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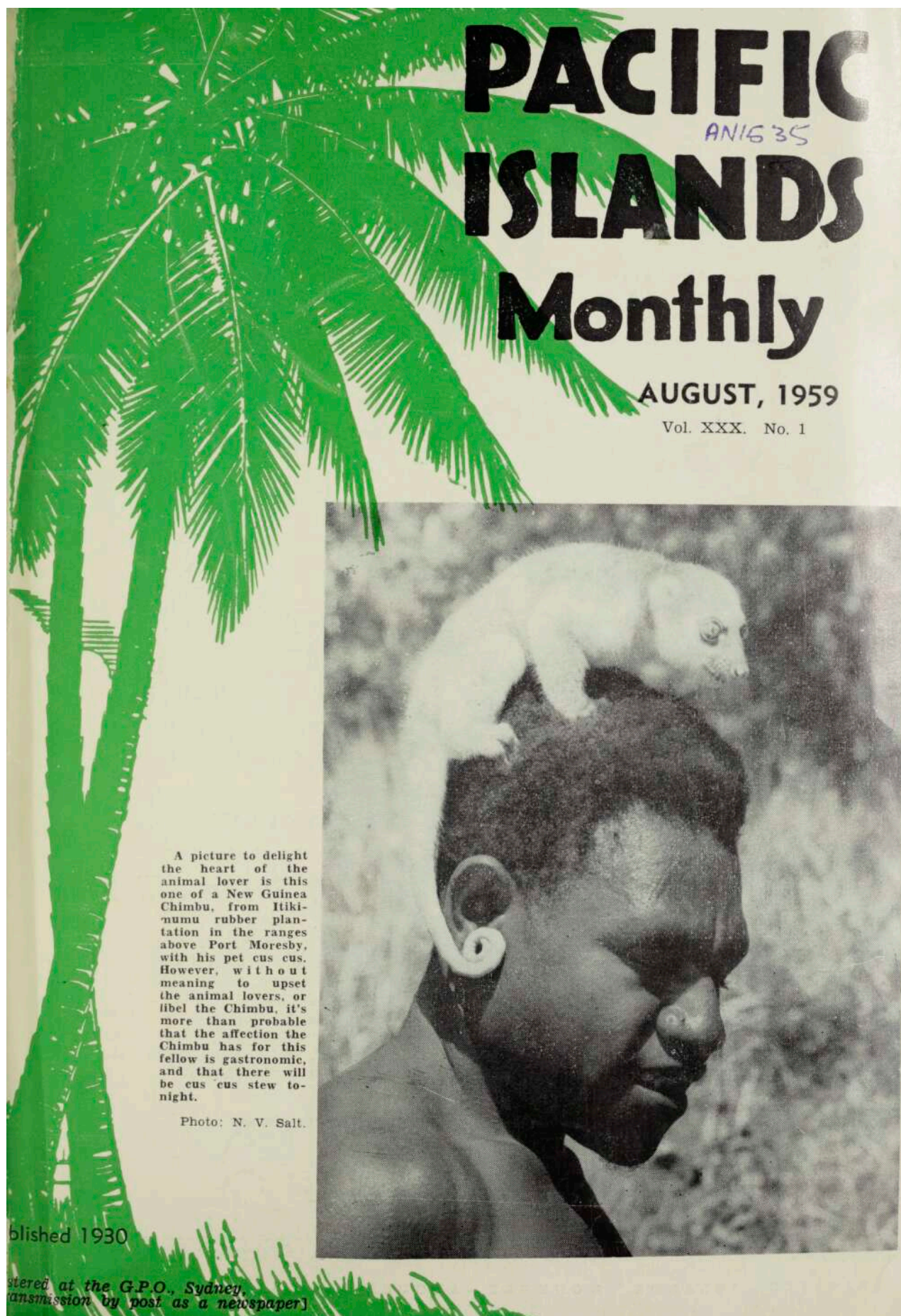
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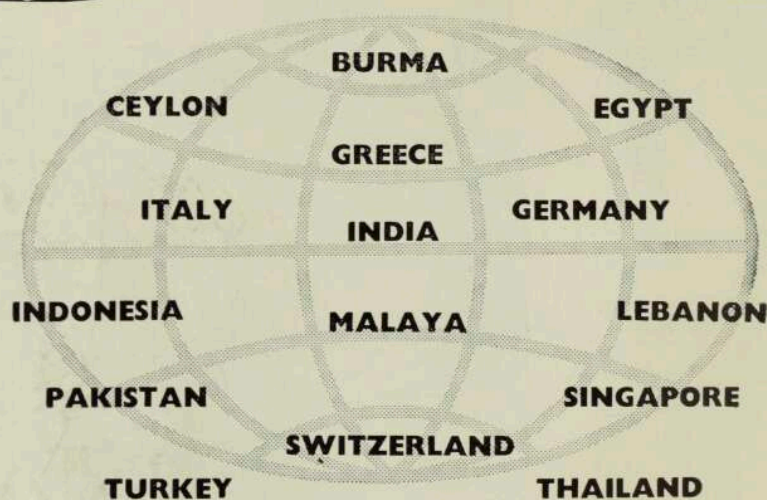
A picture to delight the heart of the animal lover is this one of a New Guinea Chimbu, from Itikimumu rubber plantation in the ranges above Port Moresby, with his pet cus cus. However, without meaning to upset the animal lovers, or libel the Chimbu, it's more than probable that the affection the Chimbu has for this fellow is gastronomic, and that there will be cus cus stew to-night.

Photo: N. V. Salt.

Published 1930

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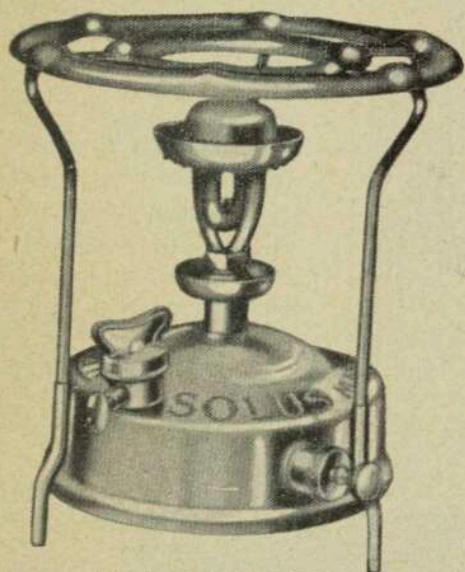
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PACIFIC ISLANDS MONTHLY—AUGUST, 1959

Coleman *Solus* STOVES

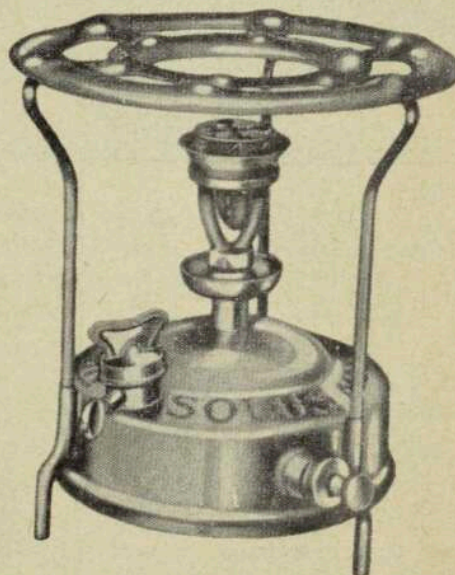
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These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height $8\frac{1}{2}$ inches, diameter $8\frac{1}{2}$ inches, approximate weight $2\frac{3}{4}$ lb. Both models have the same outstanding features.



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Model No. 531E
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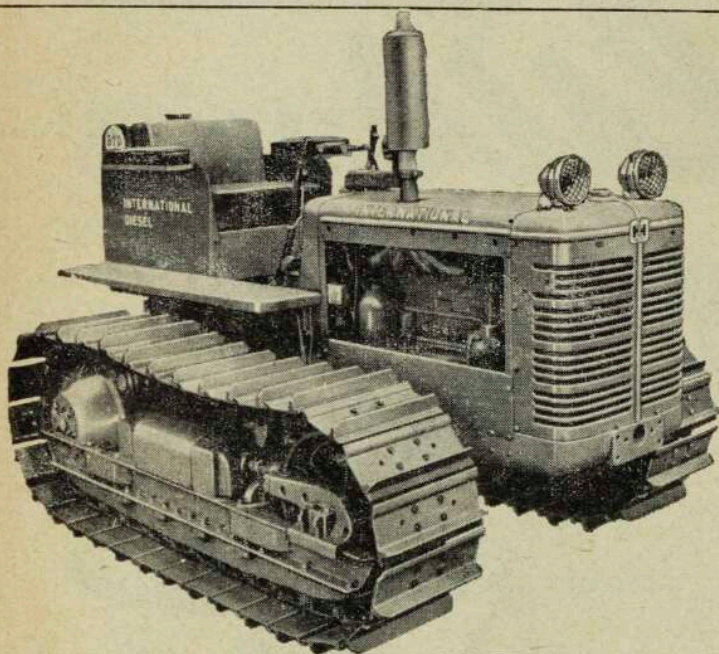
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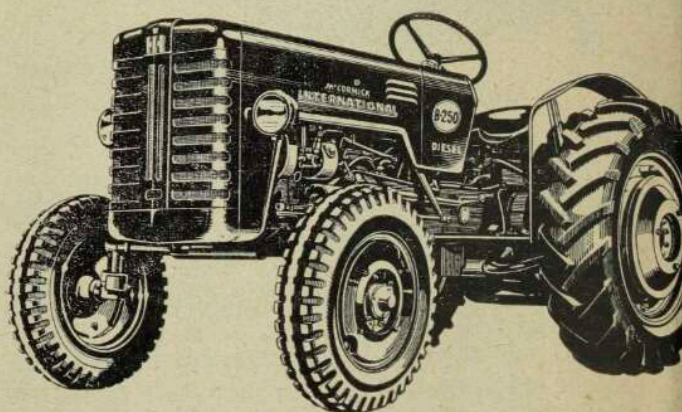
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Here's real pulling power—built into a tractor less than 9 feet long! This International BTD-6 has a cold starting, economical 50.5 h.p. diesel engine, with exceptional drawbar pull of 10,200 lb. The ruggedly built transmission is designed to give trouble-free service for long periods.

The BTD-6 is ideal for land clearing, road making, or for farming in wet or rugged conditions.

B-250

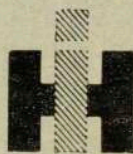
The B-250 is one of the most versatile tractors ever. It can be used on all sorts of jobs from hauling trailers to cultivating sugar cane crops, or mowing plantation, public parks or aerodromes. There is a vast range of Australian built matched equipment for the B-250, that will be useful on many applications, including high wheel equipment to give crop clearance of nearly 2 ft. The B-250 is a powerful 30 h.p. diesel tractor with 3-point linkage and a hydraulic lifting system for front and rear attached equipment. It has a rear mounted power take-off and "differential lock" which gives greater grip in hard going.



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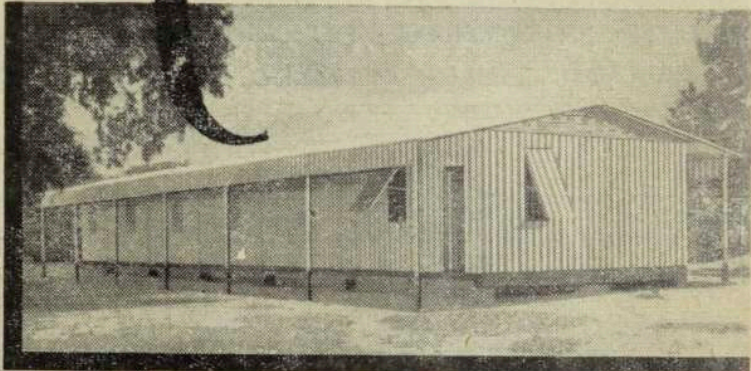
Frameless

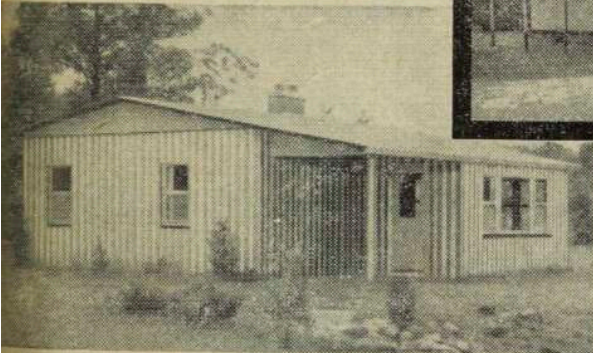
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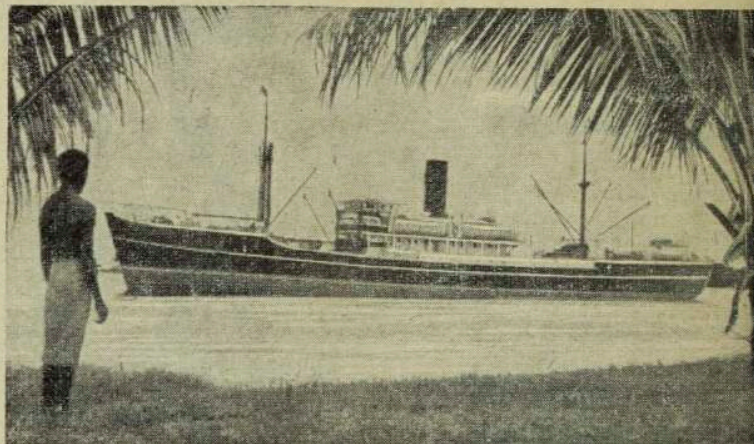
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Cables: "Steamships".

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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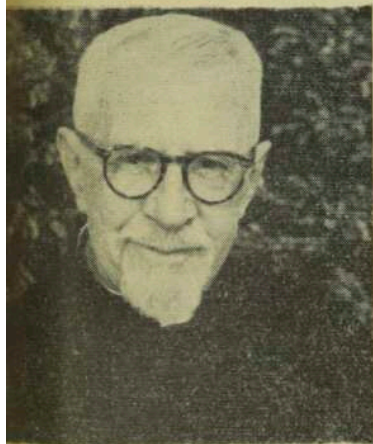
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PEOPLE

The young Princess Alexandra of Kent, cousin of Queen Elizabeth, had an informal look at Fiji on her way to Australia in mid-August. She broke her air journey at Nadi and flew to Nausori with the Governor, Sir Kenneth Maddocks and then went on to Suva by car, staying overnight at Government House. She returned to Nadi by the same route the following day. The Princess asked that her Fiji visit be treated as private—but there were big crowds to wave to her nevertheless.

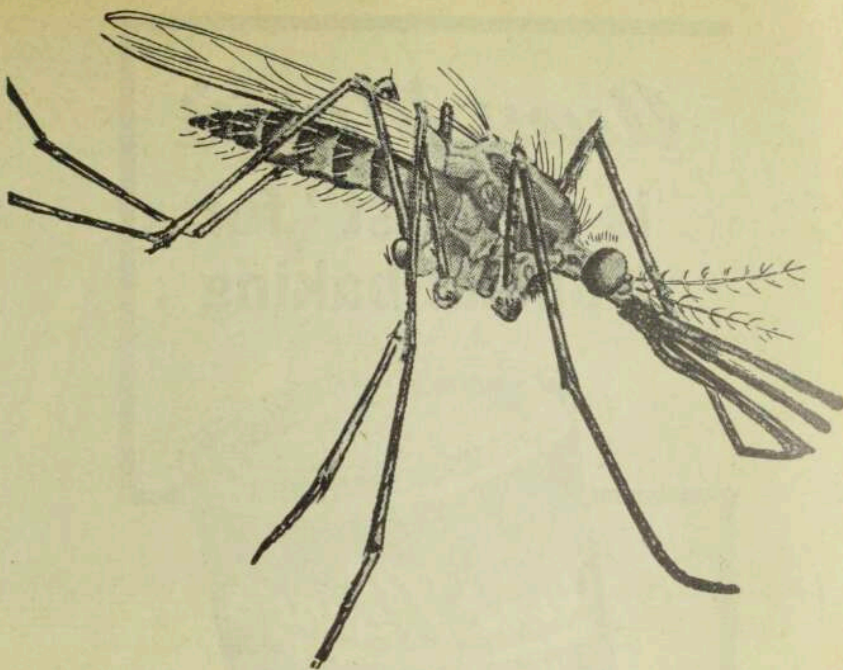
The Australian Broadcasting Commission in August flew New Guinea man J. K. McCarthy from Melbourne to Sydney and back for a half-hour appearance in a TV panel show, "Face The People". Mr. McCarthy, who is executive officer of District Services, and has spent more than 30 years with the P-N-G administration, is holidaying in Melbourne and will be there until Christmas. During the show he was quizzed by a panel of questioners, including PIM publisher R. W. Robson, on NG affairs. General answer reaction: McCarthy has the makings of a real TV personality.



Father Goupillaud, SM, celebrated 50 years as a priest in July. Father Goupillaud was born in France in 1883, and was ordained in Belgium on July 4, 1909. He spent 25 years in Samoa and for the last 25 years has been in American Samoa.

Photo: Pan American Prints.

In Sydney, after a six months' trip to Europe, is Mrs. Marie Hyde, Goroka, New Guinea. With her daughter, Miss Margaret McGregor, she returned on the *Willem Ruys* and now is spending a couple of months with relatives at Bexley, before returning to the Eastern Highlands in August. Without busi-



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For Adults:

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

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

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For Adults:

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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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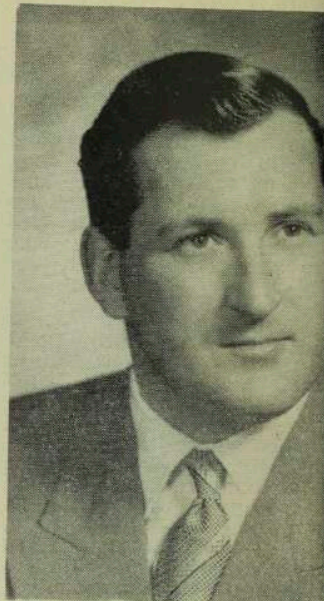
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You're in for a wonderful treat when you try Aunt Mary's Tomato Sauce, Tomato Juice, Jellies, Custard, Baked Beans, Spaghetti, Lemon Butter and Canned Soup.

ness experience, Mrs. Ryde NG four years ago, bought remaining shop block at and established a thriving store. Her best line? She native currency and for decoration.



Mr. J. L. Molloy, who has just been Pacific Islands branch manager for the Oil Company Pty., Ltd.

The Rev. Father G. Griffon living in retirement at the of Compassion, Suva, who stationed at Rotuma for 44 until 1954, celebrated the jubilee of his ordination priesthood early in July. Griffon first went to Fiji Vendee, France, in 1909, as a missionary, and was stationed Savusavu until transferred to Rotuma.



Recently in Sydney, Robert Wendt and Miller of Suva.

Miss Mavis Rivers, of established herself as a singer in New Zealand some

then she went from there to United States in 1955 and has definitely "arrived" with the American public. Now Mrs. King, she has lately signed a long-term contract with Capital Records and a long-play album of songs—with Nelson Riddle's and providing the accompaniment was recently released in the United States.

Miss Elizabeth Powell, who has been studying dietetics at Lautoka Hospital, Fiji, arrived in Australia recently to work for six months at the Royal Melbourne Hospital as a nutritionist. The visit, to gain experience, was arranged by the South Pacific Health Service.



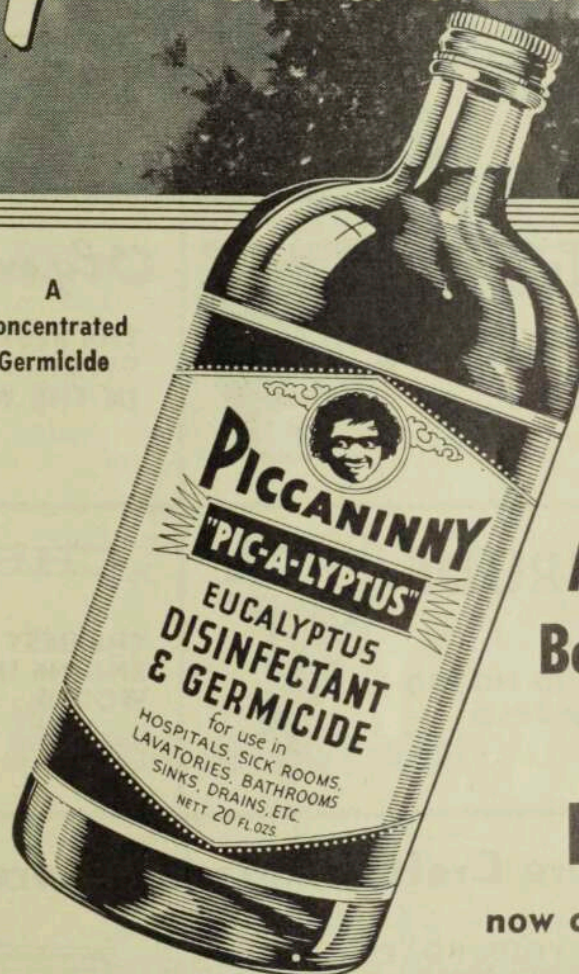
G. Serafini, popular secretary of the Red Cross in Lae, New Guinea, left Lae for Australia in July for an indefinite holiday stay.
Photo: Pat Robertson.

was announced in Port Moresby on July 31, that Mr. J. L. McNamara had been appointed as Collector of Taxes for Papua New Guinea. Apparently the Territory is not considered to be yet worthy of a fully-fledged Taxation Commissioner. Mr. McNamara was formerly a senior officer of the Commonwealth Taxation Office, Melbourne.

Three young men from the Islands were ordained as Catholic priests in New Zealand in July. The Rev. John Kaki, SM, and the Rev. Patrick Kaki, SM, both of Ma'ufanga, Rarotonga, were ordained by Bishop Kaki, SM, of Tonga, in St. Patrick's Church, Napier, on July 21. The Rev. William Paul Hansell, SM, of Apia, was ordained in St. Mary's Church, Mt. Albert, Auckland, by Bishop Delargey, Auxiliary Bishop of Auckland. All took their secondary



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AT ALL ISLAND STORES

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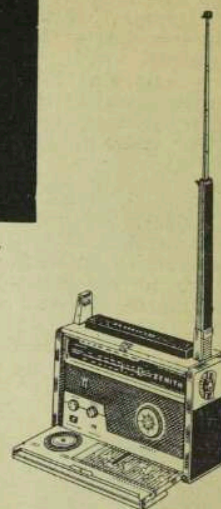
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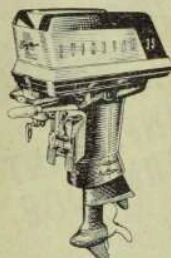
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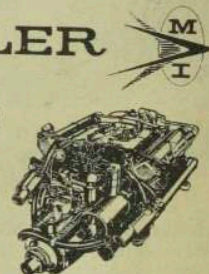
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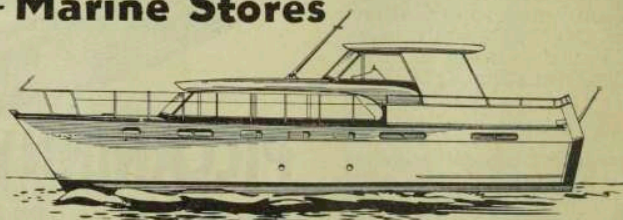
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U.S.I.

education at St. Patrick's College, Verstream, before entering the Greenmeadows seminary near Nadi. Father Hansell is the first New Zealand-born priest to be ordained in the Territory.

Mr. Malcolm McDougall, who has been manager of the Goroka Sports Club in the New Guinea Eastern Highlands, leaves there in August for Fiji, where he will become general manager at the Mocombo Hotel at Nadi Airport. Mr. McDougall has been a critic of Territory hotels in the Editors' Mailbag section, this month.



Annual baby show in the Cook Islands is a small scale affair. For the morning elimination heats at this year's show on Rarotonga, judges were needed, and five for the afternoon finals, to cope with a total entry of 350 babies in 12 sections. Awards were given to the winner of each section—but here is the champion of champions—Miss Matanono George, looking very pleased with that cup.

Photo: U. C. Berry.

Professor Y. Baron Goto, Hawaii coffee expert, will pay another visit to New Guinea coffee producing areas in September to advise on the growing and processing. His trip to the Territory is being sponsored by Colyer Watson Ltd., Bank of New South Wales. Professor Goto will be accompanied to the Territory by Mr. R. A. Colyer, chairman of directors of Colyer Watson Ltd., and by Mr. R. I. Hey, also of Colyer Watson. The party will arrive in Goroka on September 22, and remain in P-NG for two or three weeks.

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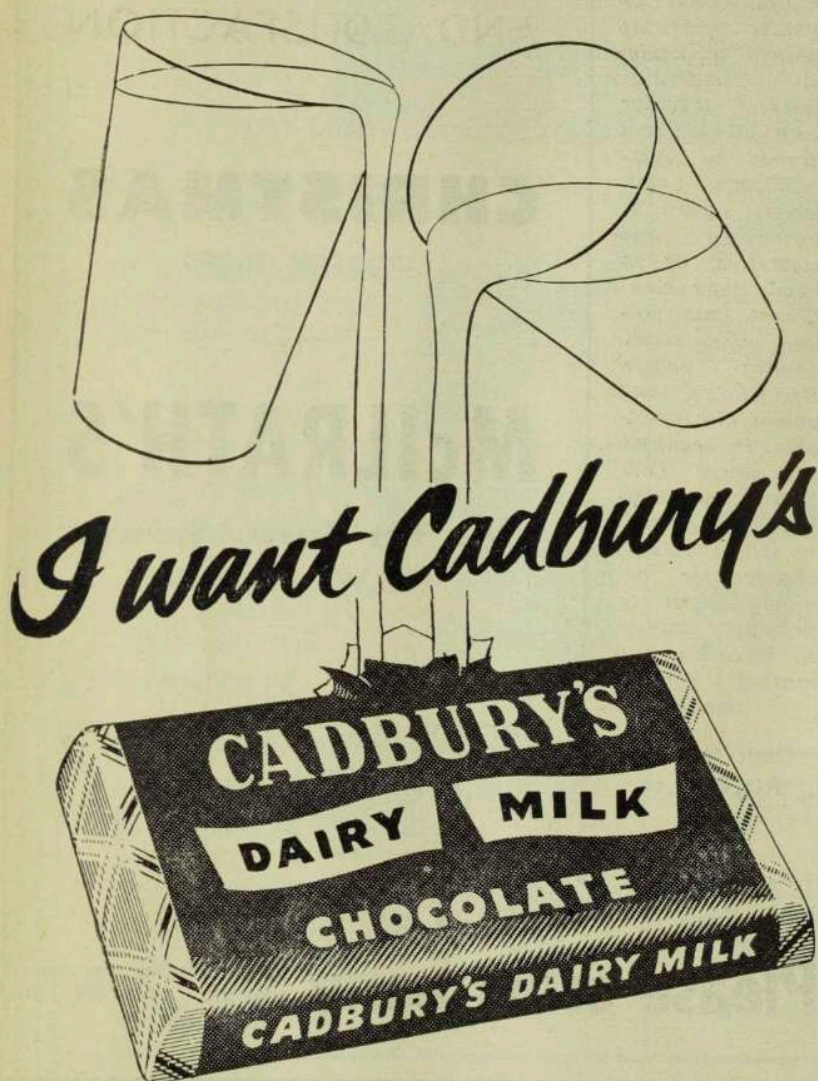
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of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate

MD25/75C/11



Before they returned to Suva after a
Italian holiday, Mr. and Mrs. Tom Gill
given a farewell party by members
Polynesian Association of Sydney

The Norwegian ship *Ty*
disgorged an 8,320 lbs, 21 :
packing case at Suva early in
Inside was a £3,924 Cadil
Dorado Brougham consign
Queen Salote of Tonga.

