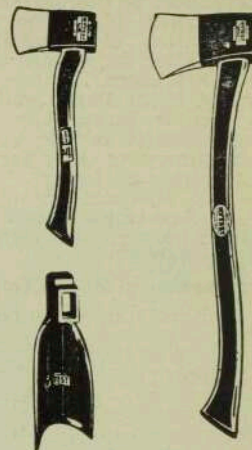


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another application to the Supreme Court for an injunction and then, when the Supreme Court again rejects it, the action to be carried on by the new applicant by way of appeal to the High Court.

Meanwhile, Administration procedure and machinery is grinding steadily along.

There now are three vacancies in the Council, caused by three resignations of elected members. Administrator Cleland announced in early July that elections to fill

Ammunition!

A large public meeting in Rabaul on July 9 resolved to give all possible support to the Taxpayers' Association's fight against the Tax Bills in their present form, and subscribed over £500 to meet expenses.

these vacancies (one each for Papua, NG Mainland and NG Islands) will take place on September 12. Nominations close on August 3 and rolls are being revised.

New Guinea is now waiting to see whether any citizen of worth will accept nomination.

What Led to Present Situation

On April 13, this year, after almost 12 months of rumours, it was announced that the Federal Government had decided to introduce income taxation to the Territory of Papua and New Guinea from July 1 this year; and that the necessary bills would be introduced at the Legislative Council meeting commencing in Port Moresby on April 20.

This announcement followed close upon a visit to Canberra of a delegation of Territorians who waited upon Mr. Hasluck and asked him to defer the introduction of taxation until a full, independent inquiry could be held in the Territory.

The taxation bills were introduced at the April meeting of the Legislative Council, carried to the second reading stage and adjourned to the meeting on June 22.

Between April and June the people who challenged the good sense and propriety of Minister Hasluck's Tax bill had tried in every way to halt it. They had fought it in the Council, challenged it in the newspapers, appealed by special deputations to the Australian Government, petitioned the Governor-General.

They got nowhere. The answer in substance always was the same—namely, income tax would operate from July 1; but Government would give the fullest consideration to all representations made either directly or through the Legislative Council, and would amend the bill, if considered desirable.

In spite of every effort to unseat him, Minister Hasluck sat high in the saddle.

DEATHS OF ISLANDS PEOPLE

MRS. ROSABEL EDITH NELSON

After a long illness, Mrs. Rosabel Edith Nelson, widow of the late Hon. O. F. Nelson and head of the prominent Nelson family, died at her home at Papauta, Apia, West Samoa, in early June, at the age of 71.

Mrs. Nelson was the daughter of the late Mr. H. J. Moors, a pioneer of the Samoan cocoa industry and a friend of Robert Louis Stevenson.

Educated at Mills College, California, Mrs. Nelson married the late O. F. Nelson, who with his father founded the firm of A. Nelson & Son (later O. F. Nelson & Son Ltd. which in 1922 merged with the firm



of H. J. Moors). The firm and the members of the Nelson family have played a prominent part in the political, social and economic life of the Territory of Western Samoa.

Mrs. Nelson's brother, Mr. H. W. Moors, is a leading businessman and planter and a former member of the Legislative Assembly. Of Mrs. Nelson's daughters one, Irene, is married to the Hon. Tamasese, OBE, Fautua and member of the Council of State; a second, Mrs. G. F. D. Betham, is the wife of a European member of the Legislative Assembly; while a third, Mrs. Sina (E.) Annandale, is the wife of the General Manager of O. F. Nelson & Co. Ltd.

Due to her indifferent health, Mrs. Nelson led a retired life during the past few years.

O. F. Nelson became leader of the European representatives in the Samoa Legislative Council and head of the Samoan Mau Organisation. Mrs. Nelson, a leader of the Women's Association, shared the stormy years of her husband's political life in the late 1920's and early 30's. Mr. Nelson was twice deported to New Zealand but was re-instated when the NZ Labour Government returned to power in 1936.

MR. S. G. MARSHALL

The death occurred suddenly at Honolulu, Hawaii, early in June, of Mr. Stephen George Marshall, a former administrative officer in Fiji. He served in Fiji from 1938 to 1957 as a district officer and magistrate, and later in the Secretariat. Mr. Marshall, who was an MA, was promoted from Fiji to Nigeria as secretary to the Minister of Education, in mid-1957.

Recently, though only 44, ill-health compelled him to leave the tropics and he was on his way to Australia on retirement, when he died. He is survived by Mrs. Joan Marshall, two sons and a daughter.

MR. HOWARD BIRKENHEAD RILEY

Fiji's best-known dental surgeon, Mr. H. B. Riley, died at Lautoka in his 80th year on June 10. He had been living in retirement.

Mr. Riley went to Fiji in 1904 from Sydney. He set up a dental practice at Suva, and later transferred his practice to Lautoka, where it was until his retirement.

Soon after arriving in Fiji Mr. Riley married a Miss Calder, daughter of Captain Calder of the AUSN Co. and they had a son and a daughter. Following the first Mrs. Riley's death, Mr. Riley married Miss Bessie Williams of the Rewa district and they had a daughter. The present Mrs. Riley survives her husband.

MR. LOGAN MORRISBY

Mr. Logan Morrisby died at Taveuni, Fiji, on June 1, at the age of 79. A resident of Fiji for 55 years, Mr. Morrisby first went to the Colony as an engineer for the long defunct Vancouver Sugar Company at Navua, later joining the Colonial Sugar Refining Co. with which concern he was stationed at Labasa for many years. Later he shifted to Taveuni, and operated an engineering business at Nacauai.

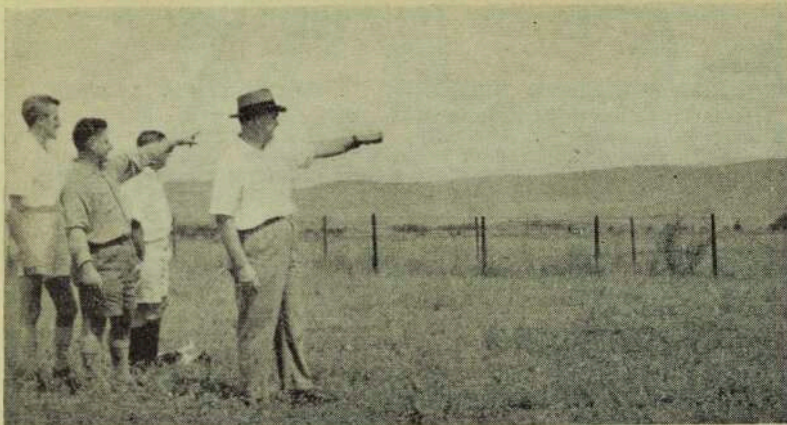
MR. O. J. ATKINSON

Mr. Oliver John Atkinson, late Resident Magistrate of Buna, Papua, died in Woombye, Queensland, in early June, aged 73.

"OJ" first went to Papua about 1915, from the NSW Police Force to join the old Papuan Constabulary. He later became ARM in District Services and finally RM, Northern Division.

Mr. Atkinson was with the Allied Geographical Section in Brisbane in 1942 during the Pacific War, and returned to Buna afterwards.

He is survived by his widow and sons Kevin (in the P-NG Service) and Ron, a Rhodes Scholar, who is with Fairey Aircraft Co.



This group of Goroka, New Guinea, people, are looking out over what one day they hope will be one of New Guinea's leading sports and show areas. It's west of the airstrip, adjacent to the agricultural station, and on fairly level ground requiring very little grading. The group comprises R. Winter, D. Williams, R. Bell (obscured) and W. Edgar. Photo: Eric Bolton.

Sports Review

The Von Warmed To His Golf

From a Rabaul Correspondent

Famed Australian golfer Norman von Vida, who has been making a New Guinea tour, was pretty hot stuff in Rabaul.

Playing an exhibition nine holes with Rabaul pro., Edgar Oakman, he was enveloped in smoke from a ring of fire on Mt. Mother. Rabaul has been undergoing a dry period.

Although it was already difficult to see The Von, just for good measure another fire started nearby in dense kunai as he hit off from the fifth, and within seconds the bush was crackling happily. The fire engine promptly got it under control as the experts continued to delight the crowd with their superb play midst smoke and cinders.

Atiu Is More Nuts Than Anybody

Rivalry between territories of the South Pacific already exists in various sporting spheres, but from Atiu, one of the more progressive of the Cook Islands, has come a suggestion for a real Islands sport.

In celebration of the opening of the Atiu Co-operative Marketing Society's sixth copra kiln drier, a coconut husking competition was held. The winner was Ina Anitonia,

who husked 232 nuts in one hour. Atiu then issued a challenge for anyone, anywhere, to break this record.

A husky husker in Manihiki took up the challenge in May, and with the village pastor as official witness and timekeeper, George Karaponga turned out 260 well-husked f.a.q. nuts in 28 minutes.

Presumably then the supply ran out—or George ran out. His best burst was given as 51 nuts in five minutes.

Announcing this effort, Manihiki hinted darkly that they had *women* who could husk 260 nuts per hour and are now in training for another attempt on the Atiu record.

FOOTNOTE: Coconut husking is not new to New Guinea. A husking competition was thrown in among

the obstacle races and pillow fights at the New Britain Agricultural show at Kokopo in June, but times are unknown. And there was a new idea, sponsored by the Copra Marketing Board, which erected a notice on the grounds challenging all-comers to "Try Your Hand at Copra Grading".

Goroka Will Have a Showground

From a Goroka Correspondent

Goroka, fast-growing town in the NG Highlands, is to get a showground. In June, representatives of sport, including football, cricket, the turf, the Pony Club and the Agricultural Society met to hear opinions on how the 23 acres allotted on the western side of the airstrip will be planned. At the moment it looks as if the area will have a grandstand, permanent show buildings, a four furlong race track, two cricket ovals, a football field, basketball court, polocrosse field and an area for equestrian events. Percentage of gate takings will go into a trust fund for maintenance.

They Missed The Big Punch

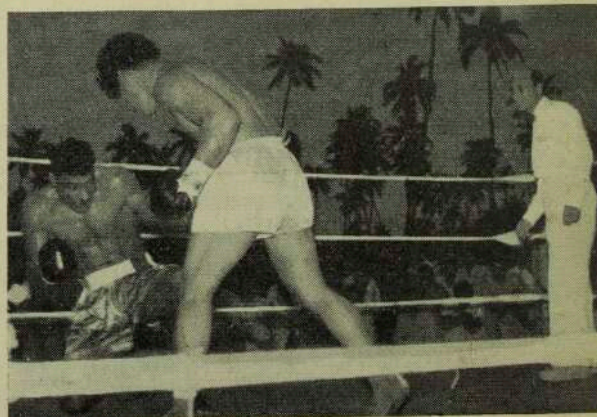
From Norman Baxter, in Suva

Suva boxing fans kicked themselves on June 21, the day after Sakiusa Cawaru beat Doudie (no one knows here if he has another name, for it is never listed), of Noumea, to regain the title of heavyweight champion of the South Seas.

Sickened of boxing by a series of indifferent matches, many regular fans stayed away in droves, even though the final gate was round the 1,200 mark.

To their disgust they learned next day that the fight was one of the finest seen in Fiji for many years.

With a background of palms in the open air ring at Nukualofa, Fijian boxer Savanaca Komai, on one knee, fights a losing battle with Lave. Referee was U. Thaggart of Fiji.



It was the champagne of boxing with a story-book ending.

Doudie built up a big lead on points and started the 15th and last round looking as though he would run out a clear winner. Sakiusa began throwing punches from every angle, but seemed as though he was leaving his run a little late.

It was only 1 min. 15 sec. from the final bell that he threw a terrific right which landed on Doudie's jaw to send the New Caledonian down for the full count.

Those who were fortunate enough to attend were still talking about the fight a week later.

Within two days it was announced that Sakiusa was to go to Tonga to fight Kitone Lave at Nukualofa on July 18.

Meanwhile, at Nukualofa, on June 17, Lave had proved he's still capable of dealing with some of the big boys. In a title fight for the South Seas Belt, Lave, at 13 st 10 lb, defeated the 16 st 7 lb Fijian challenger, Savanaca Komai by a tko in the 7th round of a scheduled 15 round contest. The husky 6 ft 4 ins. contractor and plantation owner from Savusavu, with the 84 inch wing span—"the same as Joe Louis"—was unable to carry on when an old back injury appeared. The Belt was donated by the late E. M. Grant, of Fiji, in 1951. Lave won the Belt from N. Miliano, of Ba, in 1952 and has retained it ever since.

Is He A New Rugby Star?

Fiji has a new rugby star on the horizon bidding fair to challenge the reputation of flying left-winger, Levula, hero of Australian and New Zealand crowds. Young Don Mitchell, from Gamea Island, Makaudrove, now an apprentice compositor in a Suva newspaper office, is a right winger, and he could thrill the Australian rugby followers as Levula did.

Only 18, he has developed very quickly, and he has more than the average strength for one of his age. He has given Suva rugby fans many samples of his undoubted ability this season, while opponents who have tried to tackle him have been left lamenting with sore heads.

A recent try he scored after a 60 yards' run was acclaimed as one of the finest efforts at Albert Park for many years, and runs of 60 yards are not uncommon in Fiji rugby.

But as a part-European he may not be eligible for a touring team for the Fiji Rugby Union policy is to send only purely Fijian sides on tour. The union could well have

another look at the matter, for on present form Mitchell would be one of the first chosen in a touring side.

Another Fiji tour of Australia has been mooted for 1960 and young Mitchell would be one to set the turn-styles clicking.

They're All For An Olympics

From Fred Dunn, in Noumea

The recent suggestion by the South Pacific Conference in Rabaul that the South Pacific should arrange a kind of "Olympic" games, has caused

a great deal of interest in New Caledonia.

Mr. N. Daly, a director of a big Noumea enterprise and a leader of New Caledonian sporting activities, is especially enthusiastic. Mr. Daly for years has been wanting to organise soccer matches between New Caledonia, Fiji, Tahiti, New Zealand and Australia—with a tournament each year in one of the countries, the gates from the larger countries paying expenses of tours in the smaller territories.

Mr. Daly has already passed the idea on, without result so far, but says that the Rabaul idea could easily be grafted on to his scheme.

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PUBLIC ANNOUNCEMENT

Owen Martin, our Managing Director will be visiting the Territory from July 25, to August 15.

During that period he will stay at Port Moresby, Lae, Rabaul, Madang and Goroka, where he hopes to meet many of the teachers who already know him through his textbooks and publications.

Teachers and Parents' Associations are invited to discuss their school supply and publishing problems with Mr. Martin during his stay. Exact details of his itinerary can be obtained from Mr. K. Goodman, Chief of the Primary Division, Education Department, Konedobu.

These are only a few of the lines stocked for you by "DOMINIE", directed by Owen Martin, a Headmaster of many years' experience and author of the textbooks in the "Planning for Teaching" series.