The car was taken aboard
Tonga Copra Board's *Aoni*
hatch was just capable of ha
it, for trans-shipment to Nuk



At another Polynesian Association gath
Sydney, were Mrs. Lily Antilla, for
Vatukoula, Fiji, with Mr. and Mrs. M
Mrs. Perry was formerly Maria Wise

Mr. John Ruatoke Iantin, a
telegraphist for the Coastwa
on Funafuti, Ellice Island,
the Japanese invasion, has
after all these years, obtain
radio-telegraph operator's
ficate. He won it with the
a Government bursary at th
Zealand Radio College, Aus
and has now returned to Tar
the Gilberts.



R. Barnwall, the pilot, and Mr. B. Beswicke, engineer, with their Polynesian Airlines aircraft at Tafuna, American Samoa in 1958. The aircraft, which they flew from Australia, will be based at Apia and used for a service between the two Samoas. See news pages this issue.

—Pan American Prints.

Following consultations with General de Gaulle and officials in Paris, Governor Pierre Sicaud of French Polynesia returned to Tahiti early in August travelling per TAI.



Superintendent of the Rarotonga Radio station, W. Scarborough and Mrs. Scarborough, are on the launch to take them to the "Matafua", headed for a four months holiday in the USA. Mr. Scarborough, better known as "ZK1BS", in planning to visit a lot of friends has made through his hobby in the States. Scarborough took up art recently, and is developing into quite an accomplished oil painter.

Photo: D. C. Berry.

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Winter colds
Sore throat**

DEMAND

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Gives soothing relief to the distressing
symptoms of all forms of
coughs and colds.

Always keep
a bottle
in the home

W.72



THE
FAMILY
REMEDY

These days somebody among Pacific peoples is always "doing something." But it came as a surprise to many people to find that a Papuan girl who graduated as a nurse in July was only 23, and so graduated in Australia. Sister Dalai Maniana, 23, who received her general certificate at the Hospital, Melbourne, She will do a post-graduate course in midwifery course and then go to Australia to train by the Mission, Samarai.

* * *

The job of directing the School of Pacific Studies at the Australian National University was offered in July to Sir John Crawford, the Australian Government's economic advisers. He accepted despite the fact that the post-war drop of £1,000 a year from his present salary of £6,000 a year. The Chief task of the school is to investigate economic problems in under-developed territories.



Mr. G. Nevill, Resident Commissioner of the Cook Islands (right), officially opened the Tonga Radio Club's new amateur transmission station ZK180 in June. This 100-watt transmitter was completely built by Cook Islanders under the expert guidance of Mr. Stuart of the Social Development Department. He has been conducting classes in mathematics, electronics and morse code for some time. ZK180 will be on the air nightly. At present it is on the 80 metre band, both phone and telegraph, and will shortly be on 20 and 40 metres telegraph, and will work all over the Pacific.

Photo: D. C.

A CSIRO survey team, led by Mr. J. C. Saunders, left Canberra in July to undertake a three months land survey of the lower Sepik of New Guinea. The team consists of the soil scientist, Mr. Aantjens, Dr. R. Robins, Dr. J. C. Saunders, Mr. J. C. Saunders, Mr. Pullen and Mr. J. McAlpine.

* * *

Mr. Stan Hynd, a fisheries biologist of the Australian CSIRO Fisheries Division, who is normally stationed in

Thursday Island, has returned to Australia after making a survey of the Manihiki mother-of-pearl shell sources for the Cook Islands Administration. The survey was aimed at assisting the Administration in adopting correct conservation procedures to permit the maximum profitable exploitation of the lagoon without endangering the resources over-fishing. The survey will eventually be the subject of a published South Pacific Commission report.



The twin brothers met at Nadi Airport when the first Boeing 707 arrived recently. At left is Mr. R. J. Ritchie, director of Technical Services for Qantas, who was a passenger on the airliner, and at right Mr. C. D. Ritchie, manager for Fiji Airways at Suva.

Mr. Doug. Ramsay, formerly of Ramsay Travel Pty. Ltd., Sydney, where he handled booking arrangements for Islands people, now is supervisor of Sita World Travel Pty. Ltd. "World" is right—left Sydney on July 10 on the first leg of a two hemisphere tour which will cover nearly 30 countries before he returns through USA and Pacific in November.

Rev. Father J. Allais, SM, who has been stationed in Western Samoa for the past 10 years, returned to France on vacation in August. Travelling with him was Brother Stanislaus, SM, bound for vacation in Auckland.

Mr. Herb Caen, gossip columnist of the San Francisco Chronicle, is now bound from a two-weeks' vacation in Tahiti, said in Fiji in a letter that he was "just going to be a native when he had to put his clothes on again—it was time to go home".

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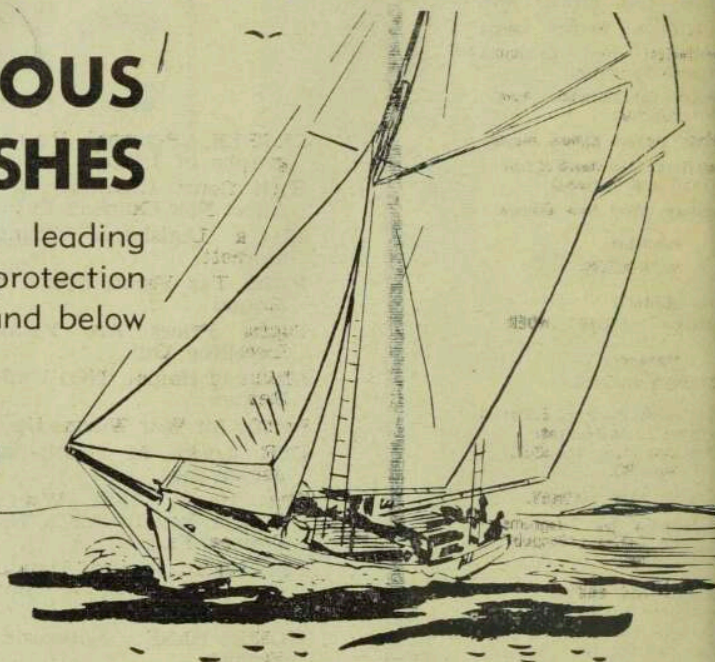
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Taxpayers Appeal to Highest Tribunal

Future Status Of New Guinea Before The High Court

The High Court of Australia in late August will consider a challenge to the whole constitutional structure of the Territory of Papua-New Guinea.

THE challenge has been made by P-NG residents, angered at the manner in which the Federal Government introduced income tax to the Territory, and with what they consider to be high-handed political tactics in New Guinea affairs generally. Nominal plaintiff Mr. M. W. Fishwick.

Income tax began operating in the Territory on August 1, despite a pitched battle by residents over several months to have it postponed. The challenge in the High Court is on the grounds that (a) the Papua-New Guinea Act is invalid on several grounds; (b) that even if it is valid the way the Tax Ordinance was passed means that this Ordinance is not valid because the Legislative Council is not properly constituted (not having its three elected members); and (c) the Tax Ordinance conflicts with the Commonwealth Taxation Act.

This is in effect a full-scale attack on the validity of an Act which, if destroyed, could mean that legislation in Papua and New Guinea goes back many years could be invalid—including the Taxation Ordinance.

"Cause Confusion"

Experts pointed out in August that if the Papua-New Guinea Act is invalid it can and probably will be quickly amended by Commonwealth Parliament, but meanwhile there would be confusion. The future status of Papua and New Guinea as combined territory with one Legislative Council could be in question, and it could mean there might have been separate Councils.

The experts said that there would be no doubt that taxation would be a legal again, but those behind the attack on the Act would certainly have proved their nuisance value.

No legal blocks have been thrown in the way of the High Court action by the Commonwealth Government, which could, if it had wanted, have delayed the action through technicalities.

The Federal Government itself, however, wants to clear up once and for all the doubts that have been surrounding the Papua-New

Guinea Act for some years. The Australian Attorney-General, Sir Garfield Barwick, QC, Australia's leading constitutional lawyer before he was appointed to Cabinet last year, is believed to have been the main influence in this attitude.

Sir Garfield personally will lead the Crown case, assisted by Mr. A. Mason, who handled the case for the Crown during another similar challenge before the P-NG Supreme Court.

For the applicants will be Mr. Gordon Wallace, QC, assisted by Mr. D. L. Mahoney and Mr. W. Deane.

What's Happened

These are the events which immediately lead up to this vital court action (for the background to the whole series of developments of the last few months, see p. 61):

- In June, Mr. Bob Bunting applied to the Papua-New Guinea Supreme Court to declare the Legislative Council incompetent, because it did not comply with Section 36 of the Papua and New Guinea Act.
- In July the Court rejected the application, and the triumphant

PACIFIC REPORT

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

They Knew About The Ten Commandments—117; NG Women's Clubs—117; Apia Ships Queue Up; Ratu Sukuna's Decorations for Museum; Five Annual Shows for P-NG—121; Another Papeete Hotel Offer—122; Lili Wanted the Quiet Life—123.

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A Yank Follows Wartime Footsteps—139; They Want "Eurasian"; American Goods for W. Samoa—141; W. Samoa Public Servants Want More Money—142; New Blood for Fiji Legco—143; NG Fly Problem—145.

Administration, having got the Tax Ordinance through the Council on July 15, brought the tax gathering machines into being to operate from August 1.

- Mr. Bunting and other leading community members being unwilling to attack the Papua and New Guinea Act itself, refused to appeal to the High Court. Thereupon, the Taxpayers' organisation split and re-formed.
- Taxpayers, directed by a Rabaul group under Mr. Dudley Jones and

(Over)

It's A Legislative Council Boycott

Attempts to fill the three vacancies on the Papua-New Guinea Legislative Council left by the resignations of the elected members caused fun and games.

WHEN nominations closed on August 4, the Papua electorate found itself with two candidates, one of whom will resign if he is elected; the New Guinea Islands electorate was in exactly the same position; and the New Guinea Mainland electorate had no candidates at all.

Thus when the elections are over on September 12 the Legislative Council may find it has one or two elected members to represent the three electorates, or perhaps none at all—but certainly not three.

This situation has arisen as a result of the boycott which was threatened by New Guinea taxpayers following the resignations of the

three elected men, Messrs. E. A. James, Ian Downs and Dudley Jones, none of whom has renominated.

However, the boycott was not a complete one, except in the Mainland electorate, because of a split which developed between the taxpayers during July.

Some, influenced in part by the view of a visiting Federal member, Mr. Roy Wheeler, believed it would be bad tactics for men to stand only to resign. Mr. Wheeler had said that these tactics would make it difficult for him and other party backbenchers to fight Mr. Hasluck in Federal Parliament.

(Continued on page 149)

Crown 'Anxious To Settle Issue'

(From previous page)

Mr. M. W. Fishwick, and a Port Moresby group under Mr. Craig Kirke, at this point decided to actively boycott the by-elections and also to launch another legal campaign, this time to the High Court of Australia.

- Dissident taxpayers, consisting mostly of a Port Moresby group, refused to support the High Court action, and decided to support new men for the Legislative Council who would not resign.

- About July 27, Mr. Fishwick lodged his application to the High Court.

Mr. Fishwick's application began quietly enough. It was handled by Messrs. Patience and McIntyre (acting for Dudley Jones and Craig Kirke, New Guinea solicitors).

Beat the Gun

Council contacted Mr. Justice Taylor, of the High Court, at home, and asked for an injunction restraining Tax Ordinance from being proclaimed. His Honour arranged to hear the application on July 30.

But only two hours before the hearing began in Sydney the Ordinance was proclaimed in Port Moresby. Mr. Wallace reported this, rather glumly, in Court and mentioned that this action had been taken by the Crown despite a request by the applicant for it to be delayed. However, there was still the application against the validity of the Act.

Mr. A. Mason (for the Crown) told Mr. Justice Taylor that the Crown was anxious to take the matter to finality and it would not object to it going to the Full Court.

On August 4, Mr. Justice Taylor met counsel in chambers, and it was later announced that the application attacking the validity of the Act, would be considered by the Full Bench of the High Court, probably about August 17 or 18.

Tax Machinery in Action

Before July ended, every employer in the Territory who might be regarded as a likely taxpayer had received, from the new Taxation Section of the Treasury in Port Moresby, a mass of documents outlining his or her new liabilities.

A large staff must have been working overtime, for weeks, to prepare, print and get all this stuff into addressed envelopes.

Territorians, still uninstructed and completely befogged regarding their tax obligations, began to learn, in this hard and painful way, what they are in for. The following is by no means a complete picture, but it

is an outline of what has come into operation since August 1.

By July 31, "taxation advice officials" had been placed in most Territory centres.

The tax operates from August 1. (It was to be July 1, but the Supreme Court application held up the machine for two or three weeks.)

New Guinea's new tax system is the full-blooded, complex and vicious Australian tax system—as compared with the much simplified income tax systems of Malaya, or Solomons or Fiji.

This new system is subject to PAYE (pay-as-you-earn)—in other words, to Provisional Tax. It actually goes beyond the Australian system, in that it forces companies, as well as individuals, to pay provisional tax.

It includes the double-tax provision—that is, a company is taxed on its profits; and then, after the remaining profits are distributed, the shareholders who receive the dividends are taxed again, as if the dividends were new income. Very few countries in the world are subjected to this system.

The employer, under threat of severe penalties, is obliged, from August 1, to collect the tax at each pay-day from employees subject to tax, and transmit same regularly to the Taxation Section.

Professional men and traders, including Companies, not on a fixed income—who therefore cannot be put on a Provisional Tax from August 1—are obliged to send to Taxation Section, by January next, an estimate of what their income will be in the current year; and after March 31, 1960, they are

The Tax Fight—Round by Round

January-March: P-NG taxpayers appeal to Canberra to delay and redraft Tax bills. Refused. **Win for Hasluck.**

April: Tax bill introduced to Legco without notice. **Win for Hasluck.**

May-June: More taxpayers' appeals to Canberra. Refused. **Win for Hasluck.**

June: Three elected Legco members resign. **Win for taxpayers.**

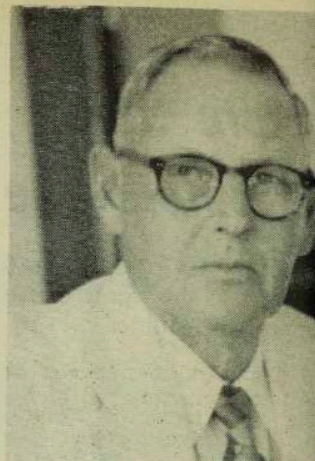
June: Taxpayers apply to Supreme Court. **Win for taxpayers.**

July: Application rejected and Bunting and other leading taxpayers refuse to proceed further. **Win for Hasluck.**

July: Administrator proclaims Tax Ordinance, before taxpayers can lodge injunction. **Win for Hasluck.**

August: High Court agrees to hear taxpayers application. **Win for taxpayers.**

August: Both sides nominate candidates for by-elections. **Dead heat.**



Brigadier D. M. Cleland.

obliged to pay Provisional Tax—that presumably each man is not clear whether this is retrospective—that is whether calculated their probable income, they must pay Provisional Tax at that rate from August 1.

Undistributed Profits

There are different tax systems for public and private companies in New Guinea, hitherto, there has been only one kind of Company. The new law introduces a system of measuring sticks (mostly, the number of shareholders) by which officialdom will decide whether a Company is private or public.

Public Companies will pay the £. Private Companies will pay for the first £5,000 of profits 3/6 thereafter.

Private Companies are subject to the Undistributed Profits Tax of Australia's most oppressive laws. The NG private Company will be allowed to retain, for itself, 40 per cent. of their profits, but, if the sum remaining after payment of dividend is more than 40 per cent., it becomes subject to Undistributed Profits Tax of the £.

Directors of some private companies in Australia, anxious to retain some of their profits, as working capital in the inflationary world, distribute profits to shareholders; and the latter hand back the £ (less the income tax they have to pay) to the Company to use as a loan, at interest, for use. The interest paid on loans is a deductible expense.

But the newly-fledged Port Moresby tax-collectors are anxious to make this procedure; and provide a means whereby interest on dividends sent away to shareholders outside the Territory, may be taxed as income—and the Office is responsible for the collection.

(Continued on page 149)

After Being Too High For Too Long

It's Happened: Copra Prices Level Out

It is always gratifying to fly a kite and find that it does as predicted; however, when *PIM* said last month, that copra prices would probably level out in the next six months, it was over-optimistic on one point: Copra prices have showed themselves ready to level out in a lot less than six months and during July fell by another £Stg.10 per ton.

AVERAGE price for Philippines copra, c.i.f. London, during June was £Stg.91, a fall of £Stg.8/15/- from the previous month; average July was £Stg.81/10/- c.i.f. London. In a year, for a South Pacific plantation producing 3,000 tons per annum, that would mean a drop in net earnings of £Stg.5,400.

This slump was in line with the general price fall, June-July (M. July, page 167), and if the general copra market can be regarded as a preview of what will happen elsewhere (and sometimes the past it has been) planters might be comforted by the fact that the price dropped to 106,000 fcs at beginning of July, it situated very little for the rest of the month.

Experts who make a speciality of analysing the copra situation are finding it as difficult to pin-point reason for this sudden fall as they were previously to explain the continually rising prices.

"Interchangeability" Again

A number of factors are probably involved—not the least of which is the bug-bear "interchangeability": the long run of high copra prices encouraged manufacturers to use alternatives to coconut oil. Another factor was the move in the United States for the disposal of stockpiled coconut oil and though it seems now that this will be done for a period, it no doubt had its effect on the market.

The overriding reason for the fall, of course, is that copra and coconut prices have been maintained at an unhealthy high level for too long, and market reaction of this sort is bound to occur sooner or later. Those in the trade are not dissatisfied; to the contrary, although no one wants to see copra fall much further. The world copra market will be more than ordinarily interesting for the next few weeks.

The Bank Line's *Beaverbank*, which spent 2½ weeks on a Fanning reef in July, had to jettison out 2,000 tons of coconut oil into

the sea (the oil had been taken on in Suva in June) and although some copra was unloaded into another ship it is believed that about 2,000 tons were also jettisoned. In early August, *Beaverbank* was in Honolulu, presumably for repairs. (A Honolulu tug went to her assistance).

There was no immediate reaction to this loss of coconut oil and copra—although it was probably too early, at the end of July, to judge the situation completely.

(Continued on page 150)

Fund Earns £1 Per Ton Of Copra

The Papua-Guinea Copra Stabilisation Fund, which has functioned in one form or another since the end of the war, now stands at the handsome total of £3,300,000 which, invested in sound Government securities, is bringing in about £100,000 p.a. in interest—or £1 per ton of copra produced.

For several years the Stabilisation Fund deduction was combined with that for export tax and when the latter came to an end with the introduction of income tax, Fund contributions came under review.

It has been decided, for the time being, anyhow, that no further contributions to the Fund are necessary and so planters will be richer by the £1 per ton they have been recently paying on this score.

The Fund was born out of experience of the wildly fluctuating and mostly uneconomic prices for copra in the period between the wars. Its purpose is to cushion the industry against uneconomic prices, but so far the post-war industry has got along on its own and there have been no pay-outs from the Fund.

SO THIS IS THE STONE AGE?



It was a Stone Age world in the Baliem valley of Netherlands New Guinea until recently. But "buzzbikes" like this one are helping to break down the old ways. They are the only means of transport within the valley.

Hamac Under Review

Affairs Of New Group Of Companies In P-N. Guinea

• Within the last three years, persons then connected with the well-known insurance brokers, Messrs. Harvey Trinder Ltd., of London, Sydney, and Port Moresby, formed a group of companies which were registered in Papua and New Guinea. Their names and nominal capital were:

Halmac Holdings, Ltd., £250,000.	Coffee Products, Ltd., £100,000.
Ela Services, Ltd., £50,000.	Morobe Hotels, Ltd., £250,000.
Moresby Importers, Ltd.	Hotel Cecil, Ltd., £100,000.
Eriama Shipping Co., Ltd.	Wanigela Plantations, Ltd.
Eriama Estates, Ltd., £1,000,000.	Aroana Estates, Ltd., £40,000.

A certain number of these companies began to trade actively.

Ela Services Ltd. obtained some leading car agencies, and built an impressive establishment near Ela Beach, Port Moresby, and entered the motor and garage business.

Cattle farming began to Wanigela. Not long ago, a pedigree bull, reported to have cost 2,500 guineas in Sydney, arrived at Port Moresby and was sent to Wanigela.

The hotel companies purchased the Cecil Hotel at Lae, the Wau Hotel and the Goroka Hotel, and have conducted them for the last two years.

The finance required for these operations ran into some hundreds of thousands of pounds. The public did not know exactly how it had been arranged—but it was generally believed that Harvey Trinder Limited was interested, in some way.

"Restless"

The group of companies, in the course of trading, incurred substantial liabilities. Early this year, a few of the bigger creditors became restless, and appealed to Messrs. Harvey Trinder Ltd.

It then became known that Messrs. Harvey Trinder Ltd. was neither a shareholder nor a guarantor of Hamac Holdings Ltd., but was merely a creditor—and a large creditor.

On July 16 last the managing director of Messrs. Harvey Trinder Ltd., in Sydney, sent a letter to creditors of the group of companies, in the following terms:

"Re Hamac Holdings, Ltd., and subsidiary companies—

"As you are probably aware, Harvey Trinder (NSW) Pty., Ltd., is a very substantial creditor of the above Group of

CSR Co. Looks at S.E. Asian Rice

The Colonial Sugar Refining Co. in Fiji does not seem to be suffering so many doubts about its rice milling project at Nausori as Mr. Ram Jati Singh, secretary of the new Indian sugar milling company seems to think, (See page 53, this issue)

It was announced at the end of July that the CSR Co. has appointed Mr. G. M. R. Day, formerly manager of the company's mill at Penang, to be manager of the new rice mill.

He is at present in South East Asia studying rice-growing, milling and storing methods. He is accompanied by Mr. A. H. Campbell, design engineer for the company in Australia who recently visited the old Nausori mill which will also be the site for the new rice mill. It was stated that construction of the new mill will commence shortly.

Companies, and we understand that certain monies are owing to you.

"We have made a preliminary investigation into the affairs of the Hamac group, and there are various aspects of the matter which we, as Principal Creditors, wish to put before our fellow creditors.

"We have decided to call a meeting of all Creditors so that we may discuss the future of the Group . . .

"In view of the seriousness of the situation, we should be pleased if you would arrange for a representative to be present . . ."

The meeting was held in the Boroko Hotel, Port Moresby, on July 28.

(Continued on page 150)

Pacific Route Change

THE AIR WARMS UP

One result of the introduction of Qantas Boeing 707 aircraft for trans-Pacific service (the first service got off from Sydney on the 1st and the service will be fully operated by September 7) has been the abrupt curtailment of American services on the same route.

PAN AMERICAN, which has been operating a Super 7 conventional piston engine aircraft until it starts its new Pacific jet service, has cut its services between Sydney and America from four per week to two per week. Jet training procedures for its own air crews is partly responsible for cutting back the service; but the bigger factor is the loss of capacity, and the novelty of the flight now supplied by Qantas.

Meanwhile, Samoa has become a centre of keen competition.

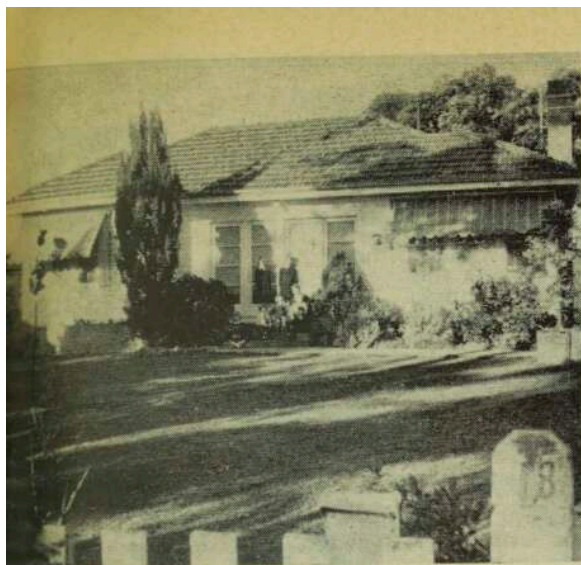
First came Transocean with its non-scheduled Tourist service and a direct link with Honolulu, wresting some of the traffic from Pan American which operates via Hawaii.

Now Pan American will commence a scheduled bi-weekly Honolulu-Tafuna (American Samoa) service with Boeing Stratocruisers, the same time discontinuing its DC4 service between Nadi and Tafuna.



On a visit to the South Pacific in July, the Governor-General of New Zealand, Viscount (right), with Lady Cobham, here photographed in Pago Pago, American Samoa, with Mr. E. Fitzpatrick, American Samoa Treasurer (left) and Mr. K. Davies, New Zealand Trade Commissioner, who is also on a Pacific tour. Lord and Lady Cobham were travelling aboard the "Royalist".

Photo: Pan American



The House That Warm Hearts Bought

• It is the big hearts of Islands people which make these two photographs possible.

THEY show Mrs. Audrey Young-Whitforde and her six children, and the house they recently bought at 18 Jubilee Street, Wahroonga, Sydney, with the help of \$3,700 publicly subscribed by the people of Papua-New Guinea following the death of Mrs. Young-Whitforde's husband.

He was popular Assistant District Officer Dudley Young-Whitforde, who died suddenly in New Guinea last September. All his six children are under 10.

The Young-Whitforde's had been in the Territory for 12 years and had been stationed in many areas.

Mrs. Young-Whitforde is not a Sydney girl but she moved her family to Sydney this year because of one thing, "Sydney is the centre of Territorians on leave and I don't want to lose contact with such wonderful people".

They've Settled Well

The four eldest children, Penny (9), Shan (9), Denise (7) and Bromlyn (5) all go to school just round the corner, and William (3) and Murray (1) help mother keep house. All are happy and have settled down well in their new life.