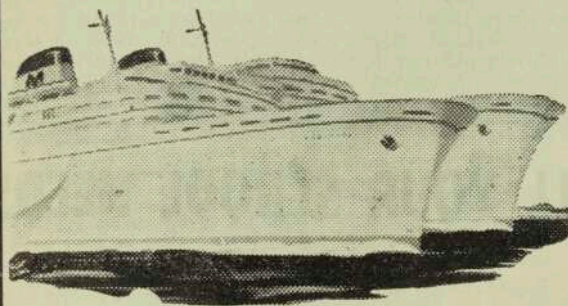
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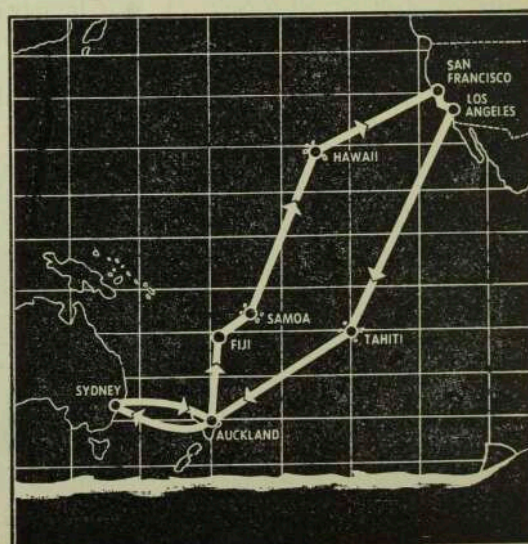
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SAILING DATES: (Northbound)

SYDNEY	AUCKLAND	SUVA
Aug. 5	Aug. 8	Aug. 11
Aug. 28	Sept. 1	Sept. 4
Sept. 18	Sept. 22	Sept. 25
Oct. 14	Oct. 20	Oct. 23

and sailings approx. every 3 weeks thereafter.



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 31, Sept. 25.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailings July 24, Sept. 8.

MV Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings Aug. 25, Oct. 6.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailings Aug. 14, Sept. 23.

Details from Burns, Philp and Co., Ltd., 7 Bridge Street, Sydney.

MV Pak Hol: Leaves Sydney for Brisbane, Port Moresby, Samarai. Next Sydney sailings July 28, Aug. 21.

MV Soochow: Leaves Sydney for Brisbane, Port Moresby, Honiara (BSIP), Madang, Lae, Port Moresby. Next Sydney sailings July 29, Sept. 15.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul. Next sailings Aug. 14, Sept. 4.

MV Sinkiang: On charter to British Phosphate Commissioners for six months on recruiting trip to Gilbert and Ellice Is., Nauru and Ocean Is.

Details from New Guinea Australia Line (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

Sydney-Netherlands N.G.

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sibigo July 21, Sigli Aug. 11, Sinabang Sept. 1, Silindoeng Sept. 22.

Details from Royal InterOcean Lines, 255 George St., Sydney.

Far East-Sth. West. & Central Pacific

The China Navigation Co., Ltd., vessels Chungking, Chefoo and Chekiang commenced in July a monthly service from Japan to Hongkong and thence southwards through Papua-New Guinea ports, BSI, New Hebrides, New Caledonia and Fiji, with an extension to Tonga if cargo is available; return to Japan direct.

Chungking: Departed Japan July 3, thence Hongkong, Tarakan for Kavieng July 18, Rabaul July 19, Madang July 23, Lae July 26, Samarai July 30, Pt. Moresby July 31, Honiara Aug. 6, Santo Aug. 9, Noumea Aug. 14, Suva Aug. 17 (then Lautoka), Nukualofa Aug. 30, return Japan direct (arr. Sept. 12).

Chefoo: Dep. Japan Aug. 1, thence Hongkong, Tarakan for Rabaul Aug. 18, Madang Aug. 22, Lae Aug. 25, Pt. Moresby Aug. 29, Honiara Sept. 3, Santo Sept. 6, Noumea Sept. 10, Suva Sept. 14 (then Lautoka), Nukualofa Sept. 27, return to Japan direct (arr. Oct. 12).

Chekiang: Dep. Japan Aug. 24, thence Hongkong, Tarakan for Rabaul Sept. 9, Madang Sept. 13, Lae Sept. 16, Samarai Sept. 20, Pt. Moresby Sept. 21, Honiara Sept. 27, Santo Sept. 30, Noumea Oct. 4, Suva Oct. 9 (then Lautoka), return to Japan direct (arr. Oct. 30).

Details from China Navigation Co., Ltd. (Swire and Yull 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,

Madang, Lae, Rabaul, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Milos: Madang Aug. 3, Lae Aug. 4, Rabaul Aug. 7, Honiara Aug. 10, Santo Aug. 13, Vila Aug. 15, Brisbane Aug. 18, Sydney Aug. 21.

Citos: Lae Aug. 15, Brisbane Aug. 19, Sydney Aug. 23.

Delos: Madang Sept. 17, Lae Sept. 18-20, Rabaul Sept. 22-23, Honiara Sept. 25-26, Vanikoro Sept. 28-30, Santo Oct. 1-2, Vila Oct. 3, Brisbane Oct. 6, Sydney Oct. 9.

Aros: Nth. Borneo, dep. Sept. 30, will omit Islands ports on this trip; arr. Brisbane Oct. 10, Sydney Oct. 14.

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).

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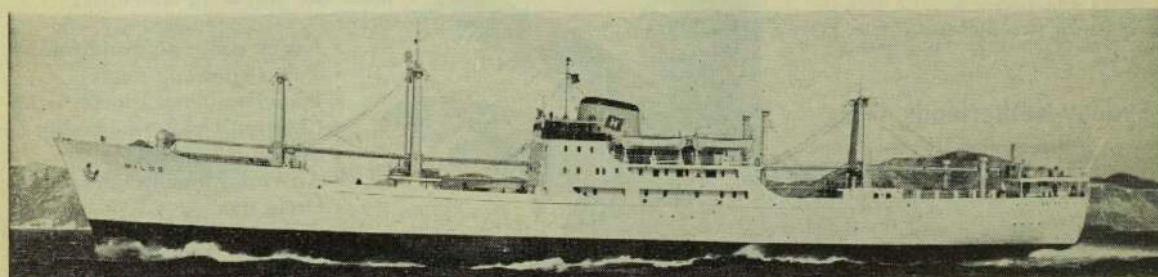
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Further particulars may be obtained from:

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AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
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Australia-NZ-Fiji-Canada-USA*Sailings of Orient and P. & O. Line Passenger Ships 1959-60*

		HIMALAYA	ORSOVA	ORSOVA	ORCADES	ARCADIA
SYDNEY	depart	Aug. 7		Oct. 4	Oct. 27†	Dec. 11
AUCKLAND	arr/dep	Aug. 10	From	Oct. 7	—	Dec. 14
SUVA	arr/dep	Aug. 13		Oct. 10	—	Dec. 17
HONOLULU	arr/dep	Aug. 18	UK via	Oct. 15	Nov. 19	Dec. 22
VANCOUVER	arr/dep	Aug. 23-24		Oct. 20-21	Nov. 24-25	Dec. 27-28
SAN FRANCISCO	arr/dep	Aug. 26-27	Panama‡	Oct. 23-24	Nov. 27-28	Dec. 30-31
LOS ANGELES	arr/dep	Aug. 28		Oct. 25	Nov. 29	Jan. 1
HONOLULU	arr/dep	Sept. 2	Sept. 17	Oct. 30	Dec. 4	Jan. 6
SUVA	arr/dep	Then Nth.	Sept. 24	Nov. 6	Dec. 11	Jan. 13
AUCKLAND	arr/dep	Pacific*	Sept. 27	Nov. 9	Dec. 14	Jan. 16
SYDNEY	arrive	Sept. 28	Sept. 30	Nov. 12	Dec. 17	Jan. 19

* From Honolulu thence Japan, Hongkong, Manila, arr. Sydney Sept. 28.

† From UK (London) thence Le Havre, Lisbon, Trinidad, Colon, Panama, Los Angeles.

‡ From San Francisco, Vancouver (Sept. 11).

† From Sydney thence Yokohama, Manila, Hongkong and Kobe to Honolulu (Nov. 19).

N. Zealand-Cook Is.

The passenger vessel *Mauli Pomare* maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ, Ltd.

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.

Thorsisle: Dep. New Westminster Aug. 12, Seattle Aug. 13-14, San Francisco Aug. 17-21, Los Angeles Aug. 22-25, Papeete Sept. 5-7, Pago Pago Sept. 11-12, Apia Sept. 13-15, Suva Sept. 18-19, Noumea Sept. 21-22, Townsville Sept. 26-30, Pago Pago Oct. 8-9, Los Angeles Oct. 22-24, San Francisco Oct. 25-28. (Over)

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 survey), Sept. 8, Oct. 6.

MV *Matua* maintains a service from Auckland to Lautoka, Suva, Apia, Nukualofa, Lyttleton, Wellington, and return to Auckland. Next sailings from Auckland: July 28, Aug. 28, Sept. 25.

Details from all offices of Union Steam Ship Co. of NZ.

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV *Tulagi*, 10 passengers, makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings July 27, Sept. 10.

Details from Burns, Philp and Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motor-ships, *Tahitien* and *Caledonien* and a chartered vessel, *Melanesien*. Next Sydney sailings: *Melanesien* Aug. 14, *Caledonien* Sept. 27, *Tahitien* Nov. 10.

MV *Polynesie* (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: July 31, Aug. 28, Sept. 18.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's one-class all-passenger liner *Southern Cross* makes four round-the-world voyages per year, two westward, then two east-bound, calling at Suva and Papeete every trip. Next voyage from Southampton is Sept. 10, via South Africa, for Sydney, arr. Oct. 16. Dep. Sydney Oct. 18, bound Southampton via Wellington (Oct. 21-23), Suva (Oct. 27), Papeete (Oct. 31-Nov. 1) and Panama.

Details from agents: Shaw Savill and Son Co., Ltd., 8a Castlereagh Street.

Sydney; Burns Philp (SS) Co., Ltd., Suva, Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

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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 —
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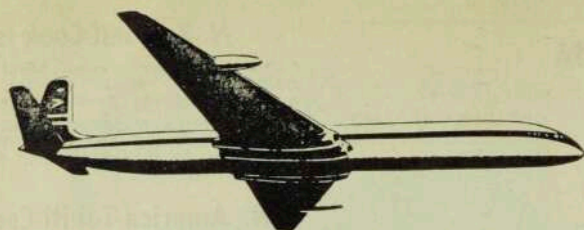
GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
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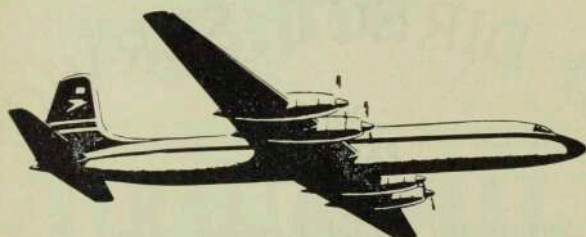
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A10/AU

Thorshall: New Westminster Sept. 26-29, Seattle Sept. 30-Oct. 1, San Francisco Oct. 4-7, Los Angeles Oct. 8-9, Papeete Oct. 20-21, Pago Pago Oct. 25-27, Apia Oct. 28-29, Suva Nov. 1-2, Noumea Nov. 4-5, Lae Nov. 9-10, Pago Pago Nov. 18-19, Los Angeles Dec. 2-4, San Francisco Dec. 5.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes.

Last Sydney sailing: Ventura July 19. Next Sydney sailings: Sierra Aug. 26, Sonoma Sept. 30 (approx.).

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. 20 (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: Waitomo July 17. Next Sydney sailings: Kauri Aug. 7 (approx.), Waihemo Sept. 6 (approx.).

The Waltemata, 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.

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.

Mariposa: San Francisco Aug. 5, Los Angeles Aug. 6, Papeete Aug. 14-16, Auckland Aug. 22, Sydney Aug. 25-28, Auckland Aug. 31-Sept. 1, Suva Sept. 4, Pago Pago

Sept. 5, Honolulu Sept. 10-11, San Francisco Sept. 16.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Sydney-Tahiti-Europe

The Italian Sittmar 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 Sittmar Line recently commenced an irregular service along this route, providing a new, moderately priced sea connection in the eastbound direction only with Tahiti. Also on the run is the Line's Castel Felice, which sailed from Sydney in May.

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Surrey: Due Port Moresby Aug. 29 (approx.).

Galway: Due Port Moresby Oct. 29 (approx.).

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Suva with MV Aoniu, 500 tons gross. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji), Ltd.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Tourist Class available all Services)

BY PAN-AMERICAN AIRWAYS
(With Super 7 Clippers, using Sleeperettes and Berths*)

Sun., Tues., Thurs., Fri.: Dep. Melbourne (2 p.m.), Sydney (4.50 p.m.), Nadi, Honolulu, San Francisco or Los Angeles.

Mon., Thurs., Sat.: Dep. Los Angeles for Melbourne (same route).

Mon.: Dep. Seattle for Melbourne via Portland (same route).

* PAA Skymasters are used on a connecting service between Auckland and Nadi (see table 18); and also twice monthly between Nadi and Tafuna, American Samoa (see table 20).

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)

New jet service between Sydney and San Francisco will commence on Wednesday, July 29, from Sydney at 4 p.m., calling

at Nadi (arr. 9.50 p.m.; dep. 11.30 p.m.), Honolulu (arr. 8.05 a.m.; dep. 10 a.m.), San Francisco (arr. 5.50 p.m.). Southbound, Friday, July 31, dep. San Francisco 11.30 p.m., calling at Honolulu (arr. 1.25 a.m.; dep. 3 a.m.), Nadi (arr. 7.50 a.m.; dep. 9.30 a.m.), Sydney (arr. 12.30 p.m.).

The service will operate, at first, on Wednesdays northwards and Fridays southwards. As more Boeing Jets are delivered from USA, and crews trained, they will replace present Super Constellation services. Qantas expect to have the trans-Pacific service fully jet-operated by the end of this year.

(Super Constellations)

NORTHWARDS

Tues. and Sat.: Melbourne (9 a.m.), Sydney (12 noon), Nadi (Fiji), Honolulu, San Francisco, New York, London.

Fri.: Sydney (12 noon), Nadi, Honolulu, San Francisco extending to Vancouver.

Sun.: Sydney (12 noon), Nadi, Honolulu, San Francisco.

SOUTHWARDS

Tues.: London, New York, San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Thurs.: San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Sun.: 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 (then on to Amsterdam).

Every Sat.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Nadi, Auckland and Sydney.

(Note Crosses International Dateline en route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

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.
	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.
	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.	Dep.	Arr.
	Brisbane, 11.15 p.m.	Townsville, 2.15 a.m.
Dep.	Dep.	Arr.
	Townsville, 3.15 a.m.	Pt. Moresby, 6 a.m.
Dep.	Dep.	Arr.
	Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.
Tues.	Dep.	Arr.
	Sydney, 9 a.m.	Pt. Moresby, 4.15 p.m.
Dep.	Dep.	Arr.
	Pt. Moresby, 5.15 p.m.	(for Manila and Hongkong).

SOUTHBOUND

Fri.	Dep.	Arr.
	Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Dep.	Arr.
	Pt. Moresby, 11.30 a.m.	T'ville, 2.10 p.m.
Dep.	Dep.	Arr.
	Townsville, 3.10 p.m.	Brisbane, 6 p.m.
Dep.	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.	Dep.	Arr.
	Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Dep.	Arr.
	Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.

First and Tourist Class

Tues.	Dep.	Arr.
	Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Dep.	Arr.
	Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Dep.	Arr.
	Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.
Thurs.	Dep.	Arr.
	From Hongkong and Manila	Pt. Moresby, 8.45 a.m.
Dep.	Dep.	Arr.
	Pt. Moresby, 9.45 a.m.	Sydney, 5 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

LAKE-HOLLANDIA (Neth. New Guinea)
(DC3)

Alt. Wed. (Aug. 5, 19, Sept. 2, 16, 30, etc.). Departs Lae 11 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thurs. (Aug. 6, 20, Sept. 3, 17, Oct. 1, etc.) dep. Hollandia at 10 a.m., and, with calls



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160

JULY, 1959—PACIFIC ISLANDS MONTHLY

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. (July 28, Aug. 11, 25, Sept. 8, 22, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues., returning same day (Aug. 4, 18, Sept. 1, 15, 29, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (July 30, Aug. 13, 27, Sept. 10, 24, etc.), ret. via Baimuru, Kikori, Kerema the following day (July 31, Aug. 14, 28, Sept. 11, 25, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs., returning same day via Ballimo (July 30, Aug. 13, 27, Sept. 10, 24, etc.).