In the evenings they watch TV—something not possible in New Guinea—and the set has particular appeal to William, who roams the house in a Western outfit, guns slung low on his hips.

Mrs. Young-Whitforde, with (front) Murray, William and Penny, and (at rear) Denise, Shan and Bromlyn.



FIJI SUGAR INDUSTRY REPORT

Personal Aggrandisement And Remote Control are Among Problems

The Board set up by the Governor of Fiji in May to inquire into the sugar industry, and particularly sugar-industry wages, laboured for many weeks in the Colony and has now brought forth a recommended rise of 3d per hour. (Sugar workers' representatives had asked for a rise of 1/7 per hour.)

WITH one member of the four-man Board dissenting, the recommendations published August 1, were for an increase of 3d. per hour on the minimum rate of the workers involved, and no change in the existing 44-hour working week. The workers had sought an increase from 1/5 to 3/- per hour and a reduction of hours to 40—though the latter demand was not strongly pressed during the hearings.

The Board consisted of Mr. G. G. Honeyman, CBE, QC, MA, LLB, JP, chairman; Mr. P. K. Bhindi, Mr. D. M. N. McFarlane, LLB; and Ratu K. K. T. Mara, MA. It was set up as the result of a dispute between the employer, Colonial Sugar Refining Company Limited, and one section of the sugar industry workers, Fiji Sugar Industry Employees' Association.

The Board had no power to fix wages or make any award; its function was simply to make recommendations. Presumably the

Governor will now recommend that both parties again meet and try to reach an agreement on the basis of these recommendations.

The dissenting vote was cast by Mr. Bhindi—a company director and business man by profession and an Indian by race, who found that an increase of 8d., not 3d., was called for.

The grounds of his disagreement on certain points, including the basis of fixing a minimum wage, were fully set out by him in the published report which occupies 50 foolscap-size printed pages, and discusses at length all the points raised by both sides as well as the history of labour relations in the Fiji sugar industry.

Fixing the Blame

The Board found that much of the cause of the recent unrest in the section of the industry involved

(Over)

—the mill workers—could be attributed to the Association's General President, Mr. B. D. Lakshman, whose "motives . . . seem to have been personal aggrandisement rather than the advancement and improvement of the conditions and status of the workers".

But this was only one of several causes, according to the report, not all of which rested with the employees. The report says, for example, ". . . Industrial unrest is not likely to be remedied, but rather preserved, if the present remote control from the Company's Head Office (in Sydney) is not eased."

One of the principal points of the Association's submissions demonstrating a totally inadequate minimum wage, was a cost of living figure based on the cost of maintaining an Indian prisoner in a local gaol. The Government figures showed this to be £1/6/9 per week.

The Board offered no comment on the validity or otherwise of these Government figures, or the method of arriving at a family rate (multiplying it by 4½) but merely points out that evidence was submitted to show that this prison ration was "of higher calorific value than the average worker required", and referred, too, to the evidence of a Medical Department witness that an adequate diet for a family of five could, at the present time, be produced for only £2/16/- per week.

The Board rejected the CSR submission that a basic minimum wage for the Colony should be fixed by a Government-appointed committee, and considered that the present wage negotiating machinery was satisfactory under the circumstances existing in Fiji.

The Board rejected the establishment of any formula for the fixing of wages, with Mr. Bhindi dissenting on this question.

The Board also rejected any profit sharing plan: ". . . We feel that no serious thought was given to the difficulties of such a proposal or the negligible results which would follow for the lower paid workers. In any event it is difficult to see how it could possibly be applied to workers in the Colony . . . by a Company which has a wide variety of establishments in Australia and New Zealand besides its interests in Fiji. The system of output bonus which is in operation at the various mills is a simple, easily understood and direct method of rewarding increased effort."

Ability to Pay

With Mr. Bhindi again dissenting, the Board rejected the idea that the basic needs of the worker should have any bearing on the matter of fixing a minimum wage.

(Continued on page 147)

HOME BASE

By
Sydney-sides

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

August Bank Holiday—a hark-back to the Wild Colonial Days, probably, as all the Australian States don't observe it—was the usual piebald affair in Sydney. Banks, State public service, insurance, shipping companies and the Courts all took Monday, August 3, off; for other Sydney-siders it was business as usual.

Mr. Ivan Kurdiukov, Russia's new ambassador to Australia—the first since the great recall after the Petrov case in 1954—arrived in Sydney in early hours of August 5 and went smartly off to Canberra the next day. There one of his first public appearances was at the Bolshoi Ballet, currently touring this country doubtless with this glad-hand gimmick in view.

MIGRATION PLUS: Australia's population was increased perceptibly one day in early August with the arrival of the Dutch vessel *Sibajak* carrying the migrating Van Dijks (mama, papa and the 14 kids) and the Reivers, also 16 strong. Neither family was at full battalion strength, the Van Dijks being missing one son and one daughter, and the Reivers one son.

BEST SELLER: Sales of Bibles in Sydney have trebled in last six months. The reason (according to the Rev. Gordon Powell of fashionable Presbyterian St. Stephens): Dr. Billy Graham's recent crusade.

BUSINESS (BIG): Ansett Transport Industries bid to take over Guinea Holdings Ltd. was not favoured by some shareholders, but Ansett was not unduly put out about this, and expects to win in the end. Since acquiring ANA a couple of years ago, Mr. Reg Ansett's once minor airline company has swallowed Butler Air Transport, also. (Guinea Holdings, of course, is mostly just that these days, its airline business being of secondary importance.)

The only air company left to give Ansett-ANA a run for its money is the Commonwealth Government-owned Trans Australia Airlines, and as an interesting sidelight on this rivalry, air-minded Aussies have watched, with interest, the battle of the coloured tails. Mr. Ansett had

the tails of his kites painted vivid scarlet some months ago; now TAA has come out with tails and wing-tips done in bright, fluorescent orange. It makes for brighter skyways.

TRADE DEPT.: Fiji may think Australian rice "tax" (according to a correspondent on this issue) but Canada is willing to give it a go to the tune of 3,500 tons to be shipped from Sydney this month.

ONE MAN'S MEAT, ET AL: Easing of import restrictions the tune of £50 million per annum has pleased Associated Chambers of Commerce, but made Associated Chambers of Manufacturers a little unhappy. Amongst those who received the news with alloyed joy were Scotch whisky drinkers, dispensers and importers. Scotch has been in short supply for a long time; but are promised that by Christmas there will be plenty for everyone.

PETROL ROUND THE CLOCK: Although they are operating successfully in other States, everyone, including Mines Dept. and explosives experts, has been called in to find a reason to keep service petrol pumps out of Sydney. Minister for Labour and Industry Maloney is writhing in a dilemma: Motorists want the State Government does because it plans to licence service stations so that they can be licenced if caught selling petrol out of legal trading hours; and the Unions are dead against the bob-in-the-slot petrol pump "because they might cause unemployment". Said a Union spokesman: "If we don't put a stop to this thing somewhere, someday might come when groceries can be bought from a petrol machine."

No doubt with this paralysing thought in mind, Mr. Maloney has had the last word to date. That even if not found actually dangerous, the petrol machine could work only within "legal trading hours". We'd like to tell Mr. Maloney that he's ultimately going to be proved wrong—but in the meantime it looks like a big job for someone to see that the vending machine already operating in this city dispensing ginger-pop, lemonade, cigarettes, ice, and chocolate, etc., close up tight at 6 p.m.

IT'S A STEP AHEAD OF P-NG

Netherlands New Guinea Gets Local Government

Netherlands New Guinea in August took a political step ahead of its big neighbour territory, Papua-New Guinea, by making the first move to set up autonomous local government.



Eddie on the drums.

Eddie Says He's Locked Out

Eddie Lund, the well known American musician, who has lived in Tahiti for something like the past 20 years, was sitting in a Fiji hotel in July with the Papeete door locked against him.

Eddie journeyed to New Zealand in June and made some arrangements for the publishing of his recordings there by a Wellington firm.

Returning by TEAL, he got as far as Apia when word came through that he would not be permitted to land in Tahiti. He returned to Suva by the same flight and opened negotiations (by telegraph) with the Governor of French Polynesia who was then in Paris. Up to the end of July he was still in Suva waiting developments.

Said Eddie: "There is somebody here who doesn't like me."

DURING the first three weeks of August nominations were being received for candidates to be elected to NNG's first Regional Council, in the Schouten Islands sub-district, which is the island area northwest of Hollandia, with Biak as its centre.

It includes Schouten and Noemfoor Islands, but Biak will not be included in the new Council area, which will be called the Regional Council of Biak-Noemfoor.

The Council will consist of 13 members, three to be appointed by the Governor of NNG and 10 to be elected by secret ballot from six electoral districts, using an indirect electoral system of "voting representatives". Two members will be elected in each of four districts, and one member from each of two other districts. Each electoral district will be subdivided into a number of electoral circles, in which the "voting representatives" will be elected by the voters (popular adult votes). The representatives will be responsible for handing in a list of candidates for their electoral districts. It was the selection of these representatives which was being undertaken in August.

The representatives from each district will meet probably about the second half of October to vote, by secret ballot, for the candidate of their choice.

A report from Hollandia says that the new Council should meet in November to decide on a working programme for the new year, and how money will be allocated.

The Council will, in the words of a official statement made in Hollandia in July, "be qualified to adjust all matters concerning regional affairs. It has also been charged with the preparatory work pertaining to the formation of native community councils in the sub-districts.

"Until these latter are functioning properly, village matters are considered as belonging to the affairs concerning the Regional Council".

So that it can have its decision implemented, the Council will institute local "administration commissions" in parts of its region. These will be the informal fore-runners of village councils to be instituted later. The head of the sub-district will be Council President.

Spade Work

A lot of the spade work which will result in the establishment of this first Council has been done by the Advisory Council for the Schouten Islands, which was inaugurated in 1953 for this purpose.

Other advisory councils are operating in other areas where similar regional councils are to be brought into existence, including Hollandia, Monokwari, Sarong-Doom and Japen.

The Advisory Council for the Schouten Islands will be dissolved as soon as the Regional Council has been brought into being.

There Are Plenty Of Signs Of La Perouse, Says An Old Hand

In Sydney, in July, old Solomon Islands skipper Walter Buckley seemed surprised at the excitement caused by the discovery of recent relics from La Perouse's vessel, "Astrolabe", at Vanikoro (see p. 59).

THERE'S a place in the passage on the Vanikoro reef where the outline of a ship is quite plain," he said. He claimed old Solomon Islands hands had seen the anchors in the coral years ago and could indicate a spot at the head of the bay at Pau where La Perouse's men had camped and begun to build a ship. Rumours current in the Solomons 30 years ago were that the Frenchmen had buried treasure there.

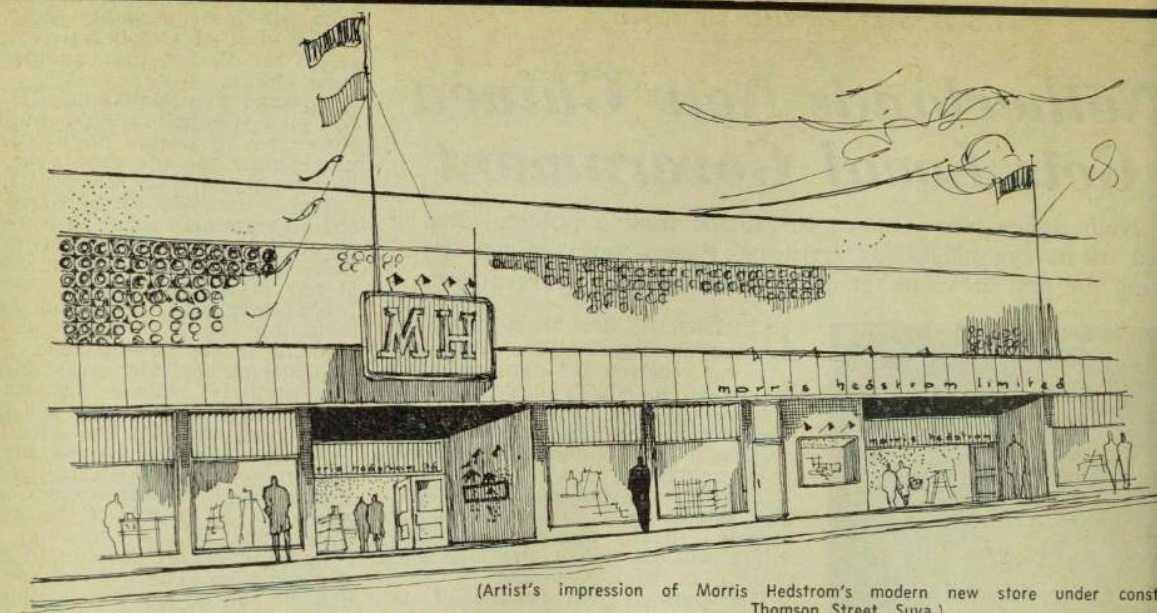
Buckley lived at Grasciosa Bay, "Big" Santa Cruz, for years and knows of interesting relics on that island, too. He describes a point on which long, low walls have been erected from squared stone blocks.

"No native would build that sort of thing," he says. "They were obviously defence works of some sort."

There is a flat at the head of Grasciosa Bay which Buckley says was a battleground where rival tribes often met in warfare. It would repay investigation by anthropologists, Buckley says.

There is also a giant meteorite which Buckley reported to the Sydney Museum authorities. They asked him to break off a few samples and ship them to Sydney.

"It's as hard as an anvil and big as a house, so I wasn't having it on," Buck says.—Bill Baverstock.



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

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COMMENTARY

The CSR Co. and the Fiji Government

WE gain nothing by closing our eyes to the real meaning of the public statement made by the Colonial Sugar Refining Co. in Suva on July 17. (See page 10.)

The people and the Government of Fiji have been told, very politely, quite definitely and firmly, that the cost of producing sugar in Fiji rises any further, so that the enterprise becomes uneconomic, the CSR Co. will contemplate withdrawal from Fiji.

Fiji's exports are worth about £14 millions per annum. About half of them is sugar.

Already, Fiji is suffering acute growing-pains—production now is barely sufficient to feed the increasing population, and apparently not enough to allow higher living standards.

If the situation is as CSR Co. indicates—that the profits of its enterprise in Fiji now represent less than bank interest on its capital outlay here—the CSR Co. cannot be blamed for its stand.

Fiji is only one of the many fires which heat the irons out of which the CSR Co.'s powerful empire has been built. (On the day this is written, the newspapers are announcing that the CSR Co. has offered £6½ millions Australian for the Australian Masonite Corporation, the stock market values the Co.'s shares at away over £60.)

If the money that CSR Co. now has invested in Fiji were put to work in Australia, under the present boom conditions, it probably would earn very much more profit. But that is the big "if". Any attempt by CSR Co. to fold up its enterprise in Fiji or transfer of capital elsewhere would vastly reduce the book value of the Fiji investment.

None knows this better than the CSR Co. Nonetheless, the CSR Co.'s representation of a few simple, fundamental, economic facts to the Fiji Government and people will do no harm, at this time.

The CSR Co. and the Indian community made modern Fiji. The CSR Co. and/or the Indians could destroy it.

The men of the British Colonial Office, painstakingly and conscientiously governing Fiji, must have realised long ago that the Colony was growing out of its economic boots, and reported accordingly to Whitehall.

Other-than-sugar industries could have been encouraged. But until the Burns Commission was appointed the Colonial Office did

little about it. Bedevilled by acute problems in other colonies, it left "quiet and peaceful" Fiji alone.

Now, Fiji's Government is in the embarrassing position where this powerful Australian corporation can say to it: "You will, of course, do what you think best in raising the Colony's basic wage and living standard—but please note that if we cannot make at least the bank rate of interest on our investment, we must consider withdrawal from Fiji."

What is the answer to that one? What is the minimum standard of living sought for the poorest class of Indians in Fiji? What is the amount of the CSR investment in Fiji, and how is its return on that investment calculated?

We—the outsiders looking in—do not know any of the answers.

But we do suggest—and by no means for the first time—that as a point has been reached which vitally affects the economic structure of Fiji, and as 90 per cent. of Fiji's economy is owned in some form or other by Australian corporations, it is about time that the Australian Government was invited to take more than an academic interest in the politico-economic situation now being so anxiously examined by the Fiji Government, the CSR Co., and the Burns Commission.

* * *

Germany Comes In And The Picture Changes

FOURTEEN years have passed since the Hot War ended, and the Cold War began.

Many of us have become so accustomed to seeing the original sides lined up against each other, in the Cold War—United States, Britain and France facing Communist Russia and her enslaved satellites—that we do not readily perceive some most significant changes in a new alignment of World Powers.

The West no longer consists of a Big Three. Following her breath-taking recovery in national morale and economic strength, Germany has ranged herself beside the Big Three. Now, it is the Big Four.

Russia hates this development. Again and again, throughout the centuries, the Slav has run head on into the Teuton; and always to his great undoing. It can happen again.

The Teutons, the Scandinavians and the Anglo-Saxons form a racial group which never will accept Communism. But a more important

factor is that the Germans never will rest until they have recovered East Germany from the Soviet group.

Another factor—curious and unexpected—now is really bothering Moscow, France and Germany, ancient enemies, now are getting together in a way not seen for a thousand years.

Under the Fourth Republic, with nationalism battering her colonial empire to pieces, France was shrinking, as a world Power, and actually was being taken over from within by the Communists. The Fifth Republic, under De Gaulle, appears to be staging a great recovery; and France and Germany, forgetting old hatreds, tend to form a close union against Communist penetration and the Red Block.

Hence, all this present manoeuvring over West Berlin. The Franco-German rapprochement has caused a near panic in the Kremlin.

The changes in the world picture are not all on one side, however. The emergence of Red China as a world Power cannot be denied—and is something of tremendous significance, especially for the South Pacific countries.

But, while Germany falls promptly into line with the West, there is no natural union between Russia and China. Alliance between Chinese and Russians will last just as long as the professional Communist organiser can keep his hold over the Chinese masses.

Ours now is a world of tensions and tortures and uncertainties—things which have profoundly influenced the thinking and the out-

Father Of Fiji's Legco Retires

The Honorable Vishnu Deo, leading Fiji-Indian politician with 30 years of Legislative Council service to his credit, resigned due to ill-health at the close of the July session. Shortly afterwards, on Mr. Vishnu Deo's 60th birthday, fellow members of the Legislative Council entertained him at the Grand Pacific Hotel.

At this function the Colonial Secretary, Mr. P. D. Macdonald, announced that the Queen had granted Mr. Vishnu Deo the life right to use the title "Honourable".

In private life Mr. Deo is an indent agent. Although he had been known in recent years as the "Father" of Fiji's Legislative Council, in his political youth he was regarded as something of a fire-eater. He was one of the Indian members who walked out of the Legislative Council as a result of the Indian agitation for the common-roll in the early 1930's.

The present part-nominative, part-elective Legislative system of Fiji, which has operated since 1937, ended most of the Indian agitation—and Mr. Vishnu Deo, too, has mellowed with the years.

look of all the new generations who have grown up into citizenship during the last 20 years. But at least the events and developments of the last two or three years, *vis-a-vis* the Soviet, do not seem to have made the outlook any worse. The chief headache now is carried by that very lonely figure, Nikita Khrushchev.

Listen, Australia, to The Words of Haiti!

THE heading in a leading Australian newspaper was "Australia Called On to Hasten Self-Rule in New Guinea".

That was over a report from New York, on August 4, that the Trusteeship Council of United Nations had demanded that Australia adopt, "without delay", development plans necessary for the attainment of self-government in New Guinea.

Haiti proposed the motion, and Burma, China, India, Paraguay, the United Arab Republic (Egypt and Syria), United States and the Soviet supported it; and Australia, Britain, Belgium, France, Italy and New Zealand opposed it.

Could there be any more illuminating commentary on the futility of this United Nations Trusteeship system than the recital of those names!

The motion was opposed by Western nations with high standards of living, and far-reaching experience in the successful administration of primitive countries. But it was carried on the casting votes of Haiti, Burma, China and Egypt, which lag far behind Western standards of life and government; and of the Russians, who never miss a chance of condemning the West, whatever the form of the motion.

The Australian administration in New Guinea may be criticised on some grounds—more especially in relation to policy—but it certainly cannot be challenged on lack of developmental plans, or energy, or money.

Since the end of the last war, Australia has spent no less than £110 millions in Papua and New Guinea, and about £65 millions of that is represented by free gifts of money from Australia.

In the same period, the New Guinea Administration has incurred the wrath of a large section of Australians because far too much energy, money and thought is being devoted to native welfare, and not nearly enough to the help and encouragement of Europeans and European settlement and enterprise there.

Thus, while we may criticise the shape of the Australian achievement in New Guinea, none of us can deny that, in volume and in thrust and in sincerity, and in the Westernising of these very primitive

1½ million people, Australia has done a most creditable job—a far better job than has been done by any other holder of a "C" class trusteeship.

There are over 500 separate languages in New Guinea. How many Trusteeship Council people realise the significance of that simple fact?

The Trusteeship Council produces this type of report every year. This year it is more than usually piffling. The fact that Australian newspapers have given it prominence is the measure of the Australian newspapers' knowledge of New Guinea conditions generally.

At present, the non-official classes in NG are united and defiant in their discontent with the Hasluck Administration. But that will pass.

Would it be possible to keep that spirit alive, and direct it into a campaign for the release of New Guinea from UN, and for its attachment permanently to Australia, as a Territory?

Which is better for New Guinea's natives—control by Australians, who have been there for 80 years, and know what they are doing, or by babbling useless States of the calibre of Haiti, or Burma or Egypt, who have contributed absolutely nothing to the progress of modern civilisation?

Matters Which Concern Australian Territories Minister Hasluck

THE full High Court of Australia will get to work on the joint Constitution of Australian Papua and Trusteeship New Guinea within a few days.

Whether the New Guinea administration structure survives or is breached, the fact remains that the Administration, and its Legislative Council and all its Ordinances, are in jeopardy; and if the party that is defeated elects to go to the Privy Council on appeal, they may remain in jeopardy for some time.

Sooner or later, the creation of the Legislative Council under the Papua and New Guinea Act would have come under review. There always has been a doubt about the validity of it, in the minds of eminent constitutional lawyers.

That it has come to a head now, to the embarrassment of both Canberra and Port Moresby, is entirely the fault of the Australian Minister for Territories, Mr. Hasluck.

There was no need for this struggle. If Mr. Hasluck had dealt fairly with the leaders of the Territory's non-official classes, when they pleaded for more consideration in the manner of implementing the taxation of incomes, he could have had their co-operation and goodwill. It meant only the postponement of

the important taxation change a year, at the price of some confusion and inconvenience in the Treasury officials in Port Moresby.

Instead, Mr. Hasluck gave non-official leaders clearly to understand that their representation would receive his most careful consideration, so that they might be provided for in the Tax Bills, all the time the Tax Bills, and printed, were lying in a room in Moresby, ready to be presented to the Legislative Council. Up until then (April) no one said that income tax was to be introduced as on July 1; and the non-officials had not been warned of it.

Those who now condemn the leaders of the Taxpayers' Association for precipitating the Court action and gravely embarrassing the Government, have no appreciation of the anger of the elected Legco members and the official leaders, who feel that they were deliberately "led up the path" by the Minister.

The boycotting of the Legislative Council elections may seem to be a extreme measure. But those who criticise should pause first to examine the exchanges between the Territories Minister, from November 1958, until June, 1959. They will place the blame where it belongs.

The Wrong From NZ

A shocking rumour from a New Zealand source is to the effect that Qantas will shortly announce that they have broken over TEAL.

"It it's true," says our respondent, "an Australian" won't be worth much on the other side of the Tasman. I thought they were up to something a year ago when NZ forced to buy a package of Electras when all the time they wanted to buy British Comets.

Well, New Zealanders came away that artillery and called the war. "There is absolute truth in the story," said a Qantas spokesman in Sydney last August. "That particular rumour circulates at intervals, and is still wrong. New Zealanders—with justification—proud of TEAL, as we are of Qantas, no one plans to alter a thing. Another 'imminent' development that seems to have shelved is the second operation on the Australia-New Guinea service. Last January the Director-General of Aviation went to the Territory to look into the matter and an announcement was promised 'within six weeks.' That was 7½ months ago—and still no announcement."

The Editors' Mailbag

What is Meant By "Love" in Tahiti?

Who gave the title, "Island of Love", to Robert Langdon's excellent new book on Tahiti? One of PIM's editors, in June, put the name on a sales-hungry publisher. But Author Langdon won't have that way—"It was my idea," he says.

"And why not?" he goes on, "It is attractive. It is justified by the contents of the book, particularly the early chapters.

"And it is historically justified. I did not Bougainville himself call Tahiti 'La Nouvelle Cythere' because it reminded him of the Greek goddess of love?

"And is there any island in the world which more deserves the title 'Island of Love' than Tahiti? If so, I have yet to hear of it."

Depends upon what is meant by "love", of course. There can be a lot more to the term than the fruscrating lagoon-side capers which have given the lovely island of Tahiti its remarkable fame.

What the publishers and the authors who burble about Islands of Love these days really mean is sex, of love, and in this respect the authors and publishers of a couple of generations ago were a great deal more exact.

When Malinowski wrote his standard work on the erotic practices of primitive people (the Trobriand Islanders) he didn't dress it up in a four-colour cover of a bare-breasted girl and call it *Love in the South Seas*. It came in a plain paper cover and was called *The Sexual Life of Savages*. We daresay Malinowski was an old-fashioned bloke who thought he knew the difference between love and sex.

More Primitive Cave Art

Does anyone know anything of the cave drawings of Inorahn, Guam? There has been a revival of interest lately in ancient native paintings, carvings and anything else that could possibly be construed as primitive writing or word-paintings, and Chester S. Cole, MC, USN, contributes something about a little known cave in Guam.

He has sent a pencil drawing of the figures (which look rather like the match-stick, line-men one drew in kindergarten) and has this to say about them:

"I learned of them through a lad serving in my ship who comes from the village of Inorahn, a short

distance from where the cave is located.

"The markings were not carved into the wall, but were marked in some sort of white lime-like paint, I believe that most of them have been renewed to facilitate photographing by a team that was said to have come to investigate the new finding. The markings are about two to three inches tall, except two interlocking figures which are about three and one half to four inches tall. The sun-like figure on the left would have been in line with where the sun rises to the person who drew it. No one that I talked to in Guam had any idea of the significance of the markings.

"I realise that more than likely, interested parties already have heard about this cave, but I pass this information on to you for what it might be worth."

About Those New Guinea Pubs

Even though Mr. Malcolm McDougall, recently of New Guinea, is shortly going to Fiji, he's taken time off to have a last word on the subject of Territory hotels—and his critic of June Editors' Mailbag.

"I have never suggested," writes Mr. McDougall, "that the hotels in Papua-New Guinea were noted for discourtesy or that they were inadequate for the demands of residents of the Territory. Those who are, deservedly, proud of having been pioneers in the most primitive part of the world, would doubtless regard too much insistence on material comfort and elegant service a sign of weakness; and gracious living might seem alien and somehow disreputable.

"What I did say, is that the hotels which I have seen and heard about are unlikely to be acceptable to

tourists who have so much to choose from elsewhere, even though the Territory itself is scenically and anthropologically attractive.

"My main point was that as long as these establishments are economically compelled to remain primarily public bars with bedrooms and dining rooms reluctantly appended, they will not achieve international status as hotels, however popular they may be as 'pubs'. It is gratifying to learn that there are six air-conditioned bedrooms in New Guinea; there must be at least 60 hotel rooms without even hot and cold running water."

Mr. McDougall has a lot of other interesting things to say, and ends with the observation that, in his opinion, knowledge of hotel and tourist conditions elsewhere in the world is far more valuable in assessing the situation than long residence in the Territory.

And with this, PIM heartily concurs: If any Territorian thinks that the average standard of hotel accommodation in the Territory is all that is desirable even for the casual visitor, let alone the spoiled international tourist, then obviously he has been too long in the bush.

Anglicans Tonga's First

New Zealand correspondent John D. Whitcombe, sends us his certificate of Confirmation signed by "Alfred Honolulu", to show that the first Anglican service in Tonga was not, as stated by Mrs. Clara Cameron in June PIM, held in a "large tin shed". He thinks Mrs. Cameron's service was probably the third.

The confirmation certificate is coloured, and we cannot reproduce it here but some of the things Mr. Whitcombe says are interesting:

"In 1896 there arrived in Tonga from Honolulu the Rev. Mr. Horsfall to take charge of the Government College. He brought with him a friend, Mr. Thomas Rudling, and his wife. This Thomas Rudling afterwards was appointed Collector of Customs at Vavau, in the Northern Group, and he was responsible for introducing the Red Wasp into the Tongan Group. They afterwards spread as far as Samoa and Fiji. He brought five hives of bees with him from Honolulu, and one happened to contain a swarm of Red Wasps. The Rudlings lived in Dr. Buckley's old home, a Government house; the property was afterwards called 'Bee Kula' (Red Bee), after the wasps.

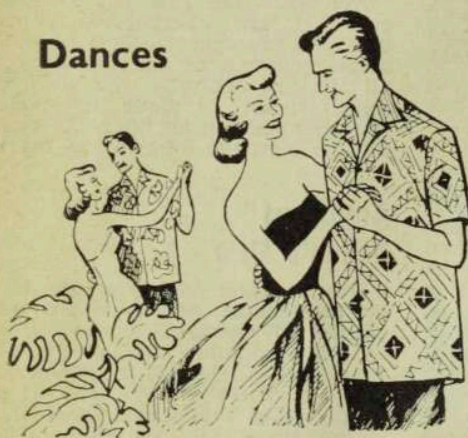
"Mr. Horsfall was a great friend of Bishop Willis, who at that time was the Bishop of Honolulu, and he invited the Bishop to visit Tonga. In preparation for the visit he prepared four of us for Confirmation: Viz—Thomas Rudling, my brother



Mr. Malcolm McDougall.

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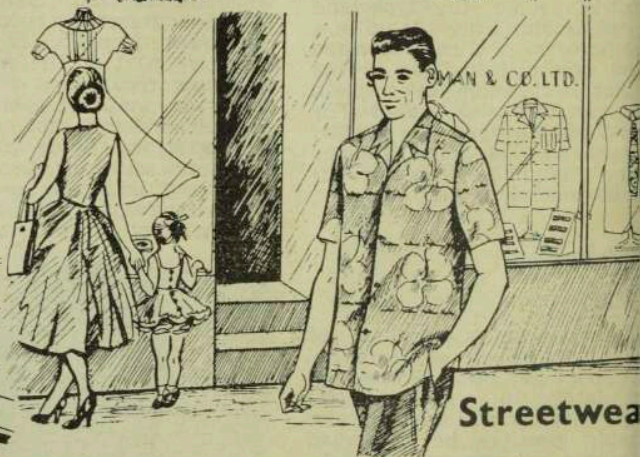
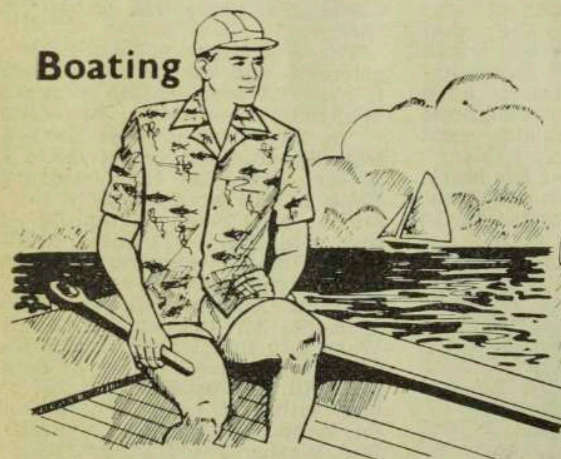
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Charles, a Honolulu lad who came with Rudling, and myself. The Bishop arrived with Mrs. Willis and their adopted son, a young Chinese named Yam Sang Mark. This Yam Sang Mark was later ordained, and assisted the Bishop in Tonga. He married a Tongan girl of the same family; they left Tonga, his wife died in Honolulu and he afterwards married again to a Chinese girl. He is now a Canon of one of the Anglican churches in Hawaii.

Yam Sang Mark was added to our list, and so on April 24, 1897, we were Confirmed in the then King's Chapel, Nukualofa. This was the first Church of England service ever held in Holy Tonga.

"It was on this visit that Bishop Willis was approached by some Tongan Chiefs and asked to return and establish the Church of England in Tonga. At this date the Rev. Shirley Baker had not yet returned to Tonga after being deported. The Bishop returned to Honolulu, but later went back to Tonga and established the Anglican Church."

The Hagen Monument At Hagen

At the time Editors' Mailbag was asking, in May, on behalf of a retired Territorian, if anybody knew what had happened to the Hagen monument from Count von Hagen's grave near Madang, one of PIM's touring editors was staring the missing monument in the face at Mount Hagen. The monument, of the German eagle in bronze, was in the office of Western Highlands District Commissioner Ian Skinner, who has some plans for it. The story of how it got there and what will happen to it, we hope to tell shortly.

From a Family Crossing the Pacific

A cruising-yacht family like the Fergusons—Jacque, Jack and Lonny, about 12—are almost (repeat, almost!), enough to make crusty editors of Pacific Islands magazines believe again that sailing a small ship is the right way to see the world.

The Fergusons, American, and their yacht *Te Matangi*, have been in and out of PIM pages, mostly in the cruising yachts section, for well over a year now. They last reported from Rarotonga, but since have left for Tonga.

Writes Jacque, of their stay in French Polynesia:

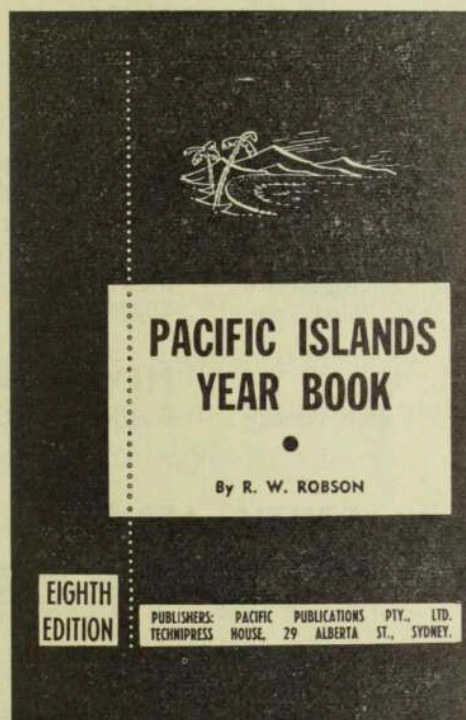
"The island of Tahaa should be on the itinerary of every cruising yacht. Each bay, while being similar, is still different. Even the people are different. The French

officials are rather strict and when going from island to island, or even around one, we made a point of reporting in, although you actually need no permit after you once obtain the big green sheet from Papeete.

"In every village we visited for any length of time, from one week to two months, I played my accordion for them. Not that I'm any great shakes at playing the squeeze-box, but the natives would sit by the hour fascinated as my fingers flew over the buttons and keys. In one place, called Haamene on Tahaa, I left the instrument over-

night in the Tavanna's house. Children would stand by it; the adults would run a finger over the case almost with reverence. Hard to believe—yet true.

"... The day finally came when we sailed for Rarotonga. We sailed out the wide pass (from Borabora); by evening we were at the southern tip of Maupiti, and by midnight, under the bright moonlight, we were well southwest of her. After six days of good sailing we made Avarua—arriving quite late in the evening with just enough light left to tip-toe into Avatiu to secure for the night."



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The Eighth Edition of the P.I. Year Book, the South Seas' most valued reference book, has just been published. Copies are now on sale at all the leading Booksellers in Australia and at the main Pacific Islands and NZ Booksellers and Stores; and copies may be obtained direct from the Publishers.

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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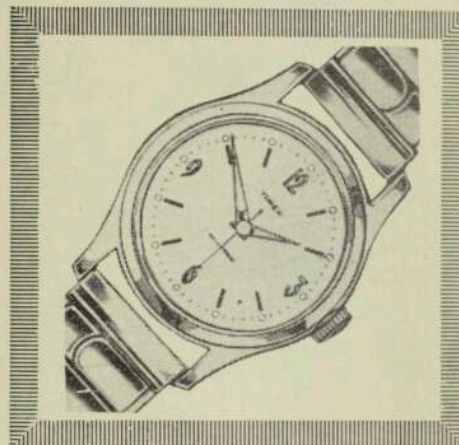
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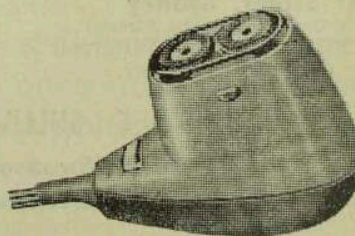
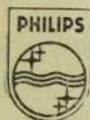
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TERRITORIES TALK-TALK

By Tolala

LET KEITH McCARTHY take a bow for his factual story in the autumn issue of *Quadrant* describing the Rabaul strike of 1929.

He gives that 30-year-old labourer a topical build-up by referring to Willy Gavera's statement last October, voicing dissatisfaction of the pay and conditions for members of the Auxiliary Division of the Territory's Public Force.

Let us hope that the dispute will end to the satisfaction of all parties but in any case William Gavera and his comrades are fortunate that it is 1958 [sic] and not 30 years later," writes McCarthy.

He then describes that the "official" had changed much since that morning in 1929 when the strike disturbed the serenity of the town.

No morning teas, no wash-wash, no reveille from the Police tracks and Major Ayris counted 19 police on the morning parade—the remnant of the night's guard.

With an economy of words, McCarthy then describes the events which prompted Sumasuma and Major Rami to organise Rabaul native labourers to stage the most efficient stop work demonstration known in the Territory.

He tells of the tactics adopted by J. H. Margetts and Father Hoogerwerff, of their co-operation with police officials and of the quick action of Inspector Ball, Colonel Wabst and the ADO, J. H. Donald. He describes the Commission of Inquiry, under one-time administrator Brig. Tom Griffiths, findings and eventual punishments awarded the ring leaders.

McCarthy records two truly laconic utterances: At the inquiry the strict disciplinarian and ex-convict, Bruce Ball, had remarked: "After all, the strike is the traditional Australian way of achieving things. Why be so upset about one?"

And the author writes: "Years later, Ball said to me: 'You know, I had the Tolpuddle martyrs in mind. One of these days the people will erect memorials to Rami and Sumasuma.'"

And WB might have something to say after all. . . . John Walstab, Police Superintendent, Jerry Donald, the ADO, Rev. Margetts, Brig. Griffiths have all gone

to their rest. Ball still enjoys his brisk walks and now strides up and down the Kentish hills with much the same vigor, I expect—despite his 76 years, as when he strode along the bush tracks around Kombiu and Namanula.

One of these days I shall look forward to a book from Keith McCarthy, written in his inimitable style and illustrated by his own black and white sketches.

Queen Emma's Store

The photograph of the Forsayth store in *July Tropicalities* can be none other than that of the EEF emporium in Rabaul, located on the corner of Namanula Street and Mango Avenue, opposite the old Customs Office and the opening ceremony must have been about 1905-6.

It was originally a store building at Ralum and was transferred in sections when the German administration decided to make Rabaul the capital. The Queen was not too happy about relinquishing any of her Ralum interests in favour of Rabaul, but realising the future trend she compromised by moving one of her Ralum buildings.

This later became the HSAG's headquarters in Rabaul and here Jan Hoogerwerff (later manager of *The Rabaul Times*) was store manager for many years until the Expropriation Board took over in 1921

and merged all the German stores in the one building of the Neu Guinea Kompagnie on Mango Avenue.

It was here that Fred Jolley (later business manager of the Expro-board) held down the job of chief accountant for Queen Emma. Steve Whiteman and "Whiskey" Miller were also on the staff.

Emma had a weakness for Australians. Bob Bunting (uncle of the present Bob) was also on the staff, as was Harry Bond and Louri, and as late as 1912 the cost mark for goods in the store was based on the English phrase: I AM HOPEFUL.

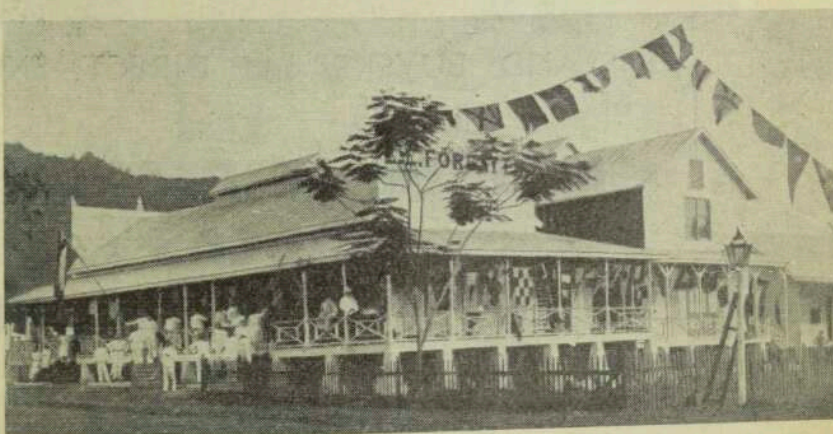
The store was altered by the Exproboard in 1923 as accommodation for single men and made into a series of small flats. It was called the Ambassadors.

When Board properties in Rabaul were put up for tender in 1926 the building and freehold land was acquired by Harry Hamilton, proprietor of *The Rabaul Times*, and the plant was shifted from Namanula. After Harry's death a syndicate known as St. James Enterprises acquired the property, carried on *The Times* and for a while ran a picture theatre in the building as well.

Later, J. B. O. Mouton bought the concern and once again Jan Hoogerwerff found himself in control—slightly different from merchandising as in the old Forsayth days, but he struggled along and made quite a good job of it. He was there when the Japs came in 1942.

That same old building was the temporary home of many of the old-time Board employees. For a while in the '30's it housed Iris Schmidt's Beauty Parlour and Maude Howsen's dressmaking establishment.

Like all Rabaul buildings it was laid low by bombing in the war and the only thing left standing when I viewed the rubble in 1945 was a very sick skeleton of a linotype on a cement base. *Sic transit gloria mundi!* (Over)

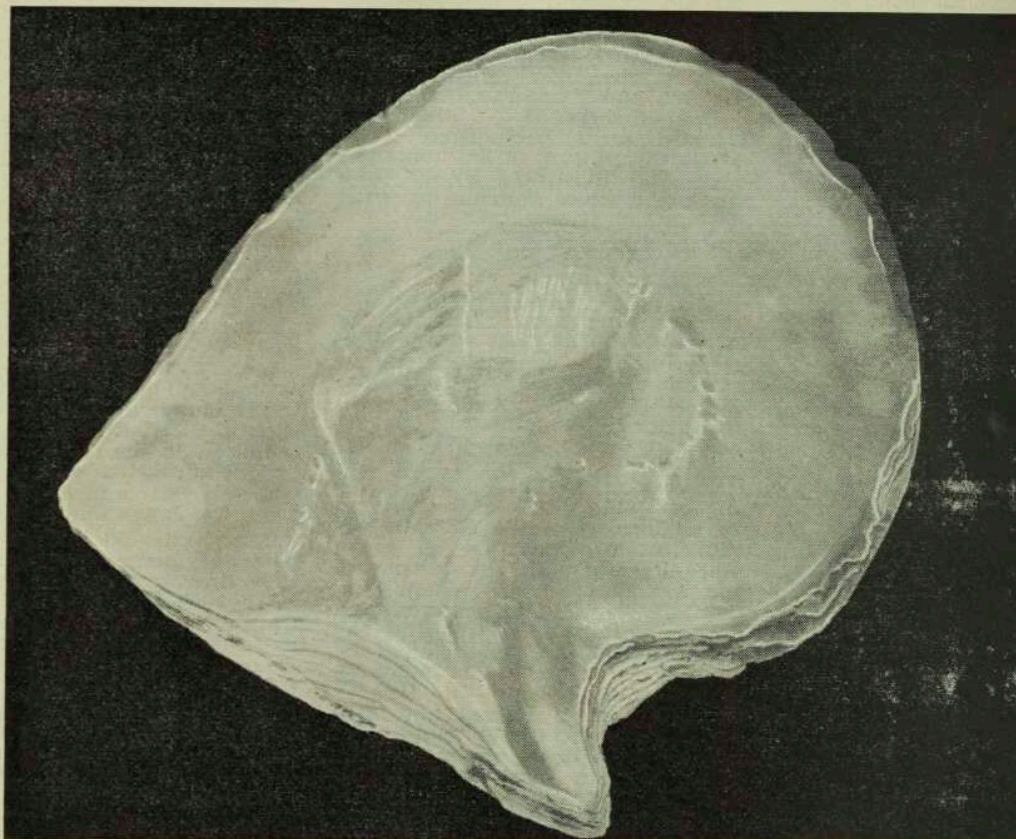


"Tolala", in his column this month, positively identifies this store as Queen Emma's, and gives quite a lot of background information about it. This picture was loaned by the New Britain Historical Society, and was published in "PIM" last month.

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PORT MORESBY WEDDING. Married at St. John's Church of England in Port Moresby in July 1957. Mr. Peter Coney and the former Miss Watson. —Papuan Prints.

Too Many Laws

For the first time the UN Trusteeship Inspectors have commented on the "multiplicity of religious missions in NG". Other subjects of their criticism have been quickly replied to by Canberra heads, but a rather cautious silence has prevailed over the alleged confusion caused by the numerical strength of varied toilers of the Lord's New Guinea Vineyard. In Sydney, Seventh Day Pastor G. Stewart rushed to the defence of the missionary activities, refining his remarks, in a letter to the *Sydney Morning Herald* (7.59), principally to the work of the pioneer missionaries during the days when there were only three or four denominations represented in the contest for souls. He ends by contending "that the findings of the UN Mission are not according to facts". He omits to mention, however, that in 1957 there were no less than separate Mission Societies registered in NG (though admittedly not of separate denominations), but apart from the principal societies—Anglican, Methodist and Lutheran—many little known mission activities had been launched which most Australians had never heard. Many of them hailed from the Land of the Stars and stripes. Pastor Stewart does not deny the Mission's claim of confusion in the native mind. Such a state does exist amongst many of the primitive peoples (and some not so primitive) whose mentality and theological training have failed to grasp why the sect claims Sunday as Sunday, while another plugs for Saturday, and the finer teachings of transubstantiation seen in relation to the government edict to stamp out cannibalism. The primitive is a stark materialist.

The time is long overdue for an official inquiry into the confusion of denominational teachings and the sectarian jealousies which exist both in Papua and New Guinea.

Footnote: I remember that as far back as 1931 I sent a story to *PIM* dealing with the topic of "Sectarian Bitterness", deploring the keen competition for souls at that time. Long before the advent of the Apostolic Church Mission, Assemblies of God, Christian Missions in Many Lands, Jehovah's Witnesses or the Sola Fide Mission or Church of the Nazarene.

Too Many Laws

"The number of ordinances and regulations which they [the P-NG

Legal staff] were required to draft was too much physically for them," said Administrator Cleland, according to a newspaper report, when commenting on need for greater control for the safety of vessels at sea, following the disappearance of the *Muniara*.

This is not the first time mention has been made of the multiplicity (popular word these days, apparently) of ordinances in the Territory.

One is reminded of the remark by that wise Roman Emperor, Tacitus, who in the third century said: "When the State is most corrupt then laws are most multiplied."

How simple life would be had we but the Golden Rule and the Decalogue to guide us. No good, of course, for the legal eagles.

And Where Do Ex-Territorians Go? South Australia!

By "SANASI"

South Australia is alive with ex-P-NG people, as I found after taking a recent holiday there. It's most surprising. Among the old Territorians I met were:

The Rev. J. R. Andrew, formerly chairman of the Methodist Mission in Papua, at Kiriwina, Trobriand Group.

Mr. Alf Simpson, who was with Steamships Trading Co., Samarai, in the 30's, now of the SA Mines Dept., Radium Hill. With him are his wife and two children—she was Miss Alice Campbell, of the well known Samarai family who owned Kuiairo slip. Her sisters, Mrs. Percy Walke and Mrs. Bunny Burrows still are at Samarai.

The Rev. Harold Short, late of the LMS at Hula, Papua, is living quietly in an Adelaide suburb. He is anxious to return to his coconut plantation at Paira Point, Rigo district, where no doubt he'll turn out more of those very readable little stories he specialises in.

A Pioneer

Mr. W. P. A. Laphorne, one of the founder-directors of Guinea Gold NL and Guinea Airways Ltd. in the pioneering days of Morobe district, NG, has just retired from active work with his Adelaide firm, Laphorne and Company, machinery merchants.

Dr. Joe Whitehouse, of Gladstone, SA, is a son of the late Dick Whitehouse, one-time missionary in the Trobriands. Dick's widow lives in Adelaide; a daughter, Pat, is nursing.

Miss Hazel Donaghue, who was a nurse with the Methodist Mission in Eastern Papua, is now married and settled in one of the SA country districts.

Rev. V. H. Gough-Sherwin, pre-war a well known Anglican missionary in both Territories, is now ministering at Murray Bridge.

Dr. Gordon Heaslip, of Salamo, where he made a name for himself saving motherless Papuan children, is in Adelaide but is more interested these days in the technical side of soil improvement than in prescribing pills for people. This engrossment in the land stems no doubt from being a SA wheat farmer's son.

Another Missionary

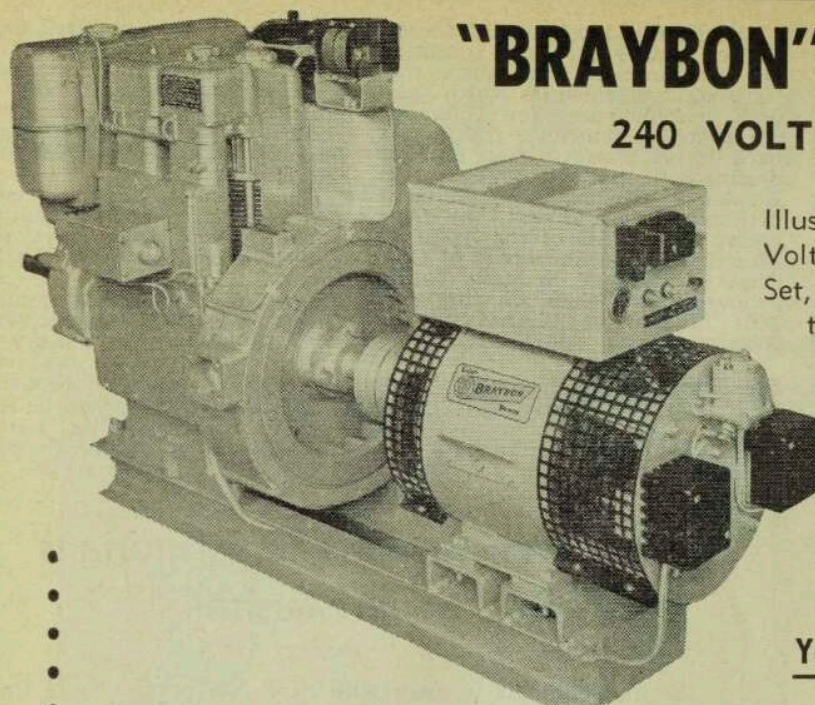
The Rev. Canon C. Chittleborough, who was at the Anglican station, Mukawa, north-east coast of Papua, is at Crafer's, in the Adelaide hills. His daughter, Jennifer, born in Papua, is now Mrs. Price of Renmark.

Other Anglican workers settled in SA include: Rev. Alan Dawe (Samarai) at a parish in the suburb of Prospect; Miss Williams, housekeeper at the Deanery, Adelaide; and Miss Davitt, living in retirement in Adelaide.

The Rev. H. K. Bartlett (Misima) now is secretary of the Methodist Foreign Missions, at Epworth Building, Pirie Street, Adelaide.

Colonel Grimshaw, some time P-NG Commissioner of Police, is managing the Crown Hotel at Victor Harbour, a seaside resort 60 miles south of Adelaide.

Mr. G. F. McDonald, who served as a technical trades teacher at Salamo, Fergusson Island, Papua, now has charge of the recruiting section of the SA Education Dept.



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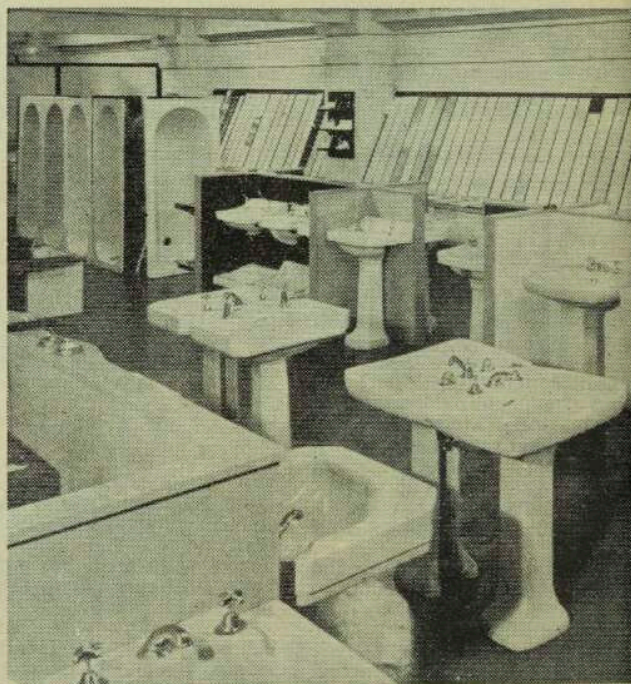
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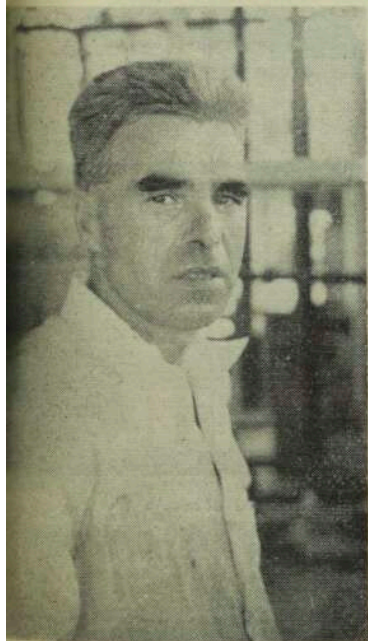
ADDRESS



Lae Brewery's managing director, Rudy Meier, one foot on a stack of metal beer kegs, looks into the future. Below, is his partner, John Nydam, who helped in the erection of the Lae brewery from the ground up.