Via Kerema, Baimuru: Alt. Wed. (Aug. 5, 19, Sept. 2, 16, 30, etc.), returning alt. Fri. (Aug. 7, 21, Sept. 4, 18, Oct. 2, 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 29, Aug. 12, 26, Sept. 9, 23, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Aug. 8, 22, Sept. 5, 19, Oct. 3, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Aug. 1, 15, 29, Sept. 12, 26, 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. Buin 10.20 a.m., dep. Buin 10.50 a.m., arr. Buin 11.45 a.m., dep. Buin 12.15 p.m., arr. Buin 1.10 p.m., dep. Buin 1.40 p.m., arr. Rabaul 3 p.m. (Aug. 6, 20, Sept. 3, 17, Oct. 1, 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. (July 30, Aug. 13, 27, Sept. 10, 24, 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.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

LAE-HOLLANDIA (By NNG Airlines)

De Kroondulf NV (Netherlands New Guinea Airlines) commenced a fortnightly service between Hollandia, Biak and Lae in July, with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government. Inaugural flight from Lae, NG, was scheduled for July 18.

4. Aust.-Netherlands N.G.

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Amsterdam with call

at Biak (NNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer and Ransiki; Beaver to Kokonao; and Twin Pioneer to Seroel.

DC7C aircraft dep. Biak Tues. and Sat. at 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

By Transports Aeriens Intercontinentaux

DC6B aircraft depart Paris every Sun. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea, thence Auckland, 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 31, Aug. 14, 28, Sept. 11, 25, 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 Aug. 5, 19, Sept. 2, 16, 30, 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 (Aug. 8, Sept. 12, Oct. 10, etc.). arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m., dep. Wallis 7 a.m. following Mon. (Aug. 10, Sept. 14, Oct. 12, etc.), arr. Noumea (via Nadi) 2.45 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)

Alt. Sat. (Aug. 1, 15, 29, Sept. 12, 26, etc.). Return flight Norfolk (dep. 8 a.m.)

There's an airline in Paradise

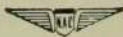
If the world is your oyster, then New Zealand is the pearl. In this Paradise of the South Pacific, there is an open season on pleasure . . . in thermal regions that dwarf Yellowstone . . . snow sports in alps where Hillary trained to conquer Everest . . . 500 lb. swordfish and 20 lb. rainbow trout . . . rugged beauty of glaciers, sub-tropical forest, fiordland and lakes . . . unlimited deer and wild boar hunting . . . the charm of the colourful Maori folk and the quiet hospitality of their white fellow-New Zealanders.



All this in a genially temperate climate, fever-free and without noxious insects or reptiles, among a pleasant English-speaking people. And all within an hour or two of the nearest airport. For although our islands have an area only the size of Colorado, it's a thousand miles from the Bay of Islands to Invercargill, and that's why so many visitors travel by N.A.C. N.A.C.'s fleet links 20 principal cities, towns and tourist resorts, and connects with other airlines servicing many more centres.



NAC

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

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

Tues., Fri., Sun.: Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.
Wed., Sat.: Dep. Auckland 6 p.m., arr. Sydney 9.45 p.m.
Wed., Fri., Sun.: Dep. Sydney 3 p.m., arr. Auckland 9.55 p.m.
Tues., Thurs.: 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.
Wed.: Dep. Christchurch 9.30 a.m., arr. Sydney 1.05 p.m.
Tues.: Dep. Sydney 3 p.m., arr. Christchurch 10.05 p.m.
Sun.: Dep. Sydney 8 a.m., arr. Christchurch 3.05 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

Sun.: Dep. Christchurch 5 p.m., arr. Melbourne 9.35 p.m.
Mon.: Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

Thurs.: Dep. Auckland 8 a.m., arr. Melbourne 1 p.m.
Thurs.: Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

16A. Auckland-Brisbane

Tasman Empire Airways, with Super DC6 aircraft

Sat.: Dep. Auckland 8.30 a.m., arr. Brisbane 12.35 p.m.
Sat.: Dep. Brisbane 2.30 p.m., arr. Auckland 9.50 p.m.

17. Melbourne-Auckland-Nadi (Fiji)

By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Sun.: Dep. Melbourne 7 a.m., arr. Auckland 2.45 p.m., dep. Auckland 4 p.m., arr. Nadi 9.15 p.m. Return, same route, following day.

(Note: This service connects with Qantas Super Constellation service from Sydney (US).)

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 aircraft and Qantas Super Constellations
Tues., Fri., Sun.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.
Mon., Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.
Sunday flights ex-Auckland, and Monday flights ex-Nadi are operated by Qantas under charter to TEAL and arrive Nadi 5 p.m. and Auckland 3.45 p.m.

Pan-American Airways, with Skymasters
Mon., Tues., Thurs.: Dep. Auckland 5.45 p.m., arr. Nadi 1 a.m.

Mon., Wed., Sat.: Dep. Nadi, 5.10 a.m., arr. Auckland 12.55 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats

Dep. Suva Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) Wed. 1.55 p.m.
Dep. Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.
(Dep. Suva July 30, Aug. 6—thence alt Thurs.: Aug. 20, Sept. 3, 17, etc.; dep. Apia: Aug. 3, 10, 24, Sept. 7, 21, etc.)

20. Fiji-American Samoa

Pan American Airways with DC4 aircraft

Alt. Fri.: Dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Thurs.).
Alt. Thurs.: Dep. Tafuna 1.30 p.m., arr. Nadi 5.05 p.m. (Fri.).

(Note: This all-tourist class service crosses International Dateline—the two-way flight is actually made on the one day.)

21. Fiji-Tahiti

Tasman Empire Airways, with Solent Flying-boats

Dep. 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 30, Aug. 6, 20, Sept. 3, 17, 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 Aug. 2, 9, 23, Sept. 6, 20, 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. Ouvéa 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-Koumle (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Koumle, 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 Galacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Thrice weekly service to the Leeward Group.

Wed.: Papeete (dep. 7.30 a.m.), Huahine, Raiatea, Bora Bora, Raiatea, Papeete (arr. 4 p.m.).

Thurs.: Papeete (dep. 7 a.m.), Raiatea, Bora Bora (arr. 8.45 p.m.), Papeete (arr. 11.30 a.m.), Papeete (dep. 3.30 p.m.), Bora Bora (arr. 4.45 p.m.).

Fri.: Bora Bora (dep. 7.30 a.m.), Raiatea, Papeete (arr. 9.30 a.m.).

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 Exchange Rates page 172 this issue.

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
Blak	103	15 0	186	15 0 4

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.

* Tourist class service only.

Classified Advertisements

Per line, 3/-; Minimum, 4 lines.

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.

LAUNCHES, MUST BE SOLD! 60 ft., 120 h.p. Grey diesel. 48 ft., 40 h.p. Grey diesel. Both licensed passenger, in survey. Easily converted cargo and passenger. Langsford, c/o Box 3408, G.P.O., Sydney, Australia.

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.

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.

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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.

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.

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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.

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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.

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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.

EDUCATIONAL

BARKER COLLEGE, HORNSBY, N.S.W.—Church of England school on healthy site near Sydney. Boys boarded 5 to 18 years. Particulars from J. G. Dewes, M.A., Headmaster, Barker College, Hornsby, N.S.W.

ARTIFACTS WANTED

AN EX-NEW GUINEA RESIDENT wants to buy native artifacts—figures, masks, etc.—particularly from the Sepik. "Artifacts", c/o Box 3408, G.P.O., Sydney.