They're Protected—By Another 1d a Bottle

Rudy Meier and John Nydam, of Lae, New Guinea, should be happier men this month. Thanks to new tariff rates introduced in the Territory in July, beer imported into New Guinea now costs another 1d a bottle more, or a halfpenny a can.



MEIER, 50, a Hungarian, and Nydam, 34, a Dutchman, are the men behind Lae's Guinea Brewery—one of two breweries in the Territory, the other being the South Pacific, on the Papuan side. Although Meier and Nydam have a board of directors of well-known New Guinea people, they *are* the brewery, for they literally built it themselves from the ground up, and have been responsible for running it and expanding it in the little over 12 months it has been operating.

Recently when a *PIM* writer visited managing director Meier, Meier was hopeful that the P-NG Administration would make the move to give the local industry some protection. "After all," he said, "with taxation now about to come in, it will be in the Administration's own interest to keep industries like us in business so we can make more and more money to pay more and more of their taxes."

Officialdom obviously concurred, for as Customs Chief, T. Grahamslaw,

(Continued on page 43)

AND THEY'VE CHANGED
DIRECTION, TOO

P-NG Tariffs Show More Ups Than Downs

Territorians who read through or heard the 11-page Tariff Bill speech of Papua-New Guinea's Chief Collector of Customs, Mr. T. Grahamslaw, at the Legislative Council meeting in July, were probably more interested in the £138,000 more that they now are going to pay in duty for some imports, than in the £362,000 which Mr. Grahamslaw says they are going to save on the items on which import duty has been reduced.

TO TTED-UP, subtracted and generally fiddled with, the new Customs duty schedule is going—according to P-NG Departmental mathematicians—to produce the overall £230,000 reduction in import duty promised by Minister Hasluck in April, when Income Taxation legislation was introduced.

However, it was probably with tongue-in-cheek that Mr. Grahamslaw said, at the end of his speech, that "no fair-minded person can validly criticise the generosity of the relief which is contained in this bill. . ."

It is unlikely that Territorians paying more for drink, matches, cigarettes, tobacco, shaving soap, musical-instruments, tape recorders (you can still get that piano in, though, at the same old duty), and jewellery (unless it is that necessary instrument of a healthy, family life—the "plain, gold unjewelled wedding ring"—which officialdom is going to let you import, duty-free), will feel very "fair-minded" about any of it.

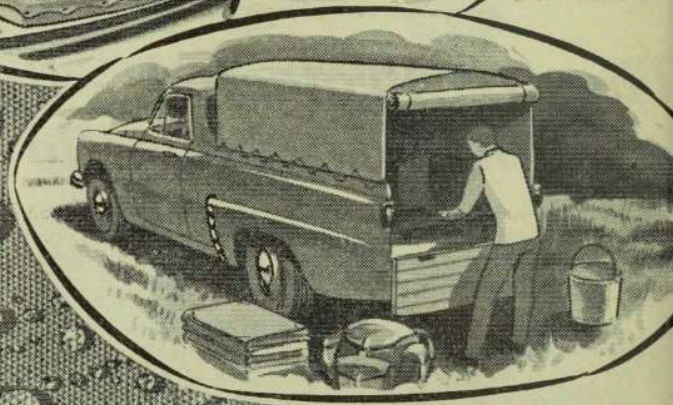
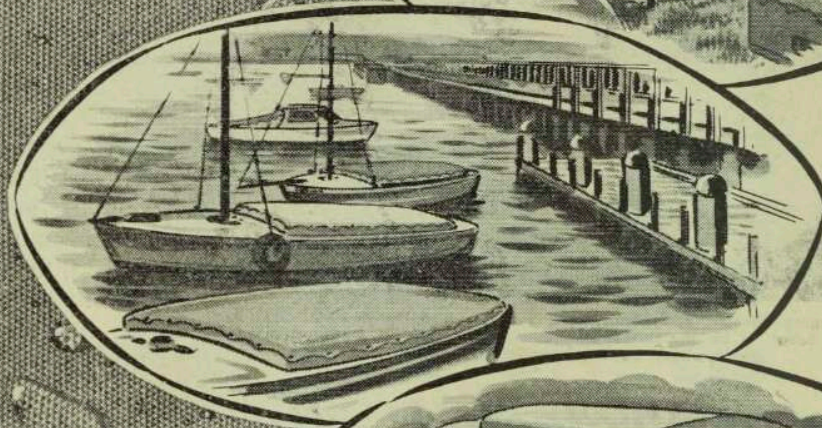
Up and Down it Goes

In addition, they will now have to cope with Australian-brand of income tax which, on closer inspection, assumes an aspect of terrifying implications.

It is interesting to note here, just briefly, the history of Papua-New Guinea import duty laws since, for Customs purposes, "Papua" was brought into line with New Guinea", in 1950.

(Over)

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Territorians' Big Grog Bill

Territorians, if they import and consume as much spirituous and fermented liquor as they did in 1957-58, under the new scale of duty, will contribute something like £1,000 more to P-NG consolidated revenue in the next year.

In 1957-58 they consumed 5,919 gallons of unfortified wine and 8,019 gallons of fortified (plus 3,000 gallons sparkling wine). This year the Administration will lose £5,530 in new excisions on this—but it will more than make it up in other departments. In spite of P-NG's own two breweries, last year 618,169 gallons of beer were imported. In the coming year this will yield £15,454 more in revenue than it did in 1957-58. In the same period, 4,290 gallons of brandy went into the Territory (which will mean £2,574 more for the coffers in the year ahead); 7,284 gallons of gin. Mr. Treasurer Reeve will get £4,370 more for that; 12,468 gallons of whisky (£7,480 more for the funds); 1,186 gallons of rum (up only 6/- per gallon to yield another £8,155); and 4,523 gallons of "other" spirits which will bring a modest £2,574 increase).

One way and another, it seems an awful lot of grog for 18,500 Europeans and 3,000 Chinese. (The 800,000-odd natives are not allowed to drink).

From then until the end of 1955, the basic *ad valorem* duty was 10 per cent., with the usual variations, up or up, for necessities and luxuries, and a long list of free goods, including all apparel, piece-goods, boots, shoes, furniture and car-coverings.

In October, 1955, legislation was introduced without warning and passed through the Legislative Council" (as *PIM* reported at the time), raising the basic *ad valorem* duty to 15 per cent., raising the duty on a lot of "luxury" imports, and taking others from the formerly free list and making them dutiable. In this way, it was calculated, the internal revenue of the Territory could be increased by £350,000 per annum.

Two years later, the Power that pulls the strings behind Papua-New Guinea administration was taking another lump-sum out of Territorians' pockets, this time to the tune of an expected increase of £10,000 per annum through higher duties on some imports. Increased duties on liquor were to account for £1,000 of it; higher duties on clothes, cars, jewellery, tobacco, aeroplanes, petrol, lolly-water and other items brought in the rest. Now, in July, 1959, the much-extended Customs Tariff Ordinance goes in for another keel-hauling, this time with the purpose of providing an overall reduction. In the port-duty sense then, the Terri-

torian is back approximately where he was two years ago, in 1957; but the overall picture, August, 1959, finds him a great deal worse off than at any time since Australia took over.

The \$64 question, of course, is how long will it be before import duties are changed once more.

On past history, sometime within the next couple of years it will be found necessary to vary the duties again, and next time it won't be in order to "square-off" because of the introduction of income tax, but in order to screw a bit more cash for the Territory Treasury out of local residents.

Here are some of the items which will be affected by the July, 1959 legislation:

Duties Increased

Beer, up 6d per gallon, to 6/9.
Rum, up 6/- per gallon, to 69/-.
Whisky, gin, brandy and all potable spirits n.e.i., up 12/- per gallon to 75/-.
Manufactured tobacco, up 2/6 per lb to £1.
Twist (trade tobacco) up 2/- per lb to 5/6.
Chronometers raised from 25 per cent. to 30 per cent. (presumably this item includes also watches, clocks, etc., although Mr. Grahamslaw did not specifically mention them).
Fancy goods, duty raised from 30 per cent. to 40 per cent. (Over)

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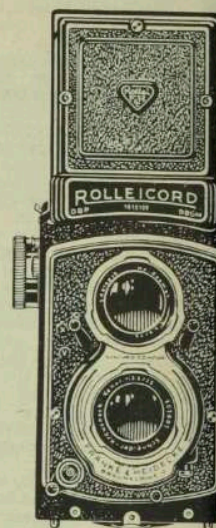
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ellery and precious stones (except plain old wedding rings) from 30 per cent. to 0 per cent.
 enographs and tape-recorders, from 20 per cent. to 25 per cent.
 sical instruments (except pianos), from 0 per cent. to 30 per cent.
 ilo sets, from 20 per cent. to 25 per cent.
 ches, from 15 per cent. to approximately 30 per cent. or from 1½d per oz. boxes to 3d per doz.).
 metics, toilet preparations, shaving soap, etc., from 15 per cent. to 25 per cent.
 arette papers from 20 per cent. ad alorem to a rate of 1d per packet of 60.

Duties Decreased

ne, still, unfortified, from 9/6 to 3/- per gallon.
 ne, still, fortified, from 15/- to 6/- per gallon.
 ne, sparkling, is regarded as a "luxury" and remains unchanged at 35/- per gal.
 ation spirit from 6d per gallon to 3d.
 east ½, from 5d per gallon to 2d.
 iwear, from 10 per cent. to the free list.
 parel, piece goods, from 10 per cent. to 0 per cent.
 iding, including blankets, mattresses, mosquito nets, pillows, from 10 per cent. to the free list.
 ousehold utensils and domestic articles, including brushware, cooking utensils, cutlery, from 15 per cent. to 5 per cent.
 al building materials and builders' hardware (but excluding timber and plywood) from 15 per cent. to the free list.
 ment, and asbestos cement, sanitary and plumbing fixtures, excluding cement pipes, from 5 per cent. to free list.
 rniture of metal from 5 per cent. to free list (old duty retained on cane and wood furniture).
 et glass, corrugated, plated or plain iron, from 5 per cent. to free list.
 apping paper, paper bags, cardboard containers, polythene for wrapping, from 0 per cent. to free list.
 thors, chains, cable, from 15 per cent. to free list.
 nix and copper sheets, from 10 per cent. to free list.
 ustrial, marine, air-conditioning and refrigerating machinery from 10 per cent. to free list.
 ustrial metals, including solder, white metal, welding rods, lead, iron, aluminium, etc., from 15 per cent. to free list.
 ils of trade, from 10 per cent. to 5 per cent.
 or cars, cycles and commercial vehicles of 15 cwt. or under, from 25 per cent. to 20 per cent.
 other motor vehicles, from 20 per cent. to 15 per cent.
 or vehicle parts and accessories, from 0 per cent. to 15 per cent.
 ctors, other than agricultural (which have always been free) from 10 per cent. to free list.
 ts, tyres and tubes for above, now free.
 nfectants and insecticides (formerly free when used for animal or agriculture, otherwise 15 per cent.) now on free list.
 y, shellac, wood stains, linseed, turpentine, etc. (but not paints, lacquers, enamels, varnishes) from various rates to 15 per cent. to free list.

Anti-Sin Measures

A couple of things in Mr. Mahamslaw's speech (which, of course was not an expression of his personal opinions, but "in line with policy"), are worthy of comment. One is the unctuousness of the

official mind that feels that the sinful creatures who drink wine that sparkles should be penalised to the tune of 35/- per gallon, while the peasants, who drink it still, should be allowed a concession that will amount to something like 1/1 per bottle. And, again, the preoccupation with "plain, gold, unjewelled wedding rings". What a frightful thing it would be if Territory couples were encouraged to live in a state of sin because they could not pay the duty on a wedding-ring. *Ergo*, let us allow these things in free.

Another notable fact is that, in recent years, the P-NG Customs

regulations have changed from being an instrument designed wholly for raising revenue to one partly of protection.

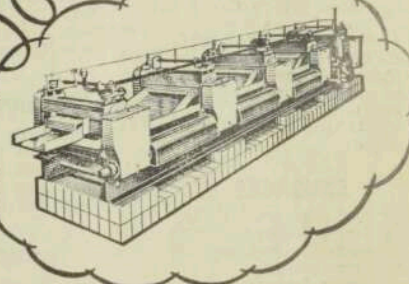
Such industries as beer-brewing, plywood and timber, the manufacture of paints and enamels, cement pipes and bricks, wood and cane furniture, trade and black twist tobacco all have a measure of protection from new and existing Customs tariffs.

Miss Margaret Mary Lou, 19, and Miss Dorothy Muskitta, 18, both of Post Office Box 94, Rabaul, New Guinea, are seeking pen friends.



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

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

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- 2-lb. Ox Tongues.

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- 14-oz. Sweetened Condensed Milk.
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- 8-oz. Reduced Cream.
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- 12-oz. Flair Fish Cutlets.

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

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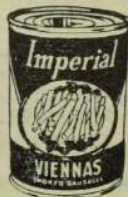
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Breweries Have "Sound Case For Protection"

(Continued from page 37)

the Legislative Council in introducing the new tariff scales (see page 37): "The Territory brewing industry has established a sound case for an increase in the tariff protection because of inroads imported beer. Thus an increase of a gallon in import duty which propose to apply, without altering the excise duty, will help the local industry to achieve a fair activity".

Experienced Men

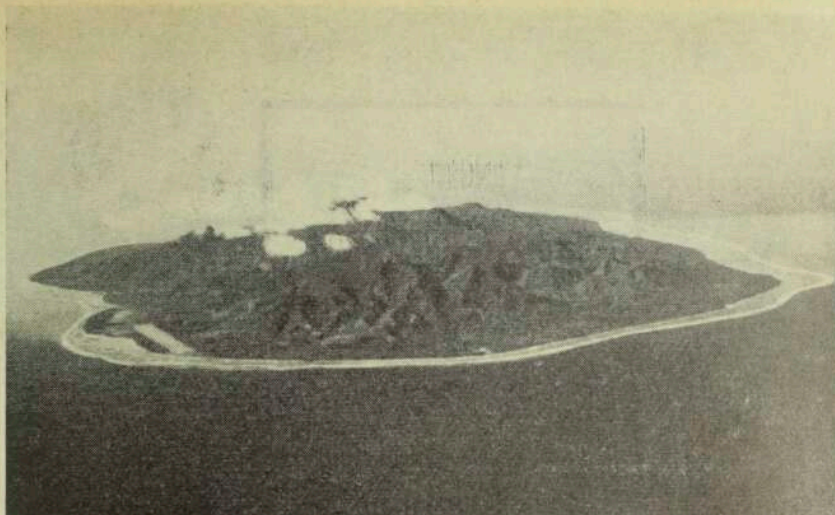
Both Meier and Nydam are brewers and brewery engineers of experience. Meier was in Australia for many years and came to Australia after the war, and Nydam was in a Djakarta brewery before he came to Australia in 1952. Meier first began in P-NG with the South Pacific Brewery but left after finding it on its feet, and in 1957, started the Lae brewery with Nydam. The men, with their wives, staunch supporters on the spot, cleared five acres of land and built quarters for themselves to live in (they will later be converted to offices for the factory) then started the brewery building itself. They set up the brew house, fermenting cold rooms, bottling cellar, and the rest of it, then turned round and installed all the equipment, including 10,000 foot of pipes. They trained themselves into carpenters, concrete and metal workers and called tradesmen of any trade you wanted to mention.

Mrs. Nydam organised the collection of empty bottles, paying natives a dozen to bring them in, and herself sorted them.

The brewery was opened by the Territories Minister, Mr. Hasluck, in the last year. It has a capacity at present of between 300,000 and 400,000 gallons a year, and is producing draft in barrels and bottles, and a bottled bitter ale.

Meier and Nydam at first turned tradesmen for the beer they brewed, but the brewery they had built, but by the brewery, with its growing sales, has its own sales manager, Mr. West.

The total of purchases made on behalf of members of the New Guinea Planters' Association—which is co-operatively and imports supplies for members—is now in the vicinity of £250,000 per annum. The Association has now a large building including offices, amenities for members, and a bulk store—in the town of Rabaul.



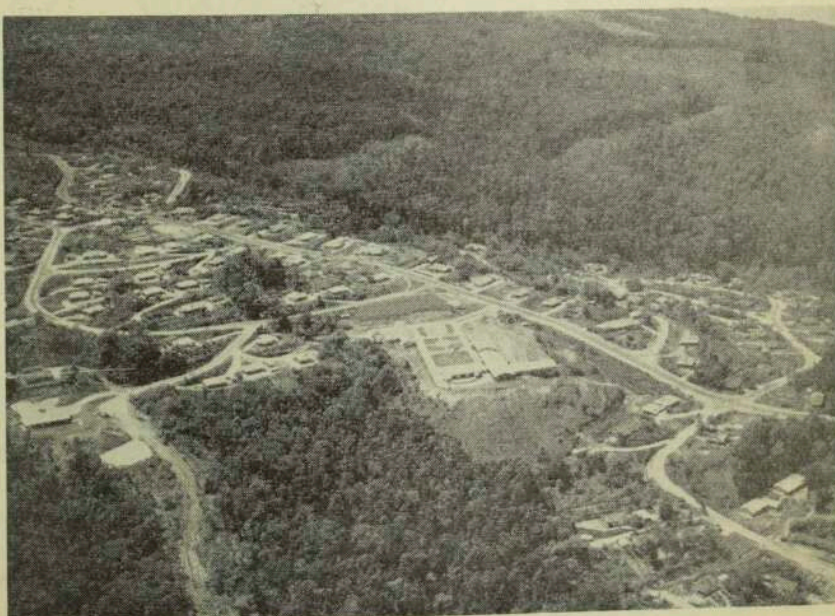
Bird's Eye View

These two fine aerial photographs give a bird's eye view of Rarotonga, in the Cook Islands, and Hollandia, chief town in Netherlands New Guinea.

Rarotonga (top) is 20 miles in circumference and has been described as one of the most beautiful islands in the south-eastern Pacific. Many of its rugged volcanic hills, clothed in green, are clearly seen here. The highest peak is Mount Te Manga (1,140 feet), obscured by cloud in the centre of the island.

Just off the coast of Rarotonga is a fringing coral reef, broken (on the left of the picture) where indentations identify the twin harbours of Avarua and Avatiu. Nearby is the airstrip. This photograph was taken by Mr. K. A. Cowan from an aircraft flying about two miles west of the island.

The photograph of Hollandia, taken by the NNG Information Bureau, shows the recent development of the town. Humboldt Bay is out of the picture immediately beneath the aircraft from which the photograph was taken. The large building in the centre is the recently erected residence of the Governor of NNG. It has a sweeping view of the harbour.





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Samoa Air War—And Fiji And Dutch NG Developments

AIR SERVICE DROUGHT BECOMES A FLOOD

In Samoa, the battle of the local skyways has been entered.

FOR some time past Samoan Airlines Limited of Pago Pago, with largely Honolulu or US mainland capital, has been trying to get inter-Samoan service operating. Some months ago, a "survey flight" in a chartered Hawaiian Airlines modified DC3, was made between the two Samoas, after which it was stated in New Zealand that the civil aviation authorities there had not yet then received any application for a permit for that company to operate a scheduled service into Faleolo airport—the only Western Samoa airport.

But even before this, Samoan Airlines had struck trouble when a year early this year damaged the chartered plane by blowing it into a building.

In June it was announced that a group of Western Samoa people had formed Polynesian Airlines Ltd. This company immediately purchased, or obtained the use of a Percival Prince aircraft from Australia, and flew it to Western Samoa. In July, just as that aircraft arrived, Samoan Airlines Limited, in its chartered DC3—and presumably now with a New Zealand permit—went into operation.

Tafuna-Faleolo, with two flights daily (excluding Sundays), at a fare of £Stg.4 single.

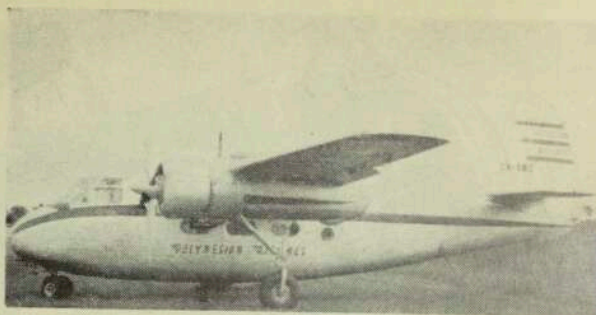
Clearly there will not be room for two companies to operate on this short route, and if the same old business of international reciprocal landing rights—you can't land on my airstrip if I can't land on yours—is to operate, the two airlines will have to fight it out.

The situation could be quite interesting; and it could be disastrous to one or both of the companies. There are approximately 125,000 people in the two Samoas, and neither territory has a high-wage economy. If two airlines get on the job and attempt to run two services daily, someone is likely to get hurt.

Residents of both Samoas are busy hoping that now the vital air link has been established it won't collapse in a few months.

Fiji-Tonga Service Still Bottle-Necked

The problem of some sort of simple accommodation for a limited number of visitors to Nukualofa, Tonga, may be solved in the next



Polynesian Airlines new twin-engine Percival Prince, which was delivered to Apia, where it is based, from Australia via Noumea and Nausori (Fiji) in July. It was piloted by Mr. Reg Barnewall, the company's chief pilot and operations manager. It carries 12 passengers.

few months, thus permitting a fairly regular air connection between there and Fiji. Overnight crew and passenger accommodation is the stumbling block at present.

Late in July, Fiji Airways made a special charter flight on behalf of one of Tonga's few Indian business men. Mr. C. Ritchie, Manager of Fiji Airways, took the opportunity of again visiting Tonga and was able to discuss the accommodation problem with Prince Tungi.

Prince Tungi is sympathetic to the idea of a fairly regular air connection and he said that he thought that pending the establishment of a new hotel "some time in the future", it might be possible for a government transit house to be built in the "near future". However, at the present moment, according to Mr. Ritchie, there is no suitable house or building of any kind.

Fiji Airways will likely make another flight from Nausori, Fiji, to Fu'amotu, Tongatapu, some time in August, as it is expected that a small group of SDA missionaries will be travelling to Tonga, and that a number of passengers would be seeking passage from Tonga due to the temporary absence of the Union Company's *Tofua* from the run—she will be on annual survey in New Zealand.

Mr. Ritchie said that if a full load of ten passengers could be obtained each way, the single fare for the three-hour flight would be about £F17 or £18. A special charter trip with the *Heron* costs £300 for the return flight at present.

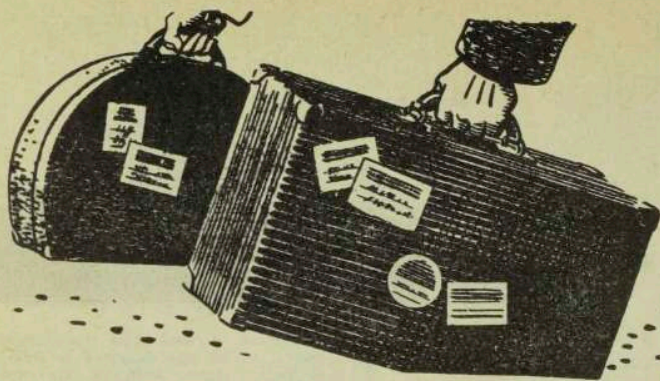
Air Viti Not Functioning

Earlier this year a firm registered as Air Viti Ltd. began to operate non-scheduled services in Fiji using a Cessna amphibian aircraft chartered from Mr. Don Nairn, of New Zealand. Mr. Nairn was operating there as Lake Taupo Airways Ltd.

In June, Mr. Nairn separated from Air Viti and commenced operating in Fiji on his own behalf. Mr. Brian McCook, a well known pilot formerly



An unusual sight in the New Guinea highlands in July was this Cessna 180 amphibian. The aircraft, piloted by Mr. B. Kidd of Melbourne, is on a geographical survey of P-NG for potential electric sources in connection with the treatment of bauxite deposits on the Cape York Peninsula. The amphibian was involved in an accident at Lake Murray, Papua, and was flown to Soroka for repairs. Because of the soft surface of the airstrip at Lake Murray, a track 10 feet long was cut through the scrub to the surface of the lake so that the aircraft could take off from the water. It is probably one of the best equipped light aircraft on the Australian Register—being fitted with most of the direction-finding instruments carried by larger aircraft. Photo: Eric Bolton.



Going places?

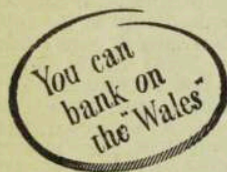
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with TEAL and Fiji Airways, the originator of Air Viti, is now operating a Piper Super-cub from Nausori airfield near Suva on scheduled flights and has just opened up a connection with the villages along Naselai Beach, east Viti Levu. This is the first used by Kingsford Smith for a trans-Pacific flight in 1928.

The nearest good beach to it is inaccessible by road, but usually involves a lengthy trip, but is just six minutes by road from Nausori, which is 35 minutes by road from Suva.

But in late July Mr. I. Tarte struck trouble and the service ceased operating.

A New Fiji Air Link

The populous district of Savile in Fiji now has a direct Fiji Airways link with Suva.

Over the past year there have been some non-scheduled flights by Air Viti to a private owned airstrip at Ura, on Mr. Tarte's property.

In July this airstrip was taken over by the authorities for a scheduled three-times-weekly service by Fiji Airways from Nausori. It has been operating a service to Matei at the north of the island for a long time past.

The service to Ura will be of great convenience to plantation owners in that area as they will be saving a 30-mile road journey to Matanitu.

Closer Air Links Between NNG and P-NG

"A good neighbour is better than a far-away friend," said Dutch Guinea's Director of Internal Affairs, Mr. J. C. Baarspul, at Sentani, Hollandia, in July, while wishing *bon voyage* to the inaugural flight of a new Dutch air service between Hollandia and Lae (Irian).