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.

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.

POSITION WANTED

YOUNG MAN, 23 years, seeks position in Pacific Islands. G.P.S. education. four subjects in matriculation. Three years service with armed forces, two years jaqueroing. Now employed on sheep stud. Fairly extensive knowledge sailing, general boat work; some knowledge mechanics. Willing to undertake any position requiring initiative and enthusiasm, preferably plantation work. For references write: R. D. Herbert, "Ulah", Walgett, N.S.W., Australia.

BOOK FOR SALE

PRIMER OF POLICE MOTU

BY PERCY CHATTERTON, LCP

New Edition Now Available—
For Use in Papua and New Guinea

Price, Postage Paid, 4/6

From Bookshops in Port Moresby and Lae or from the Publishers—Pacific Publications Pty. Ltd., 29 Alberta Street, SYDNEY.

(The Dialect of Motuan which was adopted for use by the Papuan Police is extensively used in Papua instead of Pidgin English; and this Primer, by the Rev. Percy Chatterton, contains an outline of Grammar and Sentence Construction, with lists of the commoner words).

Pacific Commerce and Produce

In NG Individual Planters Move Out

A NOTICEABLE number of Europeans in the New Guinea Islands area appear to be getting rid of their plantations and "going South finish".

• Most of the well-established planters have in recent years—despite export taxes—reaped a comfortable reward from prevailing high prices of copra and cocoa, and now think longingly of retirement in a cooler climate.

• For a long time, owing to the anti-European-enterprise policies of Socialist Ministers, there was limited new planting and re-planting by individual Europeans—only by the European companies and the native co-operative societies—so that there is not a post-war corps of young planters now moving in to take the places of the older planters, moving out.

• The older brigade are not inclined to leave their money in the country, or encourage their sons to stay there. This was a natural result of the Hasluck policy of the 'Fifties; and it has become sharply accentuated since the income taxation plan was produced.

• Since they acquired post-war riches and Australian citizenship, the Rabaul Chinese have become very eager buyers of established plantations. The retiring planters know that the market is there and the cash is prompt.

One old hand, making the usual sweeping generalisation, says that "within a very few years, most of the plantations in New Guinea Islands area will be owned by either the European companies or the Chinese".

Companies Take Over

Mr. Dyson Hore-Lacey's Garua Plantation, copra and coconuts, for long years one of the show places of the Talasea district, has been sold to Carpenter interests for an undisclosed sum. A newly-formed company, Garua Plantations Ltd., took over the property in May.

Messrs. Hopper and Co., of Rabaul, have promoted an Australian company to take over Mr. H. T. Coldham's well known freehold plantation of 1,175 acres on Unea Island, in the Witu group (off the north coast of New Britain). It is called Bali Plantations Ltd., and an issue of 400,000 10/- shares has been underwritten by the Sydney stock-brokers, Messrs. Wolff Dunlop and Co.

The prospectus indicates that the

price being paid Mr. Coldham is £240,000, of which £50,000 remains on mortgage for five years.

The area is planted up in coconuts and cocoa, and the promoters, basing their calculations on prices current in recent years, expect the company to show a profit of between 20 and 30 per cent. The first Directors are Messrs. Jack Dunbar Read, of Kabanga, Kokopo; Alfred Alex Hopper and Harry Neville Green, of Rabaul; and E. A. Davis, solicitor, and Nevill Charles Ryrie, sharebroker, of Sydney.

Other Properties Named

It is reported—but not confirmed—that Mr. Wally Allan, of Kokopo, has sold his Kokopo cocoa plantation to Mr. Shew Loon, for something over £60,000; and that Dewau, in the Sohano area, has gone to a Rabaul Chinese buyer for £8,000.

Other smaller plantations appear to be in the market, with Chinese buyers interested.

Deos Plantation—the only post-war-planted property in Bougainville—appears to have been sold by Mr. A. T. Best to a Rabaul syndicate for something over £50,000.

Mrs. Good's Kessa Plantation and Mr. Fred Archer's Jame and Bel Plantations are believed to be in the market, with prospective buyers looking them over.

The tendency in quite clear—transfer of plantations from the small European individualist to the big company or to the Chinese. However good it may be economically, it is not good for the future of the Territory.

The only settlement policy which really would help the native peoples to become producers and go on to better standards of life would be one of establishing carefully-selected Europeans as independent planters in selected places among the natives, and encouraging them to make their permanent homes there. But the Hasluck policy has had the reverse effect.

The BP Furphy Ridiculed

SYDNEY Sun-Herald of July 5 reported a "rumour" that "some very interested parties, local and overseas, have been prospective bidders for the undertaking"—the "undertaking" being Burns Philp & Co. Ltd.

Well-informed circles ridicule the report.

There lately has been phenomenal buying of first-class Australian

shares by overseas investors, especially London. The Burns Philp shares, being regarded as Number One security, have had a lot of attention, and prices have risen steeply; and there have been substantial sales.

But no one suggests that there has been sufficient transfer of shares to alter the structure or character of the great South Seas company.

Bali Float—Demand Exceeds Supply

Issue of shares in Bali Plantations, Ltd., officially opened on July 1—but requests

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before that date exceeded 1,000,000 shares. Issue however, is 397,448 shares of 10/- each of which 150,000 have been taken up in New Guinea.

Underwriters are Wolff Dunlop and Co., of Sydney. (For details of company see lead article, this section).

Oil Search Issue: Modest Left-over

Oil Search, Ltd.'s, four-for-five issue, which opened in mid-April, closed in June undersubscribed by 525,000 shares. This represents about 5 per cent. of the total issue of 11,340,000 5/- shares and is regarded as highly satisfactory.

The underwriters, Ian Potter and Co. and Hordern, Utz and Bode will provide subscriptions for the shortfall.

According to Oil Search's April announcement, £1,700,000 of its new funds will be used to increase Oil Search holding in APC from 10 per cent. to 15 per cent.; the remaining £1,100,000 being used for development.

In spite of lack of information from Australasian Petroleum Co. in recent weeks, Oil Search shares are regarded as having maintained reasonable levels. Latest quote for old issue is 6/6 with the new issue about a 1d below that.

Plantation Holdings Ltd. Offers 5/- Shares

Prospectus for the issue of 256,942 5/- shares in Plantation Holdings, Ltd., was filed, on July 8, by Roland Walton and Co., of the Sydney Stock Exchange, who have underwritten the issue.

Paid up capital will be £150,000 divided into 600,000 shares of 5/- each. Of these 256,942 are offered for public subscription at par to provide cash for the part-payment of four plantations and the business of Mr. G. B. Black at Rabaul. The balance, 343,058 shares, will be allotted to the vendors to complete these purchases.

The new holding company will take over Matala, Tobera and Kurrajong plantations on New Britain, Magesh plantation, on New Ireland, and the trading business carried on by Mr. Black at Rabaul.

During the first year of the new company's operations, copra production is estimated at over 500 tons and cocoa production at 110 tons. Ultimate annual cocoa production is estimated at 300 tons. The company proposes planting a further 50,000 cocoa trees during its first two years of operations and considerable areas of land are already prepared for this purpose.

The total purchase price of the plantations and Mr. G. B. Black's store, subject to any variation in stock, current assets and liabilities at the time of takeover is £160,570.

The prospectus forecasts a 10 per cent. dividend after making provision for the proposed company income tax and adequate reserves.

There is an impressive line-up of directors, all residents of or known in the Territory: P. N. Warner Shand (chairman), J. C. Koefod, D. N. Gow, Bernard Chan, Dudley F. Jones, H. V. Quinton.

Whaling Co. Will Fill Quota

The Norfolk Island and Byron Bay Whaling Co., Ltd., announced in early July that it anticipated no trouble in filling its quota of whales by the end of the month.

Norfolk Island quota was raised this year from 120 to 150.