The new service, operated by Kroonduif, is on a fortnightly schedule, which will operate in conjunction with the Qantas service from the Lae side which has been flying to Hollandia since 1955 (as a monthly). This means that there is now a weekly air service between the two territories.

It is the first NNG-operated service to go into international territory, and a result of policy made at the Canberra Conference in October.

Said a report from Hollandia after the inaugural flight had returned home: "The Lae flight took 3 hours and 40 minutes and was quite a revelation for the passengers, most of whom had never visited the Australian territory before. They were favourably impressed by the deep valleys of green fertile agricultural land."

Letter to the Editor

Milk-Trading Concern Escapes IG Taxation

Sir,—The exemption of the missions from taxation in this country should again impress on the Lutheran Missionary Society, in the registered proprietors of Tropical Dairies—that a missionary society is an organisation devoted to evangelical, educational and medical services, as set out in their Charterheads. As such, the society deserves every privilege and consideration called for by selfless services to society.

WE must hope that so many words set out on a letterhead do not merely camouflage the exploitation of the commercial opportunities of the country in which they are privileged to serve. The Lutheran Mission in Lae has been very active and aggressive competitors in the small local milk market. Because of its privileged position, and aided probably by the employment of cheap inspired labour, it has cut milk prices down below the economic level permitted to less fortunate milk vendors.

"Grossly Unfair"

This mission competition, which I deem is grossly unfair, has already put one Lae dairyman out of business altogether; and, by its price-cutting, using its Mission advantages to the fullest, it will do the same to my dairy enterprise—unless one of the pioneer missionary mentality is again evident in the near future. As it is, I have been forced to draft some of my dairy cows into the beef herd. A best-selling book in America today, *The Ugly American* has picked many right-thinking Americans by the disclosures of a certain kind of behaviour (where a privileged class falls into disfavour through the greed and unethical practices of a few). In deference to the highly-esteemed pioneer Lutheran Missionaries of this country, I hope it will never become necessary to write about the *Ugly American Missionary* in New Guinea.

I am, etc.,

MICHAEL J. LEAHY.

Bag, Lae,
New Guinea.

Captain Andy Thomson and Mr. C. Brown were among passengers on the *Tahiti* from Rarotonga in the schooner *Tiare Maori* in July, to attend the annual celebrations at Papeete.

"They" Won't Stop Throwing Things

Poltergeists have been worrying an Indian family occupying a house in the Suva suburb of Tamavua.

Without warning, rocks and stones have been raining down on the house, but despite the consternation and even the embarrassment of the police who patrolled the yard and surrounding area, the stoning continued. After a couple of days and no arrest the gendarmes gave up, and returned to the more sobering business of arresting human beings.

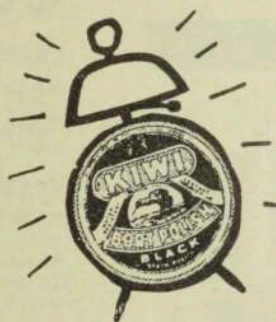
Says a Suva correspondent: "The area surrounding the house has now

been thoroughly searched by police and relatives and friends of the family, but all to no avail. In fact while the police were present, part of the iron wall of the house was suddenly pushed out as if somebody had run into it with a battering ram from the inside. But there was nobody in the house. A kettle of water was also supposed to have sailed off the primus and to have sat itself on a nearby shelf.

"The family says it was compelled to leave a former house about two miles away, because similar happenings got on its nerves."

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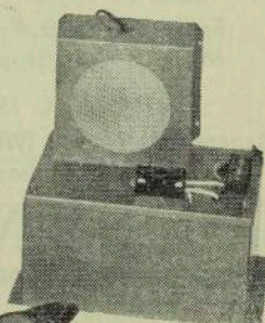
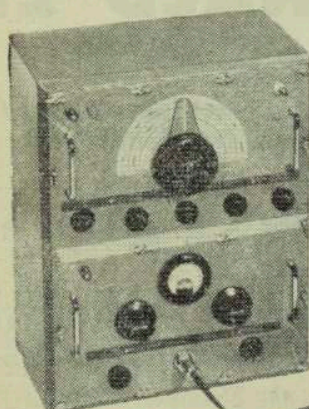
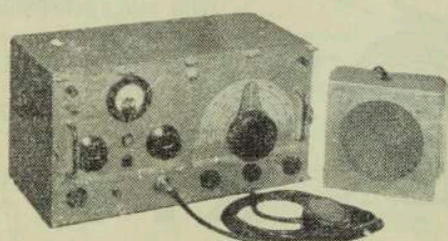
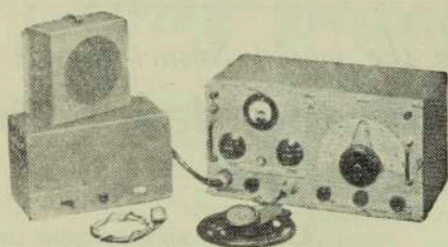
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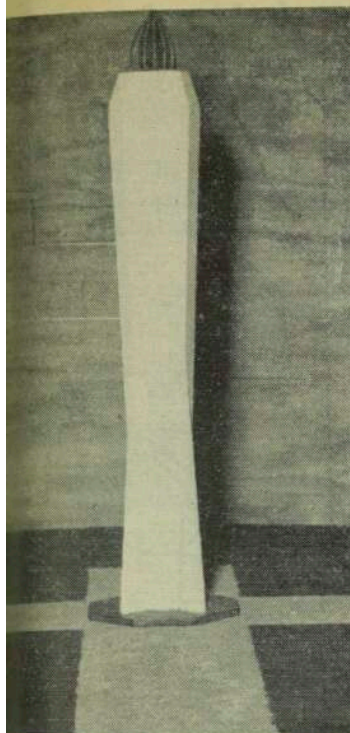
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The Coastwatchers

*These names, this sleepless monument, declare
To the blind world—unlearning and unled—
That, dedicated, men transcend despair,
Though lost between the living and the dead.*

*Transcend despair! For, though each knew what fate
Awaited, yet the narrow road was taken,
To gain once more some respite for that state
Which we enjoy, though they now lie forsaken.*

*Forgetting and forgot, they dwell secure,
Secret companions of our memory;
But, through oblivion, they will still endure
As long as men seek out sure mastery*

*Of self and circumstance, and can aspire
To something past the uncreating strife
Of ever-fading dreams and dumb desire;
Then will they be at rest in restless life*

*And, one at last beyond the sun and sea,
Maintain eternal watch for things to be.*

—R. A. SWAN.*

A Memorial Lighthouse In Shining White

The 86 ft high Coastwatchers Memorial Lighthouse — shaped like a bomb in gleaming white concrete — will be officially opened on the coast of Madang, New Guinea, in late August.

From Australia and Papua-New Guinea—and many of the Coastwatchers who survived the dangerous occupation—will attend the unveiling. There will be representatives from the Army, RAN, and RAAF present in what will be one of the most important functions in Madang for many years.

In Pidgin

The Coastwatchers' Memorial, which is topped with a revolving beacon to serve as a navigational aid to ships and aircraft, has

Robert A. Swan, who served with the Coastwatchers in New Guinea for a short time and who is now living in Hawthorn, Victoria, sent this poem to "PIM" on the eve of the unveiling of the Coastwatchers Memorial at Madang. He wrote, "I have written it in memory of my good friends. If you feel it is worth publishing in your journal I do not want any payment. I only wish I could attend the ceremony at Madang."

been erected with the aid of a Commonwealth grant and by public subscription. Money came from as far afield as the New Hebrides, the United States, Malaya, Cyprus, the Gold Coast and even the Bahamas. One contributor was Richard Nixon, the US Vice President.

The public appeal was commenced in 1953 and ended the following year with about £5,000 in hand.

One of the bronze memorial plaques on the lighthouse bears an inscription in Pidgin as a tribute to the P-NG natives who supported the Coastwatchers, and to whom some Coastwatchers owe their lives. One of the natives who will be present is Siarua, of Mr. Fred Archer's Jame Plantation at Buka Passage, Bougainville. Siarua, after helping the Coastwatchers on Bougainville, escaped in a submarine to the British Solomons in 1953. He, his wife, Giwa and adopted daughter Elma, gave a contribution

of £3 towards erection of the memorial light. Many native heroes, like the men they helped, are not alive to see the memorial.

One of the heroic native helpers who will not be at the unveiling is a luluai who is buried at Kieta on Bougainville, where a memorial to him was unveiled in 1955. This man was tortured by the Japs in an effort to make him reveal the hiding place of Paul Mason, one of Bougainville's famous Coastwatchers, but he refused to reveal it and was murdered. Mason attended the unveiling of that Kieta memorial, and he will be at the Madang unveiling.

Of the Coastwatchers, Admiral William Halsey, Allied Naval Commander-in-Chief in the Pacific during the war, said: "Australian Coastwatchers saved Guadalcanal, and Guadalcanal saved the Pacific."

He also said, in Brisbane after the war: "I could get down on my knees every night and thank God for Commander Eric Feldt and those men in the mountains and jungles of New Guinea and the Solomons."

The coastwatching organisation was brought into being before the war, and was



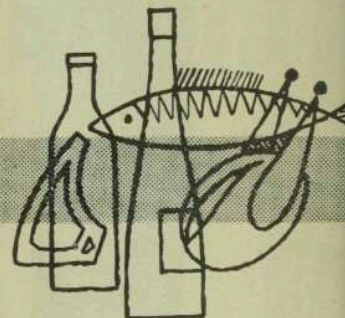
Paul Mason



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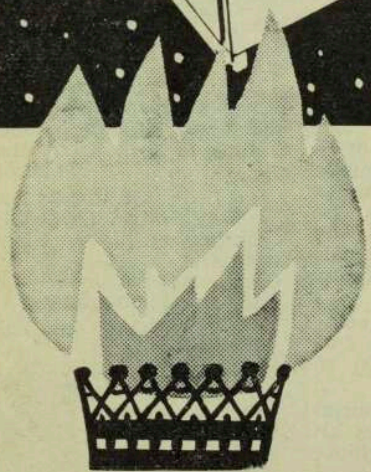
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The C 80 cooling unit carries a 5-year guarantee; the chest and other parts are guaranteed for one year.



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part of Naval Intelligence. At first the organisation included only the mainland of Australia, but it was later extended to the New Guinea and Solomons group, and on the outbreak of war in 1939 more than 700 Coastwatchers were ready. They had been told what information to look for, and they used normal telegraph channels on the mainland and teleradio in the Islands. With the war, Lieut.-Commander Feldt, who had an intimate knowledge of the Islands and Islands personalities, was appointed Staff Officer (Intelligence) at Port Moresby with the job of filling the gaps in the Islands screen by appointing additional Coastwatchers from among planters, missionaries and others, and to supply additional teleradios.

Soon Working Well

That job occupied the first two years of the war, but by the time Japan attacked in 1941, the screen was working well. The Islands' chain extended as far eastward as the Hebrides. More officers were soon appointed to direct networks of Coastwatchers operating through Rabaul, Thursday Island, Tulagi and Vila. The men and their radios were so strategically placed as to be able to give warning of Japanese movements and impending attacks.

Since most of them were civilians they were told, after Japan entered the war, that it was the policy of the Naval Board that they were to cease reporting if the Japanese occupied their area. But they elected to remain and continue reporting. They were given naval rank or rating in the RANVR and badges and rank stripes were dropped from aircraft to those behind the Japanese lines. But these proved to be no safeguard to those who were captured.

Presumed Executed

It was a Coastwatcher, C. L. Page, on Tabar Island, who on December 9, 1941, reported by radio the first sighting of the Japanese in the Bismarck archipelago—a Japanese aircraft on its way to look at Rabaul. Page some weeks later gave first warning of Rabaul's first air raid by 22 bombers. Page was one of those Coastwatchers who lost his life—he was presumed executed by the Japanese in July, 1942.

The full, remarkable story of the Coastwatchers and their activities behind the lines—first warning of the impending attack on Port Moresby which led to the Coral Sea battle was given by Australian Coastwatchers on Japanese occupied Bougainville—has been told in Eric Feldt's book, *The Coast Watchers*. It is now out of print but a New York publishing firm is expected soon to bring out a cheap edition.

Fiji Was Heaven To Them

TO the officers and crew of the South Korean ship *Yosu* which called at Suva and Lautoka in July, Fiji was the nearest thing to heaven that most of them had ever known, and it was probably unfortunate that a lot more people did not have a chance to hear first hand how the Other Half lives.

Mostly pale, thin young men, war and strife have almost always been their lot, and many of them had survived the Communist "liberation" of the north half of Korea.

Coming from crowded Asia—the ship is based at Hongkong and

running almost constantly to Asiatic ports—they expected to see crowds of people everywhere. Shown round the environs of Suva a few of the young officers expressed constant amazement on this score.

Where are all the people at this time of day? Why haven't they got gardens on that land? Don't you have trouble with those Chinese storekeepers? Is there really no fighting in Fiji? There were typical questions. To them—and doubtless to millions of other Asiatics—lands like Fiji do seem like heaven.

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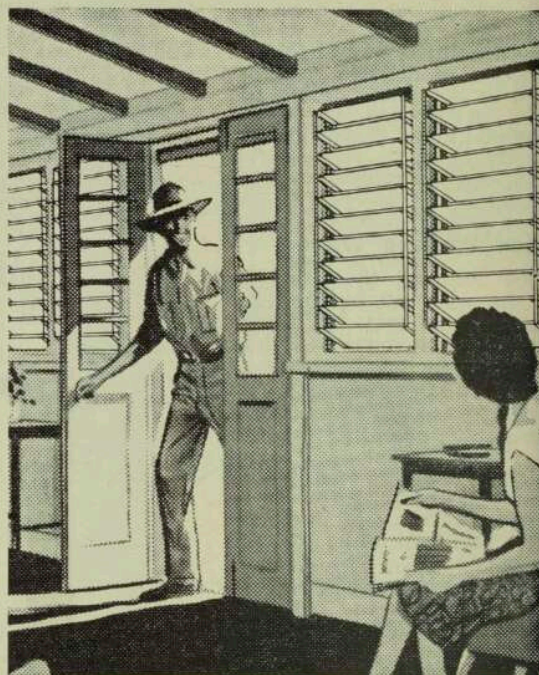
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Butex for outside



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Revelite for inside



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THE PERPLEXED REWA

The Sugar And Rice War Gets Into Its Stride

Sugar and rice were still the subjects in the Rewa Valley in Fiji in July, as the Colonial Sugar Refining Co. mill at Nausori chewed its way through the Rewa's current cane crop prior to closing down for ever.

MEANWHILE, in his Nausori office, Mr. Ram Jati Singh, the secretary of the new Fiji Sugar Milling Co. Ltd. (which is in the process of trying to raise sufficient money to build a new sugar mill to replace the old CSR mill), was ready to discuss the new company's progress. Mr. Singh has plantation interests in Nua Levu and rice-milling interests on Viti Levu.

He said that there would now be a new mill for the 1960 season, and that there will "certainly be a mill in operation in the Rewa Valley in 1961".

If the money raised by the new company was not sufficient to build a mill with the desirable capacity of 500 tons per day, then one of a smaller capacity would be built. According to Mr. Singh, local farmers were right behind the project, and since the first £25,000 of capital has been registered in June, shares have been selling steadily. Other than change over to alternative agriculture, farmers were prepared to suffer a lean year in 1960, he said. While they waited to grow rice again in 1961, they had been advised to sow leguminous crops in their fallow land.

Rice Plan "Will Fail"

The new company had quotes from overseas suppliers of sugar-mill machinery that showed that a 500-ton capacity mill could be built and equipped for less than £10,000.

Mr. Singh did not think a new sugar mill, in itself, would affect the CSR's proposed rice growing scheme; nonetheless, in his opinion, the rice scheme was bound to fail, and he gave these reasons:

Rice growing under Fiji conditions of small-holdings was not a business proposition compared with cane, and if more money could be made from cane, farmers would continue to grow cane although

(Continued on page 55)



Fiji's Indian farmers, like this one ploughing behind oxen before planting a new crop of cane, are usually conservative people, not easily moved to change. But in the Rewa Valley now that the CSR's mill is closing down there will have to be changes of some sort. The next year or two in the Rewa will be of significant interest, as the reports on this page indicate.

Doubts About Sugar's Future

CSR CO.'S GRAVE WARNING TO FIJI

In a very frank statement, published by the Colonial Sugar Refining Co., Ltd., in *The Fiji Times* of July 17—after its officers had had a confidential discussion on finance with the Fiji Board of Wages Inquiry—the company virtually gave notice that its situation in Fiji might, in certain circumstances, come under grave review.

"In the light of recent (trading) results, and the prospects for the future, the company is becoming increasingly anxious about the extent to which . . . it will be justified in devoting its . . . resources to Fiji . . ."

"In the face of the unsatisfactory market prospects for sugar, the high price of cane, and the high price of operating the mills, it can hold (to say the least) no optimistic view."

The Board of Wages Inquiry, set up by the Government of Fiji under the presidency of Mr. Honeyman, a London barrister, to examine the sugar industry in Fiji, and particularly sugar-industry wage-rates, heard much evidence in June and July.

The basic hourly wage rate for sugar-mill labourers, up to this time, was 1/5. The Board was expected to announce its finding on the claim for a higher rate, on August 1—see elsewhere in this issue.

The CSR Co.'s statement was made by its Fiji manager, Mr. L.

M. Sherwood, and it occupied 6½ newspaper columns. It traversed the sugar unions' claims before the Board; and the following is the section dealing with the general situation:

Board Shown Finances

"At the request of the Board the Company presented, in confidential session, financial data relating to its operations in Fiji. I have the authority of Dr. J. Vernon (the general manager of the CSR Co. Ltd.) to make the following statement.

"This is based upon the financial data confidentially tendered (to the Wages Board) and upon the general manager's view of the company's Fiji business, but it is not advanced as a plea of inability to pay wage rates that are proper in the context of Fiji.

"(a) In neither of the last two years (the first of which was the year of abnormally high sugar price and of satisfactory production level) was the rate of profit on the

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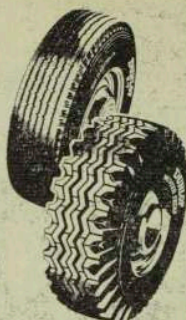
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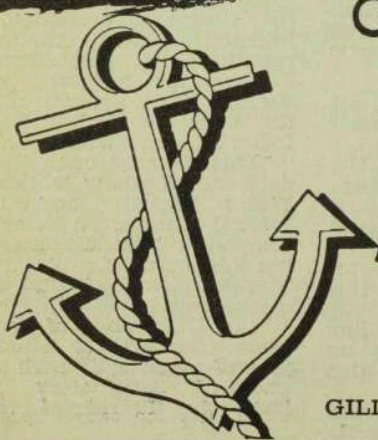
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of the company's assets in attractive. In fact it did not the interest rate paid on raised by the Fiji Govern- in recent years and this rate low bank rate.

with the Government loan rate and the bank rate are below interest rate ruling in Aus- and therefore the result of business in Fiji compares very favourably with the rate of interest and profit looked for by investors for commercial in- vent

"Unsatisfactory Profit"

The company therefore re- its recent profit in Fiji as satisfactory; and states that its prospects for profit in the future not regarded as adequate to the further and continued investment that will be able for the progress of the in-

the company has been provid- large flow of capital for its enterprise in recent years and launched certain capital pro- most of which will be com-

at the company may not be to keep on committing capital (desirable though it may be the point of view of the in- and of the Colony) because prospects of such capital re- its real value and providing rate returns are not apparent. higher the cost level in Fiji power become the attractions capital and the justification for provision.

"No Optimistic View"

In the light of recent results the prospects for the future, company is becoming increas- anxious about the extent to in view of its responsibility shareholders and in other direc- it will be justified in devoting financial, managerial, adminis- trative, technological and other re- sources to Fiji.

the company adds that in recent it has closed down its pine- enterprise and is now in the ss of closing down Nausori Mill. It had expected by these and by expanding production other Mills, in place of the satisfactory cane growing and area on the Rewa, to 'tidy and consolidate its position. hopes that this will be the but, in face of the unsatis- factory market prospects for sugar, high price of cane and the high of operating the Mills, it can (to say the very least) no optimistic view.

the company makes this state- with great regret; because it been established in Fiji for over years, has deep roots and at- tempts there, and has tried not only to discharge its vari-

ous responsibilities, but to foster the development of the Colony.

"The company also makes this statement after due consideration and with a full understanding of its gravity, but nevertheless as its considered judgment of the position.

"This view, of course, does not mean that the company is making any precipitate decision, or intends to cease trying to find ways to be constructive in Fiji."

An engagement of interest an- nounced in June was Miss Marie Reid, of Macksville, NSW, and Mr. Evan Cleland, son of the Admin- istrator of P-NG, Brigadier D. M. Cleland, and Mrs. Cleland.

Perplexed Rewa

(Continued from page 53)

many would continue also to grow some rice for their own use and to sell the surplus.

- The CSR's announced buying price for padi at £30 per ton was "completely unrealistic"; most rice farmers would have no trouble in obtaining £35 to £40 per ton from alternative buyers, on present in- dications.

- Although there will be a pro- tective tariff on imported rice from January 1, 1960, there will be no internal protection for the CSR scheme, and as the CSR is handing

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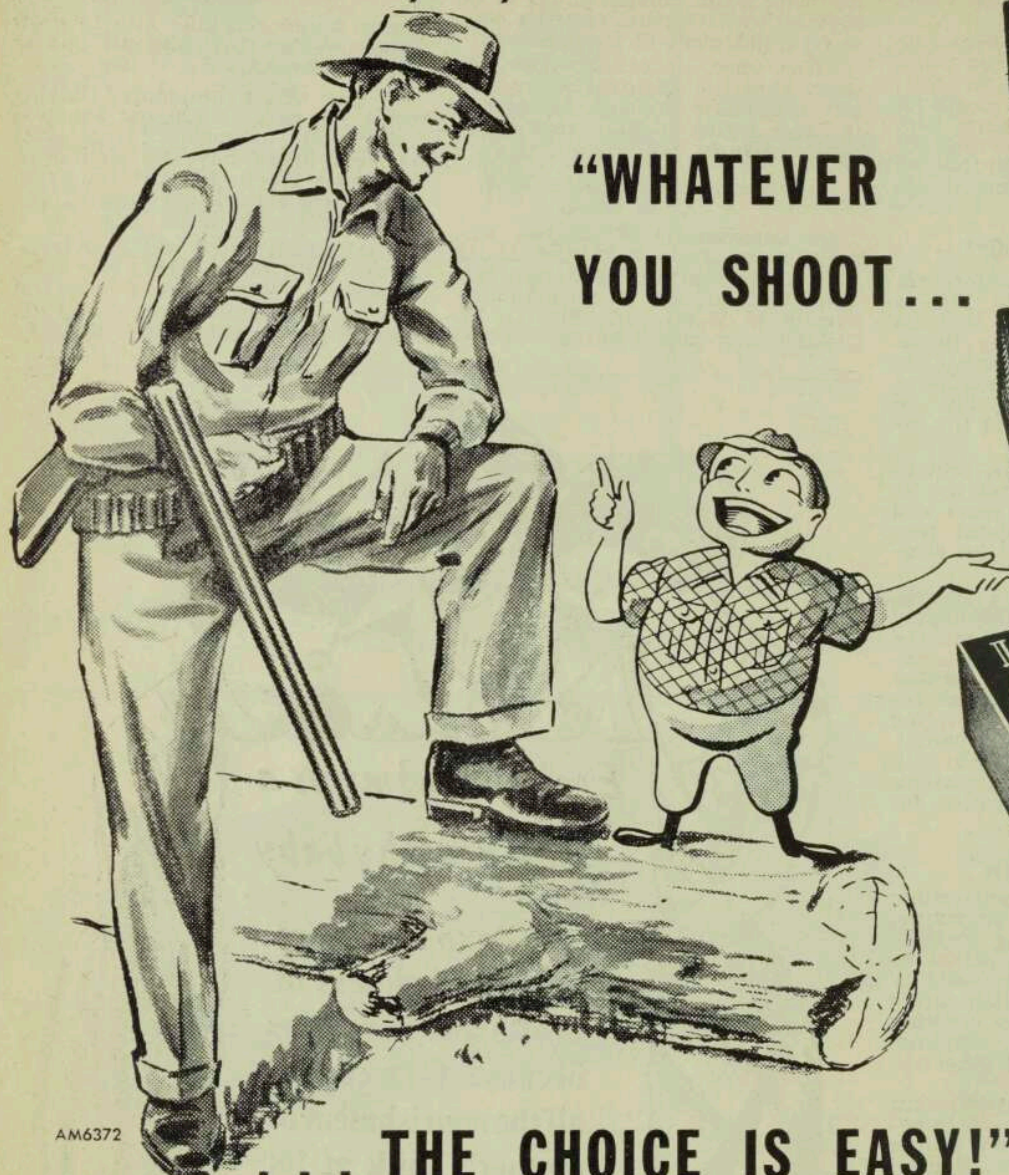
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its Rewa holdings to the Government in exchange for other land on the dry side of the island, the rice mill will have to depend on rice produced by independent growers who will sell to the best market.

to Rice Industry to Protect

Fiji, in July, rice consumers the Government were manifesting a certain amount of concern at the whole situation.

There was general criticism of the fact that the Government had decided to protect rice from January 1, when, in fact, there would be no industry to protect. This (so say the critics) should come into force until six months, by which time it will be clear whether the CSR rice scheme is to come to fruition or not, when it will be possible to see whether there is sufficient local rice to meet all requirements.

Each will depend on what happens in the next few months to the end of the year, when rice planting should be in full swing.

It did not appear certain in July that the CSR would go on with its scheme: According to statements made publicly by the company, it apparently matters very little to the CSR whether it goes on with rice milling on the Rewa, or not; right out; and, according to Ram Jati Singh, it doesn't matter to the Rewa farmers either. According to him, are determined to grow cane.

Government Does The Worrying

At the same time, there are a lot of people still unconvinced that the Fiji Sugar Milling Co.'s plans will come to anything—and that's a worry for the Government.

If the sugar-mill plan falls through, or a mill is established and it is a failure—and there is no other rice project or some alternative to try to take its place—there are bound to be a lot of dissatisfied farmers in the Rewa Valley and it is inevitable that they will blame the Government for their troubles.

The new sugar company directors met their plans at a meeting of Government officials at Nausori on July 18, but there was no Government statement following the meeting.

The Indians would be made happy, of course, if they could get their long-coveted new sugar mill—with the Government taking full responsibility for seeing that the scheme worked.

This might not please the CSR very much; and it would, no doubt, be a totally undesirable development from the Government's point of view.

On the other hand, there is the Government's real fear that, in certain circumstances, the Rewa Valley could become a depressed area, with all the attendant political implications, in Fiji's present state of delicate economic balance.