Oil Rights in Gulf of Papua

Oil rights of 9,500 sq. miles of the Gulf of Papua have been granted Camelot Nominees Pty., Ltd., in which company, Murphy Corporation of Arkansas, USA, is mostly concerned.

Seeking a US Partner

Associated Australian Oilfields (with which is associated Papuan Apinaipi and Freney) is hoping to affiliate with US interests. This was announced at the annual general meeting in mid-June, when it was also announced that a call of 6d per share would be made July 8.

Big Profit For CSR Co.

The Colonial Sugar Refining Co. announced in June that a profit of £2,539,284 was made on all activities in Australia and Fiji in the year ending March 31.

A dividend of 8½ per cent. takes £1,591,200 and £1,000,000 was added to general reserves.

Anticipating P-NG Income Tax

The introduction of income tax in Papua-New Guinea on July 1, brought a few minor rearrangements in Territory company accounting.

Steamships Trading Co., Ltd., has changed its accounting date to June 30 which will mean that the balance sheet for the current period ending June 30 will be for 11 months only.

Choiseul Plantations, Ltd., anticipated by 11 months the dividend (30 per cent.) for 1958-59, paying this on June 30 "in the interests of shareholders in view of impending taxation in New Guinea". The company paid a 30 per cent dividend for 1957-58 only on June 10.

Choiseul is a Burns Philp subsidiary.

NGG Production

Production from New Guinea Goldfields, Ltd., for May and June was as follows: Golden Ridges mill, 1,063 oz fine gold, 1,580 oz silver (May); 893 oz fine gold, 1,332 oz silver (June); Golden Ridges alluvials, 50 oz bullion; 63 oz bullion; Koranga alluvials, 445 oz bullion; 320 oz bullion; tributaries, 75 oz bullion, 73 oz bullion; timber, 185,384 su. ft., 197,063 su. ft.

Economic Outlook

IF stock exchange business is any indication of the prosperity of a country, Australia has never been better off than in the first week of the current financial year. Trading reached boom proportions on July 8, when price index for all ordinaries ended the day at a record 267.55.

The boom is attributed to various reasons—reaction after the end of the financial year; continued high company profits in spite of a fall in export income; and high overseas investment in Australia.

July 8 activity, however, was only the culmination of an upsurge in prices that began some weeks ago when General Motors—Holden's announced the highest profit ever made by an Australian company—£15,300,000. There were the usual post mortems after the announcement, due

to the fact that over £7,000,000 of the profit goes to pay a 425 per cent. dividend to US shareholders and only £33,696 to preference shareholders in Australia. (The rest is listed under "Retained in the business".)

The reply to this is that when the parent US company backed the production of an Australian car to the tune of £1,750,000 over 10 years ago, no one knew that it was going to turn into the bonanza that it has.

It is calculated that in the last year GM-H has got slightly over 50 per cent. of the new car market in Australia—really a fantastic percentage. There have been the usual public demands for a reduction in price—which on the figures, the company could well afford—with the counter blast that it would highly embarrass GM-H competitors.

The man-in-the-street, of course, is not interested in who is embarrassed so long as he gets a cheaper car—and there is no sign of that at the moment.

SYDNEY SALES PRICES

	June 5	July 8
Burns Philp	83/6	92/-
Burns Philp (SS)	57/-	55/-
C.S.R.	£58/5/-	£59/2/6
Dylup Plantations	27/6	25/-
Hackshalls	51/-	52/6
Kauri Timber	18/4½	20/-
Kerema Rubber	17/-	8/6
Koitaki	15/1½	21/7½
Lolorua	9/-	8/4
Mariboi	7/6	7/9
Norfolk Is. Whaling	4/1	4/1
Queensland Insurance	73/6	76/-
Rubberlands	6/3	6/6
Sthn. Pac. Insurance	18/9	18/-
Steamships Trading	54/-	58/9
W. R. Carpenter Hold.	18/-	20/-
Timor Oil	6/4	9/7

OIL AND MINING SHARES FIJI

	July 9, '58	June 5, '59	July 8
Emperor	b5/9	b7/6	b7/9
Loloma	—	b34/-	b33/-

PAPUA-NEW GUINEA

	b35/-	s40/-	b31/-
Bulolo	b35/-	s40/-	b31/-
N.G.G. Ltd. b1/8½	b2/5	b2/4	b2/4
Oil Search b2/6	b6/11	b6/5	b6/5
Ent. of N.G. b7d	b6½d	b3½d	b3½d
Papuan Apin b9d	s4/3	b3/9	b3/9
do. opt.	b2/1	b1/10	b1/10
Placer Dev. b86/6	b98/6	b100/-	b100/-
Sandy Creek b4d	s6d	b3d	b3d

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.; SUS 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.-N.G. 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 sell where they wish. Bulk of copra goes to crushing-mill in Suva, whose price on wharf, Suva, is announced each week. On July 6, prices were HAD. £F73/17/6, FM1. £F72/10/-; FM2. £F71/2/6.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £Stg.3 per ton for hot-air dried. Prices announced in March, 1959, to operate till further notice: Hot-air dried, £S67/13/8 per ton; sun-dried No. 1, £S65/3/8; sun-dried, No. 2, £S61/13/8.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared in June: 1st grade, £A80; 2nd grade, £A78; 3rd grade, £A68 per ton. f.o.b., BSIP ports. July price unavailable but most certainly has fallen from June.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 4 cents lb. (\$US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—On July 2, local buying price was £A45 per ton, delivered Vila/Santo. On same date, price was 106,000 Metrop. francs per metric ton, c.i.f. Marseilles.

COOK IS./NIUE/TOKELAU: Price fixed for first half of 1959, by Abels, Ltd., of Auckland, who mill it, was announced in February as follows: Standard Grade: £NZ66/15/6 plus £1 for bags, plus £1/5/- premium, totalling £NZ69/0/6. First Grade: £NZ66/15/6 plus £1 for bags, plus £1/5/- premium, plus £1/5/- special premium for hot air dried, totalling £NZ70/5/6. f.o.b., Rarotonga.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which, on July 9, was £Stg.276/5/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on July 9: £S285. f.o.b., Apia.

P.-N.G.: July 8, £A335 ex-wharf, Sydney.

COFFEE:—P.-N.G.: July 9, 4/5 per lb, c.i.f., Sydney, for good quality A grade.

Early July, price quoted for Kenya, c.i.f. Sydney, was: A grade, £Stg.510 per ton; B grade, £Stg.480; C grade, none available. Undergradings: £Stg.225-285. New crop prices expected late July. Tanganyika: A grade, £Stg.400 per ton, c.i.f. Sydney. Uganda Robusta, c.i.f. Sydney, £Stg.215-230 per ton.

PEANUTS:—P.-N.G.: July 9, No. 1 quote, Kernels. White Spanish 1/9 lb. ex-wharf; Virginia Bunch, 1/10 lb. No. 2 quote: Hybrid, 1/6 lb. No sale in Sydney at present for nuts in shell.

RUBBER:—P.-N.G. price is based on Singapore rate, which July 8 was: No. 1 RSS, spot, 97¼ Straits cents per lb. (33.76d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on July 9: No Tahiti

beans available at present; new crop prices expected August.

RICE (Australian):—Price from May 1, 1959—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per 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. Fiji:—Locally-grown rice has been retailing in Suva at 11d Fijian per lb, with Saigon imported rice at 10d Fijian per lb. Suva people regard the imported rice as inferior to the Fiji product.

PEARL SHELL:—Quotations in July by independent M.O.P. shell agents were: Sound £A750, D £A550, E £A225, EE £A150 (in store Sydney). Penrhyn £Stg.400 (nominal), f.o.b., Rarotonga. Manihiki lagoon will remain closed this year. Unless the reported plan to transfer Manihiki divers to Suvarrow atoll to dive for black-lip M.O.P. eventuates, only limited quantities of pearl shell will be on offer from the Cook Is. this year.