There are enough smart Indians behind the new sugar scheme to figure that out, and to realise that, if they can remain solidly behind their sugar-or-nothing policy for the next 18 months, and get some sort of mill going, it would probably be the lesser of two evils for the Government to see that it keeps functioning.

Meantime, as at end of July, 1959, it was obvious in Fiji that the people carrying most of the worries in the sugar-or-rice controversy in the Rewa Valley were the framers of policy in the Fiji Government.

Fiji Arts Club Building Coming

The Fiji Arts Club will soon have a permanent home in Selborne Street, Suva—but how soon it will reach completion will depend on well wishers who are prepared to provide the financial support.

The only organisation in Fiji fostering the arts—with emphasis on drama, music, fine art, ballet, and photography—Fiji Arts Club was formed 12 years ago and has steadily extended its activities, to assemble £2,000. In July it announced that a bank had agreed to loan £3,100 and that work had commenced on the building—but the money now available would merely provide the bare building. Funds would still have to be found to furnish and equip it. It is hoped to have the building completed by the end of the year.

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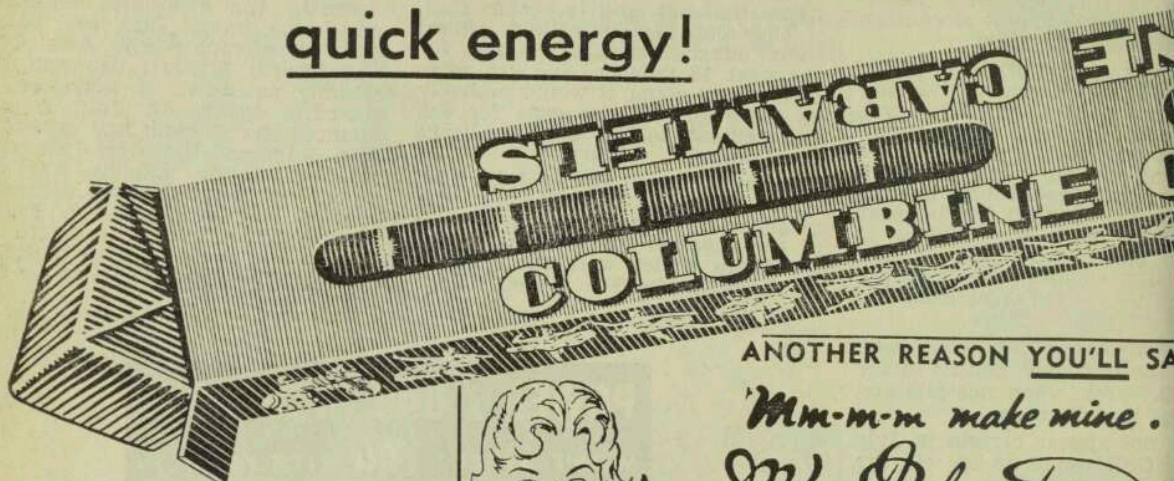
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The story of the recovery of relics from the wreck of La Perouse's "Astrolabe", at Vanikoro, in the British Solomons, is a continuing "PIM" has published many reports over the last two years—the last in last month's issue, when it gave details of anchors and other recovered by a French expedition in June. The information had been received from Noumea. Mr. L. W. Filewood, a correspondent on Vanikoro, who has supplied details in the past, here describes what the expedition did on the scene, and says something of future plans.

Still Probing A 170-Year-Old Mystery

Stones Mark The Graves Of La Perouse's Butchered Men?

From L. W. Filewood, on Vanikoro

The party, following up the work commenced by M. Pierre Anthonioz in 1957, arrived here by the New Hebrides Condominium vessel *Rocinante*. It was led by the world-famous volcanologist, M. Tazieff and consists of a well-known Belgium geologist M. Jacques Theodor, and our old friends and well-known Vila identities, Reece Discombe and Jack Barley.

By uncovering by further blasting away of the coral growth, of a number of cannons, five anchors, quantities of lead, cast iron staves, sections of forged steel bars and various other items now leave no doubt, if any ever existed, that the ship is definitely *L'astrolabe*. The party explored the vicinity thoroughly, blasting as required, by filming, by underwater camera, and by phases of the search including the actual searchers swimming over the reef, the location of the various finds and many other very interesting shots. They have closely questioned the people of Vanikoro and have secured a lot of further information which could lead to the locating of the other La Perouse vessel, the *sole*, which, local legend has it, sank the reef some eight miles to the east from the spot where *l'astrolabe* was wrecked. The crew was attacked and wiped out by the natives and the ship then drifted around the island to a small cove which exists just off the southern tip of Tevai, the small island which adjoins Vanikoro, says the ad.

Are They Bones?

The later French navigator, Jean d'Urville erected a cairn of stones on a small tidewater island between Vanikoro and Tevai, in Tevai Bay, believing that the crew of *L'astrolabe* had died there, but it seems to be very conclusive that this was not the case. The present party has reasonably accurate information that it is not near what is now the village of Emoa, and have been in what are reputed to be the

stones covering the bones of the butchered sailors.

Later efforts will prove whether this is correct, but it appears to be reasonable at the moment.

Very bad weather has hampered the efforts of the party at times, this being usual at this time of the year at Vanikoro, but they have stuck to the task when possible and their confirmation of the earlier work by M. Anthonioz will undoubtedly be greatly appreciated in the circles where old history is very important.

It is possible that a further and much larger expedition may come to complete the removal of whatever can be moved, in order to honour a man who is regarded in his own country as being as great as James Cook and Matthew Flinders are in our own. It is possible that a memorial will be erected in Paris containing the relics discovered by this and former parties.

Obelisk Erected

At present there is an obelisk being erected at the village of Peou, which is headquarters of the Vanikoro Timber Company, near the spot where the wrecked party camped and built a small boat, which after leaving Vanikoro was never heard of again.

This monument will replace the cross which stands on the reef and which is very difficult to maintain because of the currents and tides which continually sweep the reef.

Some of the pieces of the ship will be incorporated in the obelisk and a section of lead from the wreck will be attached to it with a suit-

able inscription engraved on the surface.

Lifting of anchors and cannon after uncovering it was a stiff task, as a current of about 10 knots races over the reef on the flood and ebb tides and time is restricted to the short period of slack water and when the tides have almost finished their run.

By means of empty 44 gallon drums, the job has been accomplished, not forgetting, of course, the efforts put into the work by the whole party.

It seems that the task will be continued and we will hear more of it before it is finally accomplished.

Later in June the French patrol vessel *Tiare* arrived under the command of L/Commander Cerebelot. His party consisted of Commodore De Brossard, M. Favreaux, French Resident Commissioner in the New Hebrides Condominium; M. Blot, a seismologist, and M. Priam, of the Mines Department of New Hebrides. At the time of my writing they plan to officially unveil the obelisk to La Perouse on June 27 with a full ceremony. This will remain as a permanent monument to this great man.

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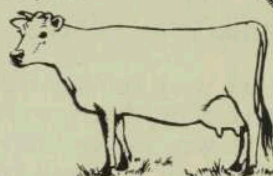
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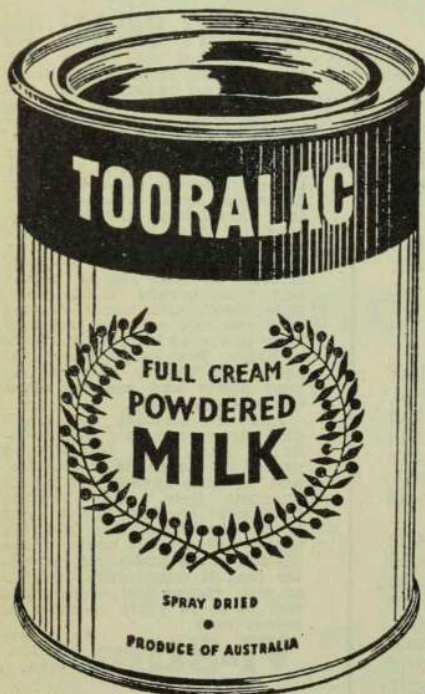


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R. W. ROBSON REPORTS ON THE TAX WAR

In Papua-New Guinea, It's Mr. Hasluck v. The Rest

I never have seen, or heard described, a more entertaining constitutional drama in the Pacific Territories than now is in progress in Papua and New Guinea.

I were a sensational journalist, I would entitle it, "Hasluck on His High Horse is Hunted and Killed". However, I am a sober writer and I dislike alliteration. But I weep no tears over Mr. Hasluck. He brought it all on him-

I cannot imagine how this dissolving situation is going to end. I am inclined to back the New Guinea rebels.

Let us set out the events in their proper sequence so that we may better understand the significance of developments during July and August.

Hasluck and Territorians

Some time in 1958 Minister Hasluck decided to impose income taxation. Some say it was his own decision. Others are sure that he was influenced by economic theorists in Canberra, and by the Assistant Administrator and the Treasurer, in Port Moresby. In any case, the principle of taxation for New Guinea had been approved by Cabinet as long ago as 1957—in secret.

Private enterprise in the Territory last year urgently and repeatedly asked whether the tax was being imposed.

It was a reasonable question. Competent business men must keep their accounts in a stricter, more careful way if their net income is to be taxed.

Canberra remained all "Hush-hush". Mr. Hasluck dodged and delayed. He would not give a plain answer in 1958 or early 1959.

Even when the Legislative Council met in Port Moresby in March, 1959, it had no information about the tax.

Then, without any notice, the Tax Bill was popped onto the Council on April 20, rushed through to second reading, and adjourned until June 22, carrying the provision that the tax would operate from July 1, 1959.

By this procedure, Minister Hasluck treated the unofficial community of the Territory—the future taxpayers—as if they were all strangers, to be circumvented by craft and clever official action; and

the Legislative Councillors as if they were a lot of fools.

Maybe those words are not justified. But that was how the non-official classes saw it. Their resentment turned to anger, and their anger began to burn.

Territorians' Plea

The Tax bill was clumsily, even stupidly drafted. The traders were not given sufficient warning, if it was to operate from July 1.

Chambers of Commerce, elected Councillors, Taxpayers' Associations, even the public servants' organisation—some individually, some in combination—made urgent, repeated requests in Canberra that (a) competent economists examine the probable effect of income tax on the Territory's economic structure and (b) the operation of the bill be postponed for one year, so that it could be re-drafted in the light of their findings.

Not then, not at any time, have

these Territorians resisted the idea of income tax—only the method of its introduction by the Minister.

It was all in vain. Mr. Hasluck rode high in the saddle. The Prime Minister was abroad. The other Ministers, in solemn conclave, accepted Mr. Hasluck's assurance that he knew best.

The economic review was refused; postponement of the tax was refused; the Legislative Council met on June 22 with uncompromising instructions to put the bill through, to operate on July 1.

The Department's First Assistant Secretary, Mr. Willoughby, arrived in Port Moresby that day—presumably to see that Council did what it was told.

Then came the rebellion. The Territory, from end to end, showed strong feeling. It seemed that every non-official Territorian went into action, through the Taxpayers' Associations.

Officials could take no part; but there was no doubt where their sympathies lay.

Real War Begins

On Monday, June 22, elected members James, Downs and Dudley Jones resigned from the Council, as a protest against Hasluckian procedures—and especially his contemptuous treatment of Territorians' representatives.

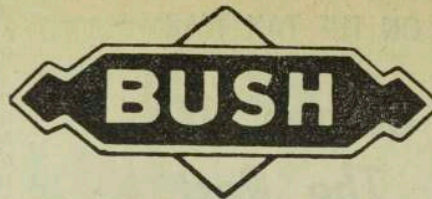
A nominated member (representing the Returned Servicemen's League), Mr. R. F. Bunting, got ready to resign, also. But the others asked him to remain in the Council, so he might be the applicant in an appeal to the Supreme Court.

(Over)



This is Goroka, biggest town in the fast developing New Guinea highlands, photographed last month for "PIM". Cradled in mountains at an altitude of 5,500 feet, it is an increasingly popular tourist centre. Because of the large number of settlers in the area, Goroka has taken a leading part in the fight against the methods used to introduce taxation. Both Mr. Ian Downs, one of the elected members of the Legislative Council who resigned, and Mr. Bob Bunting, another Council member who became plaintiff in the recent Court case, are residents of Goroka.

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Mr. Paul Gasluck

Mahoney changed the line of attack. Presumably, he was very sure of the vulnerability of the *Papua and New Guinea Act*, less sure of the challenge to the competency of the Legco.

So (he doubtless argued) why not make a certainty of it? The Territory Supreme Court might uphold the P-NG administrative structure, and give a verdict for Government; but he was confident that this verdict would be upset on appeal to the High Court.

And the taxpayers had said again and again that, if defeated in the Supreme Court, they would appeal to the High Court.

But the challenge to the *Papua*

and *New Guinea Act* had results of which those who had approved Mr. Mahoney's course apparently had had no warning.

Taxpayers' Guns Spiked

A section of the taxpayers more or less panicked, when they recognised the legal and political significance of it.

Certain highly-placed Canberra-ites had spread the word quickly around Port Moresby: If *Papua and New Guinea Act* is held invalid, these things could happen:

• All the legislation passed by Legco since its creation could be challenged. (Over)

On June 23, as Legislative councillors assembled to pass the tax bill, they were served with writs—the Territory's Supreme Court had been asked to declare the Legco incompetent, in terms of Section 36 of the *Papua and New Guinea Act* (which says the Council must include three elected members).

The Council went on, dealing with the bill, and with scores and scores of amendments before it—many from the Government itself, providing substantial concessions, compared with the original proposal.

The concessions did not placate the taxpayers. They stood by their original demand—postponement, an inquiry by economists, and re-raffing.

The Council put the bill through committee stage, and adjourned until July 13, pending a Supreme Court decision.

A Dramatic Change

Both Government and taxpayers are represented before the Supreme Court by Sydney barristers, Messrs. Mason and D. L. Mahoney.

As it began, the attack was based on the belief that the Council could not be constituted without elected members.

Suddenly, the whole character of the proceedings changed.

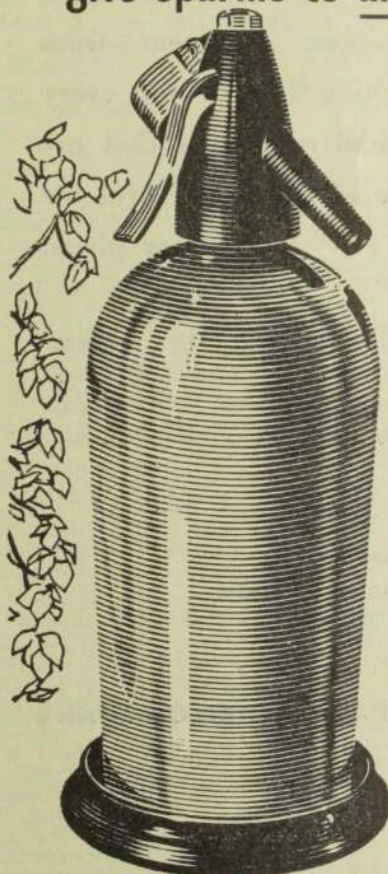
Barrister Mahoney challenged, not so much the competency of the Council, but the validity of the *Papua and New Guinea Act*, under which the Council was created.

Constitutional experts, long ago, had raised the question of whether the Trusteeship Agreement, between United Nations and Australia, gave Australia authority to set up, in the joint administration of Papua and New Guinea, a body like the Legislative Council, with the powers given to Legco under the *Papua and New Guinea Act*.

No one then knew why barrister

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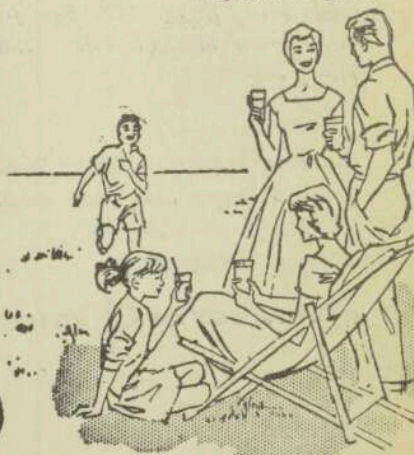
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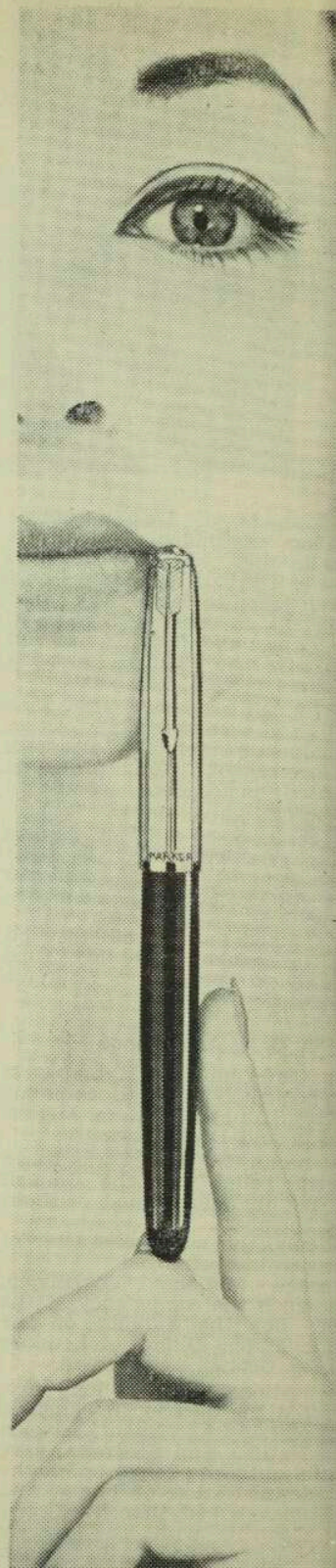
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P27a

THEY DECIDED IT IN 1957

Sir Arthur Fadden, a former Australian Treasurer, called at Lae, New Guinea, in July on a shipboard holiday. He declined an invitation to address a local meeting on the taxation issue because, as he said, he was on holiday, and had now retired from politics anyhow. But he made it clear in a conversation to a "PIM" representative that he thought New Guinea people didn't have a hope of turning back the taxation tide.

"I tried to fight it a few years ago, but they've had it sewn up for some time now," said Sir Arthur.

Sir Arthur's comment supports what "PIM" said in February, 1958—that income tax for P-NG was approved in principle by the Australian Cabinet in 1957.

After that, it was merely a matter of deciding which was the opportune time for imposing it. As "PIM" indicated in that February report, there was at one time a strong chance that

it would be imposed from July 1, 1958. But pressure was brought to bear on Mr Hasluck to defer it, because, for one thing, the big overseas oil search interests were on the point of deciding whether they would continue their search for oil in Papua or pull out. Tax, it was feared, would have decided them to pull out. The effect on the Territory Public Service was also taken into account. (The oil interests finally announced they would pull out, but after the last minute discovery of oil they reversed their decision).

All these moves, going back to 1957, have been top secret as far as Canberra or Port Moresby have been concerned. Officially there was nothing said about tax until April this year, when P-NG was given one week's notice of the Tax bill bombshell that was introduced into the Legislative Council on April 20. And they wonder at New Guinea's indignation!

It might be found desirable to solve the administrative union, to return Papua and the Trustee Territory to separate administrations.

Australia could be gravely embarrassed in the United Nations, where certain sections—especially Communists—have often attacked Australia's policies and plans for New Guinea.

Immediate reaction came from Mr. Bunting.

Three days before the Supreme Court hearing concluded, he announced that, if the Court's decision was against the taxpayers, he, the plaintiff (or applicant for injunction) would not appeal.

I am entirely with the elected members and the taxpayers in opposing the way in which the Minister has introduced this bill. I ignored the non-official classes of the Legco, but I will not be a party to pulling down the *Papua New Guinea Act*, and all that means," about summed up his attitude.

That also was the view of the trading companies, hitherto apathetic to taxpayers. Mr. B. C. Godsell, who is general manager Burns Philp in P-NG, resigned presidency of the Papua Taxpayers.

Up to that point, the barristers—very probably, the members of the Supreme Court—had expected that, whatever the verdict, the case would go to the High Court.

But when, on July 7, the verdict came, dismissing the application for injunction, it was apparent immediately that the withdrawal of Mr. Bunting and the split in the taxpayers had momentarily crippled anti-Hasluck forces.

Papua taxpayers were hesitant.

New Guinea, under Mr. Dudley Jones's leadership, while still full of fight, lacked sufficient funds to start again *de novo*.

New Guinea was hamstrung by the retirement of the nominal applicant, Mr. Bunting. It had no appellant, to carry the case on to the High Court.

A Little Jubilation

While taxpayers were rallying their forces, and squabbling a little among themselves, the pro-Hasluck officials—few, but powerful—carried the Tax bills jubilantly forward to completion in the Legislative Council (July 13-15).

They said that, in view of the Court verdict, and Mr. Bunting's attitude, all this nonsense would soon be over and forgotten.

They announced that the tax would operate from August 1. (They had planned July 1; but when the Supreme Court action forced adjournment to July 13, they apparently could not tax retrospectively: so they postponed operation until August 1.)

There now were three vacancies in Legco. Administration solemnly announced three by-elections—nominations closing on August 4, and voting on September 12.

Attending Legco (at the July 13-15 Session) popular "Bob" Bunting was obviously harassed and unhappy. His motives—those of responsible citizenship—in refusing to proceed with the appeal were respected by the belligerent New Guineans; but that did not lessen their anger at being unable to carry on the war against Mr. Hasluck.

At this session, Mr. Bunting criticised the Hasluck regime, the Tax bill, and the Australian Government's treatment of Legco, in

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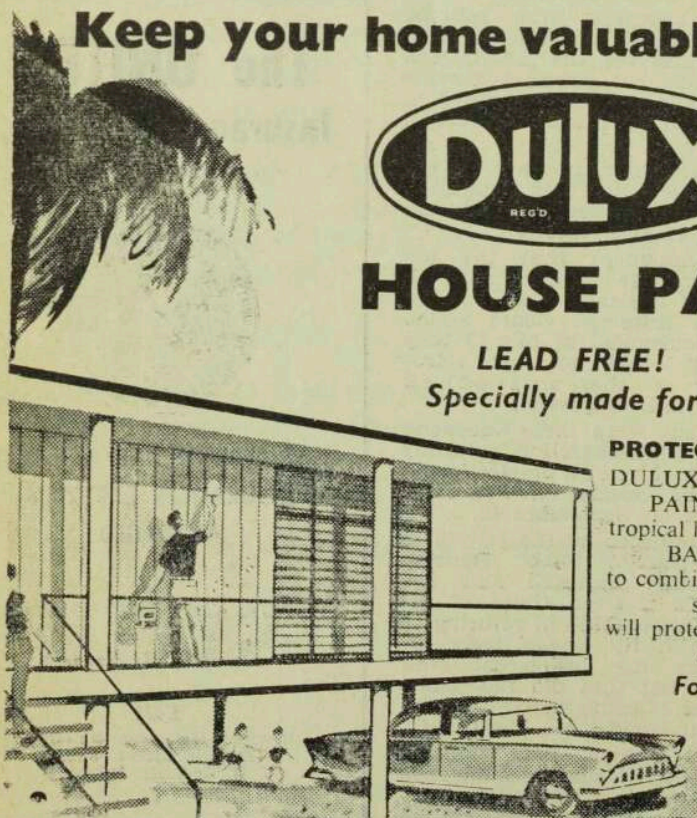
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ns that tended to blister the record. Administrator Cleland made a native protest. Everyone, he said, blaming the Minister. These decisions were not the Minister's—they were made deliberately by Australia's Cabinet. Observers laughed. They know Mr. Hasluck, and his influence in the Inner Cabinet. Mr. Bunting, having shed his Supreme Court status as a possibleellant, now got ready to put in resignation. High officialdom made urgent representations to Mr. Bunting. Just what transpired is not known. It is believed he finally agreed to stay on for "a while", to see what opened to Legco. Some sections think that Legco may be reconstituted in such a way that Messrs. James, Dudley Jones and others may feel free to accept re-election. The nominated, non-official members miss them very much.

The War Goes On

That week of July 13-18, taxpayers—under New Guinea drive leadership—closed their ranks and renewed the war.

They said this, or something like it: "The tax is now claimed to be lawful. We say it is not lawful. The Territory's Supreme Court says it is not. We do not accept that verdict, and we have been deprived of the right of appealing to the High Court."

Sooner or later, tax will be demanded of someone who will refuse to pay. When he is prosecuted, we shall take up his fight and carry it to the Supreme Court and, if necessary, to the High Court.

We shall challenge the validity of the Territory's Tax Act. We shall challenge the validity of Australia's Tax Act and New Guinea Act will not be involved. But we are going to challenge the Tax Act, at all costs."

Public meetings in practically every centre (including Port Moresby, where the local branch had rallied and re-formed) cheered the resolution.

Every meeting put the hat round, and the response was generous. "We have plenty of money to carry on our legal fight," announced Rabaul.

Plenty of money is necessary. Legal and publicity actions up to £10,000, including the engagement of a legal consultant McKellar White, have eaten up over £2,000.

By-Elections Moves

An under-cover fight between the administration and the bellicose New Guineans, in relation to the by-elections, took shape late in July. Public opinion throughout the

Territory is so strongly with Messrs. Dudley Jones, James and Downs that no person of any standing is expected to nominate, to fill their places. "None of us will vote in this election," it was announced at one meeting.

Then it was reported that high officialdom was trying to induce certain non-official persons to nominate, and thus save officialdom's face.

Rabaul countered promptly: "We propose to nominate persons of good standing in all three electorates, and we shall fight for their election. Then, at the next Council meeting, they will resign."

Then, as July ended, came more drama.

W. M. Fishwick, of the NG Taxpayers' Association, took R. F. Bunting's place as legal plaintiff, and appealed directly to the High Court for an injunction restraining the Administrator from proclaiming the Tax Ordinance, while the Court decided the question of whether the Legco actually has power to pass the Tax Ordinance.

At 8 a.m. on July 30, just 2½ hours before the Fishwick application came before the High Court in Sydney, the Administrator proclaimed the Ordinance, by Gazette.

But, as July ended, the Fishwick application was still "alive" in the High Court. For the next moves, see page 17.