TROCHUS:—Revival of interest in Sydney during the month pushed the spot price up, one P.-N.G. parcel selling for as high as £300; but Sydney agents indicated that, during August, it might drop back to below the May-June rate of £280. In Fiji recently, trochus was being bought at from 1/6 to 2/6 Fijian per lb, depending on quality (equal to £F168 to £F280 per ton, in store, Suva).

GREEN SNAIL SHELL:—Because of a demand from Japan, price has risen to £365 per ton. P.-N.G. and B.S.I. shell is in short supply—Sydney agents say they can now place any stocks coming forward.

London and US Quotations

Copra: London, July 8, Philippines in bulk, \$245, July/Aug., c.i.f. UK/Nth. European ports, Straits/Borneo, FMS, del. weights, c.i.f. UK/Nth. European ports, £Stg.83 July/Aug. New York: July 8, Philippines \$230 c.i.f., Pacific Coast ports.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil:—London, July 8, Ceylon in bulk, £Stg.131, per ton, c.i.f., UK/Nth. European ports, Straits, crude, c.i.f., in bulk, £Stg.126 per ton.

Rubber: London, c.i.f., July 8, RSS No. 1, spot, 28½d Stg. per lb; Oct./Dec. 28½d Stg.; July, 1960, 28½d Stg.

NH COPRA PRICE SLUMPS

PRICE in store for New Hebrides copra reacted sharply to the European market trend during June by two falls totalling £18/15/- Aust. per ton—from £63/15/- Aust. in early June to £45 Aust. in July.

The Marseilles c.i.f. price dropped from 123,000 Metrop. francs per metric ton to 106,000 Metrop. francs.

Merchants regard the steep drop as "a return to sane levels" after the highly inflated rates prevailing in recent months when copra was in short supply. Indonesian and Philippines copra now is coming forward, they say, to fill the demand, and the threat by the US Government to release some of its stock-piled coconut oil, if high prices continued, had an immediate reaction.

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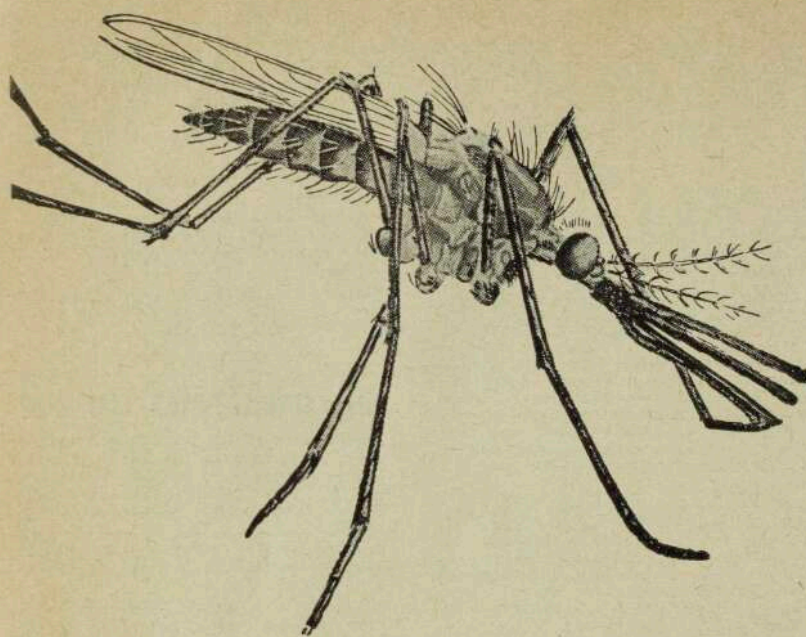
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SUPPRESSIVE DOSE—

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.

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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:

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

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

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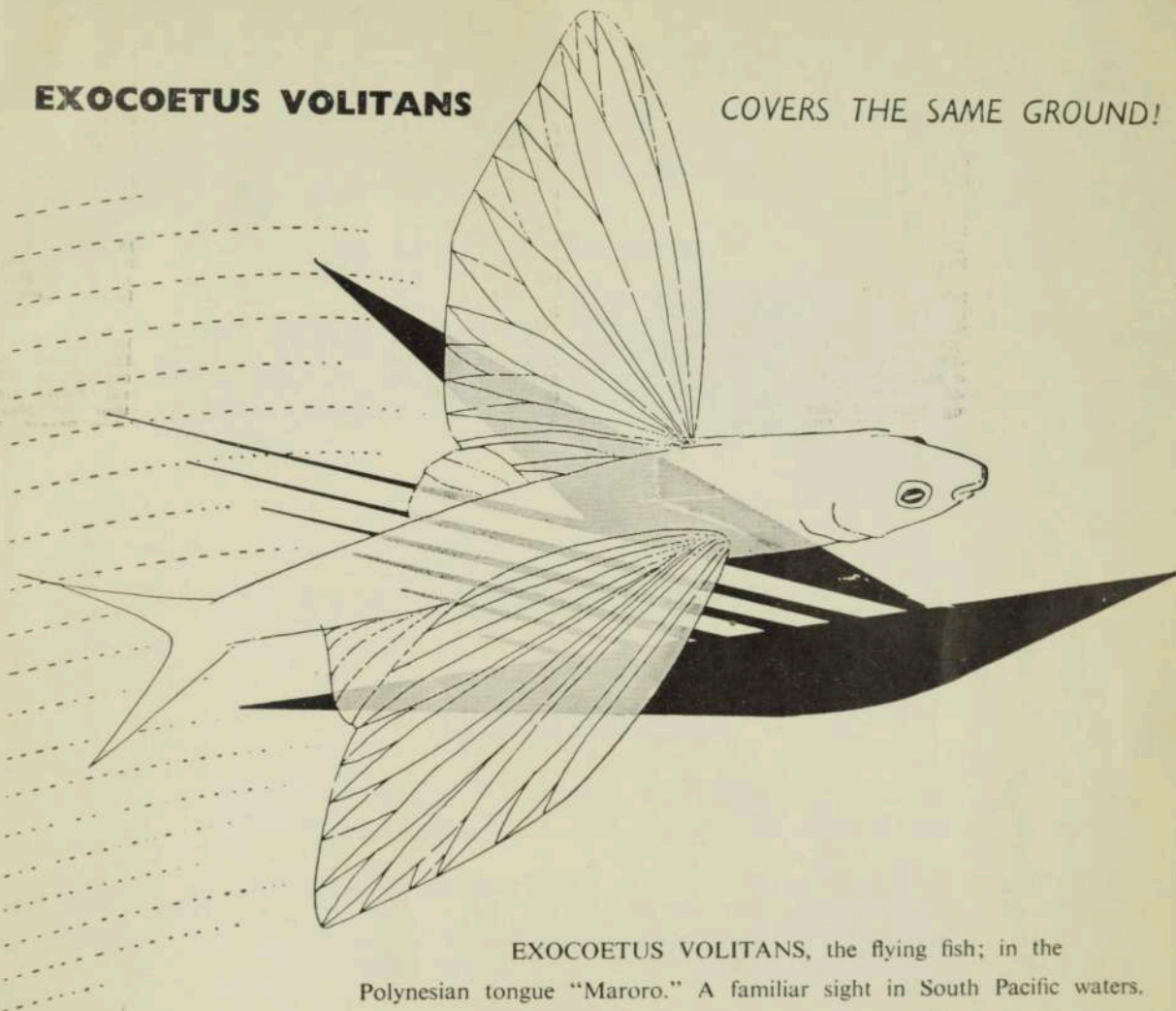
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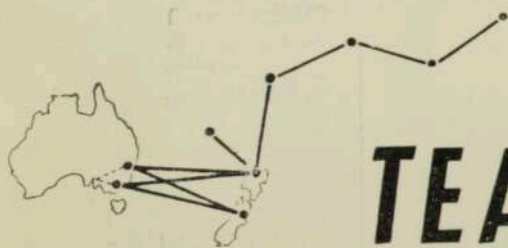
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