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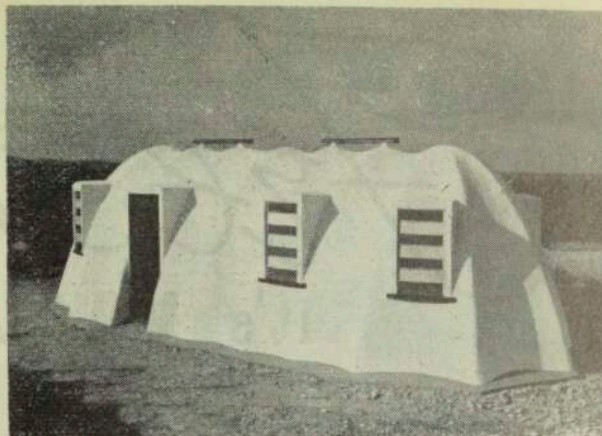
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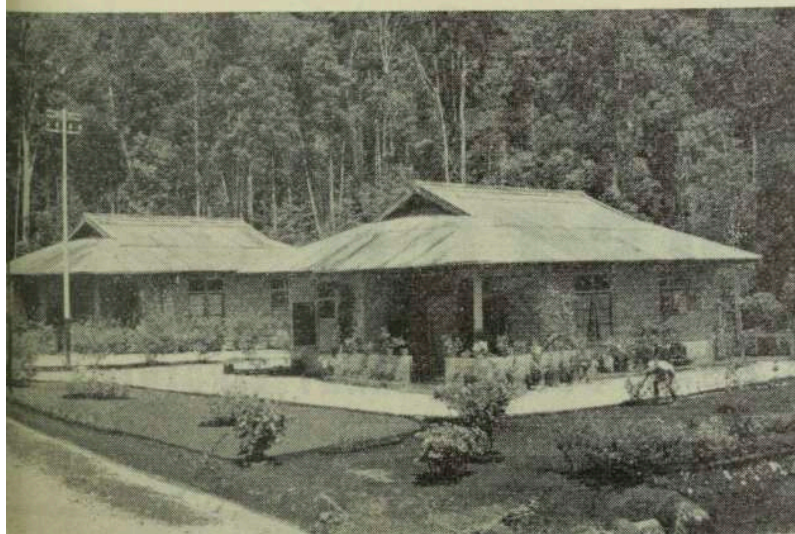
Victoria Parade, Suva



VARIETY. Here is a representative sample of recent South Pacific dwellings. Top left, is a brick building, one of several recently erected in Lae, New Guinea. Above, Fiji's concrete and weird-looking ctesiphon; at left, a mixture of Samoan and European style, the beach house of West Samoa trader and planter R. David, near Apia; and below, coral brick homes in Hollandia, Dutch New Guinea.



Photo: H. Forsgren Studio.



It's a "Tessyfon"

ULTIMATE IN LOW COST HOUSES

The struggle to produce low-priced housing in the Pacific Islands goes on—and "PIM" has published photos of a lot of the examples in recent years: Houses made of drain pipes; houses like igloos; basic box types; "improved" traditional thatched varieties. Now a Catholic priest in Fiji has produced the low-cost house that if it isn't the last word, should be. As the photo shows, it looks a bit like an upturned lemon-squeezer; or something turned out of a jelly-mould. The shattering thing is that it's designed to last 4,000 years.

THE Rev. Father Hurley, who has introduced Fiji to the design (architecturally known as a ctesiphon, pronounced tessyfon) takes no credit for the design itself, which he says is one of the oldest in the world. All he has done, with the aid of a small grant from public funds, is to erect samples as a demonstration. The one in the photo is the third in the series, built at Raiwaqa housing estate near Suva.

Father Hurley's lemon-squeezer house is named after an ancient city near Baghdad, where examples of this design have survived over 4,000 years. It is said to be based on the curve adopted by a rope loosely

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NG, building contractor and brick works, Charles Hyland (right) supervises a bit construction work on Lae's first brick building.

ended between two points. By erect proportioning, a building with is and roof forming a single ve is immensely strong and self-supporting. Added longitudinal length is also given by adopting rugations.

arger or smaller buildings can be de to suit, but the ratio of width height will always remain the e, though the length may be eased.

Demonstration

ctesiphon house was erected as of a large selection of low-cost es in a demonstration organised New Delhi by the United Nations 1954. It cost one-third the unt of the average cost of the er 50 entries.

cluding the cost of any ex- ating for a level site, a concrete iphon house built in Fiji costs ut 11/- per square foot of floor ce with a concrete floor, or about with an earth floor.

onstruction is on a prefab- ted temporary framing. Over this ming, hessian is laid, and on the sian, successive layers of cement a thickness of about 1½ inches. 400-square-foot house can easily built in a few days by largely skilled labour.

ll that is required is the ervation of one man who under- ds the assembly of the template me and sees that ordinary care aken in putting on the cement rtar.

The final result is a one-piece acture of great strength, com- tely impervious to borer and rot, a calling for only an occasional t of whitewash—or, if it is de-

cided to grow creeper over the building even the whitewash is not necessary.

In the Fiji houses the windows are of the louvred type with metal frames. The doors, one on each side, are of wood, but these, too, could be aluminium or other metal at greater or less cost, thus avoiding all painting and maintenance costs.

This house, say its disciples, does not aim to displace more costly buildings; it simply is a basic house of great durability, low upkeep and low cost. Up to now a variety of houses have been designed to meet the needs of the low-income group, but none have come within the means of the lowest-income group—persons earning £5 per week or less.

A ctesiphon is also capable of standing up to a hurricane or earthquake, and a traditional Fiji bure is not.

Special Approval

Because the ctesiphon building is a new conception in housing in Fiji, the present building code makes no provision for such a design. Special permission was granted to erect the demonstration models. But the Housing Authority, much impressed with its possibilities, is now seeking legal provision for the general acceptance of the type.

The house in our photograph, erected at the Raiwaqa housing estate near Suva—where 27 more costly orthodox-type houses suitable for people of a slightly higher income-group are being erected—is to be used as an administrative office for the estate.

Anyone passing through Suva from other Islands territories might profitably spend a few shillings on a taxi fare out to Milverton Road to view the demonstration house. Whatever their feelings may be regarding the shape—and it's a bit of a shocker at first—they will be forced to agree that on present-day costs the ctesiphon has something for administrations seeking a solution to low-cost, mass housing problems.

Bricks In NG

Meanwhile, in New Guinea they are becoming more and more interested in brick houses—bricks made either of clay or cement. There are brick works in the Highlands and at Lae. In Lae, Mr. Charles Hyland recently won an Administration contract for two houses and a boy-house of brick, the first in Lae. Mr. Hyland has a brick and tile works in Butibum Road, Lae.

The Administration has been experimenting with brick making for some time, and there is a good chance that New Guinea will get away from the all-timber and fibro home, as is happening in the Hollandia area of Dutch New Guinea, where there are several hundred brick homes.

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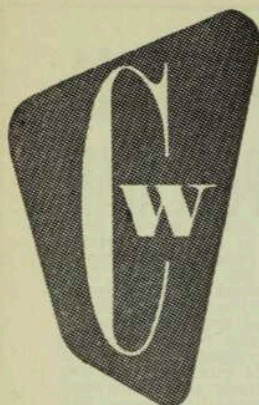
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Rev. R. Grant, Chairman of the Methodist Overseas Mission, Papua, who has been in the Territory for 25 years, has some interesting things to say on the Papuan's role in self government in this article. It is reprinted, with permission, from the "Missionary Review", published by the Methodist Mission from Sydney.

"Let The Missions Help Towards Self-Government"

By Rev. Ralph Grant

When will Papuan and New Guinean peoples be given self-government? One wonders if those who press for immediate self-government for these peoples are ignorant of existing conditions or, are they simply mischievous? Papuan members of the local council sometimes misunderstand their rights and responsibilities as, for instance, when they summoned a woman member of one of my church congregations and demanded her appearance before the council to answer a charge of unseemly behaviour in church. She had laughed during the sermon. Knowing the preacher, I was not surprised, for he has a strong sense of humour. I have been guilty of the same offence in his services!

THERE are probably two to two and a half million Papuans in these two territories and the people are not integrated. Languages divide them, for some have hundred languages are known to exist in the land.

In many language groups there are several dialects; and, in many places, Papuans are proud of their local language and dialect and many strive to keep it intact.

Various missions have selected one language and made it the language of their major work, and their publications. But there remains a formidable list of languages that separate tribes.

Age-old hatreds and fears also separate tribes. In some areas where missions have been long established, once warring tribes now co-operate. Elsewhere old grudges are retained.

Some tribes that have risen beyond this idea of "payback", do not yet know mutual trust. A forthright spirit of goodwill and trust is necessary.

It is interesting that Methodist people from both Papua and New Guinea working in Port Moresby

provide evidence of a spirit of unity and, by their united efforts, they have erected a fine hall at considerable cost to themselves. Amongst these Papuans, the Dobuan language is an effective uniting force. The Bible has been translated into Dobuan and it is in use over a wide area and among people of many tongues.

"Inadequate"

English is being fostered as a medium of common expression, but totally inadequate efforts are being made to make it a "lingua franca". Progress in self-government cannot wait upon a widespread knowledge of English. It is to the credit of

the Government that certain areas, having a wider knowledge of English and some community of interest, have been chosen as guinea-pig areas for experiments in local self-government.

Careful instruction has been given to build up local government groups to correspond roughly to district councils in Australia.

In a given area Papuans are instructed, then an election is held. The vote is given to all adult males. The council then meets, and Papuan officers are elected, chairman, secretary, treasurer and others.

Under European guidance the council proceeds to consider local



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ads, schools and other needs. An estimate is made of the costs to carry out a year's programme of works. Tax is levied on all registered voters at a rate determined by the councillors themselves.

Often it rises to between £4 and £5 per head. But it is imposed by local people with full knowledge of what is possible financially in the district.

All this is experimental, and is being used to test present Government Regulations. Ultimately these councils will be increased until they cover the territory. The next step would be a larger council formed of representatives from all local councils.

A large proportion of the peoples in Eastern Papua are outside the present scope of local councils, but they are not uninterested.

In an effort to prepare them for local government, I suggested in the District Advisory Council that the Government prepare a modified statement of the aims of a village council and a statement of its powers and responsibilities, its constitution, its voting force and similar matters; that missions co-operate and translate it into their "lingua franca" and publish it as a bilingual booklet. It could have covered the whole of that Administrative area in possibly three languages.

Whole-hearted support was given by representatives of other missions to the Advisory Council and by all other members. Our unanimous resolution was noted by the Government, but we were advised at the time was not ripe.

Our contention is that there is a great need for such booklets before local self-government is given to the people. It will give them something to think about.

"Mock Elections"

Apart from helpful instruction at the Christian Church could be given by forming discussion groups, and by running mock elections to familiarise the people with such procedures, the Church must be concerned in this new step. No council can function adequately unless the Christian ethic is the basis.

A much wider understanding of the moral obligations of marriage is needed; relations between family and council must be borne in mind; power politics must be avoided.

In my experience, a Papuan holding power over other Papuans is a harsh task-master and generally more severe in his judgments than a European.

A clear understanding of stewardship is needed by every councillor and that is a definite Christian concept.

Rich Producers Get No Roads—As Usual

That doughty veteran of the New Guinea planting industry, Mr. Jock Maclean, of Rangarere Plantation, in the Bainings district of New Britain, is still carrying on his war with high authority for the ordinary amenities of plantation life.

Although he has submitted figures from official sources to show that the 23 plantations in the Bainings area producing copra and cocoa pay export tax on their products amounting to at least £60,000 per annum, the Administration has not provided them with any kind of a

trafficable road, and their postal and radio communications are of a primitive kind.

Since he started his campaign in 1955, Mr. Maclean has battered away at Minister, Administrator and District Commissioner, and now has a remarkable collection of smoothly-written replies. But they all add up to the precise fact that the Administration takes over £50,000 per annum from the Bainings, and gives little more than nothing back to the planters.

The argument of the Administration apparently is that, as the planters have always managed to get back and forth to the Bainings by sea, there is no reason why they should not continue to do so.

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It's The Heat That Brings Them Out

The VIP's Meet The P-NG's

From a Staff Writer in New Guinea

"At the present rate," said the earnest young Territorian, "there will be no independent European planters left in this Rabaul area (New Guinea Islands) within five years—plantations will all be owned by Burns Philp, Carpenters and the Chinese."

don't believe it," snapped the VIP. He is not only a visiting politician, accompanied by a secretary, all expenses paid—he also a highly successful and respected business man.

Look at the copra prices," he continued. "Look at the valuations they are putting on their plantations. Why should they want to get out?" Because the conditions created by the Australian Government give them no security. Very few of their children are returning—they see no future here."

But that is nonsense—this is a better investment than ever. What has changed for the worse?" The Territorian mentioned several factors—but especially the native laws.

The VIP fastened on that. Would the Territorians suggest that, in this age of anti-colonialism, the labour contract between native and European should be anything more than a civil contract, enforceable by the courts?

The Territorian tried to explain that most labourers, whether raw recruits from the bush or sophisticated gents from the coast, know only one kind of law. His point was that, unless there was a dependable labour supply, maintained and disciplined under the conditions evolved in the 1920-1940 period, it is most difficult for the smaller plantation properties to be worked economically. An efficient, dependable labour supply became impossible when Canberra's bureaucrats took the teeth out of the labour laws.

"Holy Indignation"

The VIP worked up a quite holy indignation. He sounded as if he were addressing a soapbox election rally.

The Territorian shrugged and gave up.

There were many such incidents in this Territory this month. This winter in Australia is very cold. This Territory is warm and sunny.

Various Parliamentary VIP's, travelling at the expense of the Australian public on the ground that they were discussing the Territory's vital problems with Territorians, have been given VIP treat-

ment—D.C. cocktail parties, conducted tours by quietly-cursing officials, and so on—and have tried to talk to Territorians about their problems.

There is about as much chance of some VIP's understanding the real character of P-NG's problems (adult natives with a childlike intelligence, for example, and an economy made entirely cock-eyed because more than two-thirds of the £18 millions expenditure is a free gift from Australia), as there is of the Territorian understanding the mind of the politician.

The Territorians appeal desperately to the complacent, smooth-spoken politicians; and the politicians give the Territorians the usual platitudes and assurances that all is well in the best of all possible Islands worlds.

In one place, where a man on the side-lines referred to the harm done to European enterprise here by the "Socialist" Minister for Territories, a VIP became very angry and said he would not allow such reflections upon his "dear old friend Mr. Hasluck".

It is impossible to escape the conclusion that there never will be real peace, order and good government (for all races) in this Territory until the job and the responsibility of administration are placed entirely in competent hands. The non-official population and the Canberra-directed Administration were never further apart than they are today.

At present, administration is a halting, fumbling thing, half-baked between Canberra bureaucracy and a quite extraordinary Ministerial dictatorship.

The VIP's are honestly trying to help. But, even if they get this country's troubles into focus, what chance have they against Mr. Hasluck's "Mother-knows-best" policy?

It is only a few months since Australia was stirred by the native-tax shootings at Navuneram. Among all these pleasant chats between VIP's and Territorians, I did not hear one reference to Navuneram, nor to the Chief Justice's lengthy and significant report.



This carved image of an early Tongan goddess (Haapai group) was retrieved and taken to England by an early 19th century missionary. It is now in the Chicago collection. Photo: Chicago Natural History Museum.

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**THE PACIFIC'S
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From Ralph Craig, in San Francisco

The world's last great private collection of Pacific Islands ethnographical articles is now on display in Chicago, after its acquisition from the Englishman who spent his life putting it together.

The Chicago Natural History Museum is the new owner of world-famed collection of Captain A. W. F. Fuller and his wife.

The museum isn't saying what it paid or how it acquired the treasures to which the Fullers have devoted their lives. But it is happy to report what it got: 15 tons of crates with 6,500 carefully-documented speci-

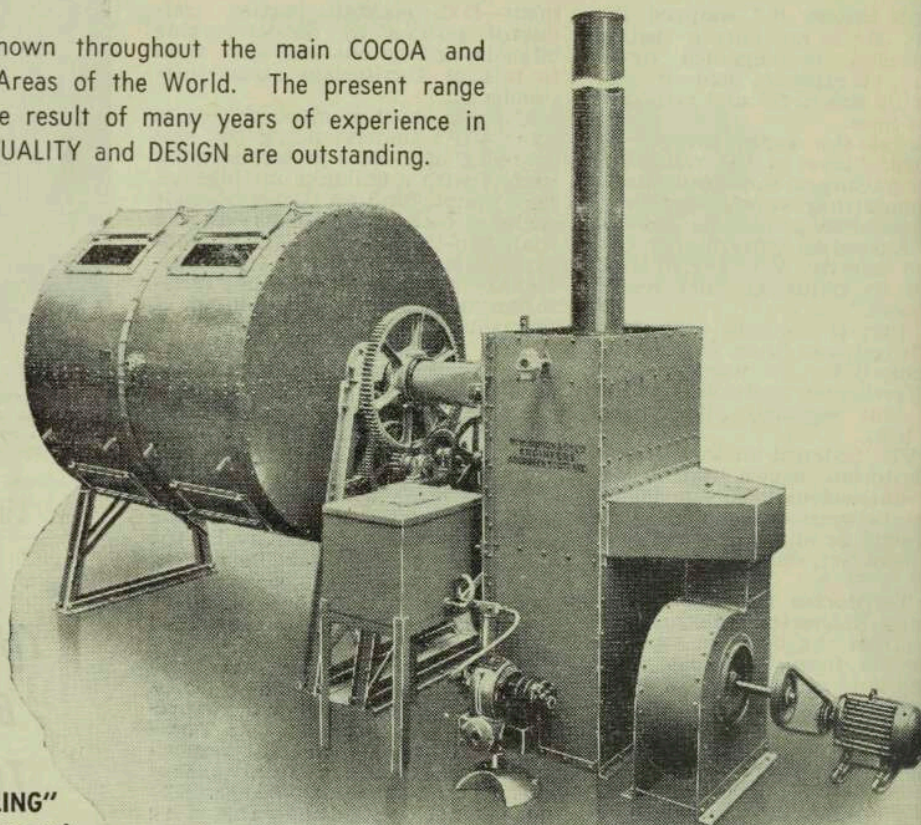
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ns, including some objects that re apparently brought to England the survivors of Captain Cook's rd voyage (1776-1780).

sixty-two years of patience and ney went into the collection, which an when Fuller, then a teen-er, attended a London auction h his father. The boy bought a i war club in 1896 and never pped adding after that.

Fuller attended auctions persist-ly, bought articles when small yate or provincial museums were ng closed, and dealt with dealers the United Kingdom and on the ntinent. Although trained for the r, he gave his loyalties to the ection; the only period not spent ively in fostering it was during World War I military service.

Early Days

Much of the collection comes from e early days of civilised contact h islanders; some objects were ight back to England by traders, ssionaries and explorers and nded on to their heirs.

Captain Fuller held a position h the British Museum for a mber of years and knows its ex-llent collection well. He was a mber of the Royal Anthro-logical Institute Council for veral years and was an intimate end of many of the great men in thropology.

During World War II, the collec-on escaped possible destruction en many of its most valuable ecimens were stored deep in a elsh coal mine, with British useum treasures. Bombs levelled uses adjoining that of Captain d Mrs. Fuller and several maged the Fuller home itself.

The collection has found its per-ant public home in Chicago—d not in any of the numerous useums elsewhere in the world hich wanted it—because of a series friendships dating back more an half a century.

Scientific Study

Percy Edmunds, a Briton who was e Chilean Government's repre-ntative on Easter Island, was put ouch with Capt. Fuller not long ter the turn of the century when s parents, in London, placed a wspaper advertisement asking for mation about the place their n was stationed. For half of the xt 50 years, Edmund collected for aptain Fuller.

After World War II, Edmund re-ered and moved to Tahiti, where he et Robert Trier, a contributor to e Chicago Museum of Natural istory. Trier visited Captain and rs. Fuller on a subsequent visit to ngland and advised the Museum at it should acquire the Fuller ollection. In 1957, Trier made in-quiries with the Fullers and learned at they were interested in hous-

ing the collection in a major centre where it would be available for ex-hibition and scientific study.

The Museum formed a trust fund, soliciting donations for the acquisi-tion. Dr. Roland W. Force, of the Museum staff, spent six months in London last year taping records of comments by Captain Fuller about the specimens. Then the big crates were placed aboard the Norwegian freighter *Rutenfjell* for shipment across the Atlantic and down the new St. Lawrence Seaway to Chicago.

Addition of the collection gives the Chicago Museum one of the world's best collections on Polynesia, Melanesia and Micronesia.

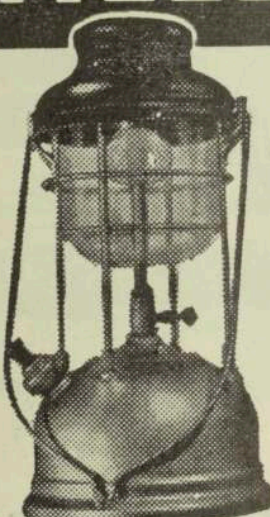
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Although no cocoa of any con-sequence has been produced in the BSI Protectorate to date, samples sent recently to London have been "received with interest".

Experimental work is still going ahead at Auki, the industry's head-quarters, and already cocoa officers have been established at Malu'u, Malaita and Gizo (Western Solomons). Twelve thousand pods have already been purchased at Auki.

Mr. Urquhart, a Cadbury's cocoa expert, is scheduled to make a visit to Auki later this year to advise.

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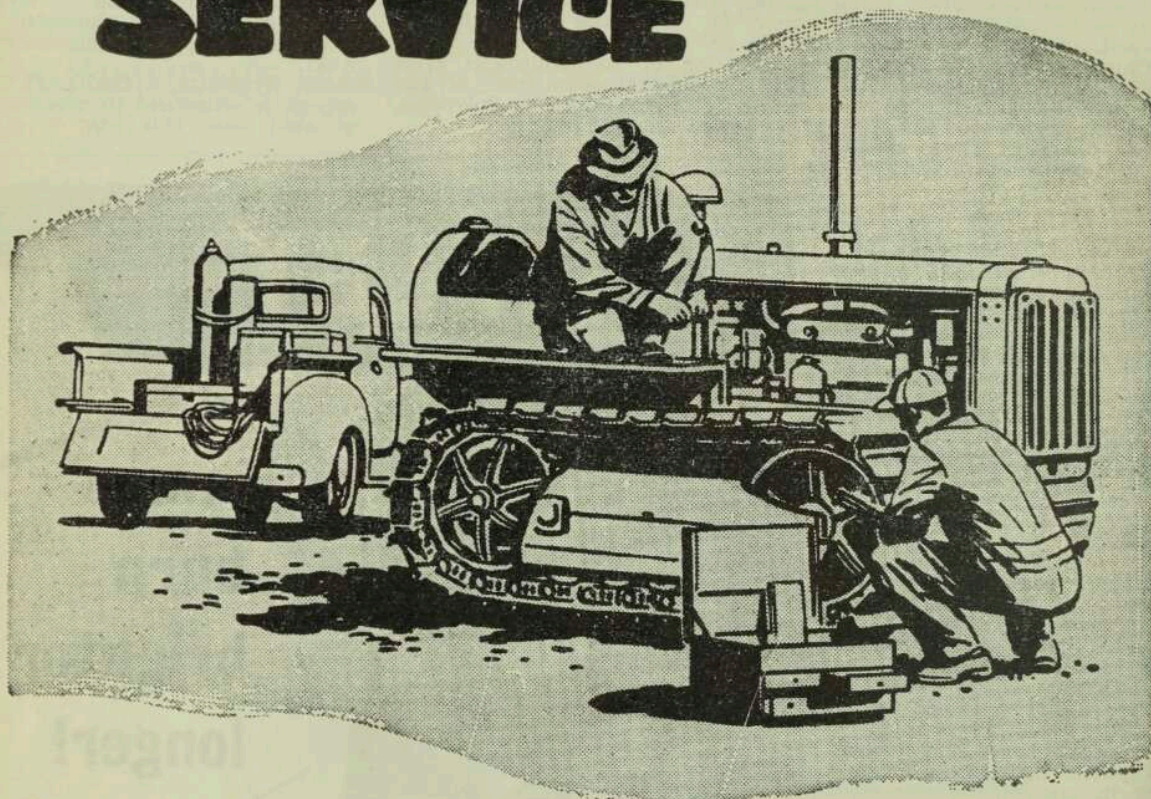
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*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

Old China Hands Abounding

VA had more than its quota of Old China Hands in June. As reported in June issue of *PIM*, of them, Captain L. V. Rowe, has recently taken command of the GEIC Wholesale Society's 505 *Moana Raoti*, had met another, Captain S. Polkinghorne, of BP's a-based *Yanawai*.

Captain Polkinghorne had a naval shot from under him by the Japanese at Shanghai during the World War—and now we have that a third Old Hand, who saw the whole thing happen, is also in Suva.

He is Mr. J. H. G. ("Snow") Han, who was a former member of the Shanghai International Police

force. Standing on a bridge close by, he watched the Japanese cruiser *Amo* firing at point-blank range at the British gunboat when it was ordered to surrender.

An American naval craft across the river accepted the surrender and, as there was clearly no chance of surviving for long.

Shortly after this incident, Mr. Han found himself at the beginning of a lengthy period of imprisonment under the Japanese.

He is now motor licensing officer in Suva.

It's Criticised—But It's On the Ball

CORRECT function of a Government public relations office in countries with unrestricted press facilities is open to argument; but the case of the Fiji PRO full of it must be given to the way it news of the Legislative Council sessions is given to the public via the Fiji Broadcasting Service. The morning session of Legco concludes at 1 p.m. At 1.15 p.m. a full and thorough 20-minute report of the proceedings goes on the air with lengthy quotations from the main speeches.

This may sound simple, but it involves the transfer of voluminous shorthand notes to thousands of words of typing, plus an editing of these notes or the quotations from them in a form suitable for the news-reader.

There must be very few places where such a full report of the

legislative proceedings is presented to the listening public so promptly and so well.

Given a choice of listening to direct broadcasts of often long-winded, poorly presented speeches by parliamentarians, or a concise summary, which omits the "ums" and "ers", the annoying repetitions, and the jarring voices, most members of the public would—if they'd sampled the Australian or New Zealand Parliamentary broadcast systems—vote firmly for the Fiji variety.

It has the added advantage that any Members who are only dimly aware of what went on during the morning, are able to acquaint themselves of it as they dine and listen to the radio in the noon recess.

"Cook Islands News" Now Carries Photos

COOK Islands News, which started many years ago as a single type-written sheet, issued five days a week by the Radio Department, and has since graduated to the dignity of up to four such sheets and a printed head, has now started to carry local news photographs.

Several years ago the responsibility for its production—it is the only daily printed news source in the Group—was transferred to the new Social Development Department. At about the same time the government printer, Mr. Ian Forbes,

developed a simple method of making photographic printing blocks locally and these were used in a monthly government publication.

Now, the blocks are printed on to the type-sheets at the printing office, and the pages are then handed over to Social Development Department which types in the news items and prints the paper on the duplicator. The standard of photographic reproduction is good, considering that the paper used is ordinary duplicator paper.

They Will Keep Order With Gift Gavels

HONIARA, BSIP, manager of the Commonwealth Bank of Australia, Mr. Warwick McComas, made two trips in June to present gavels on behalf of the bank, to local Native Councils.

First presentation was to Salana Ga'a, President of the Malaita Council, and the other was to the Ysabel Native Council.

Mr. McComas hopes to present several more gavels to the Native Councils within the next few months.

Lessons On "Good Living"

HUNDREDS of applications for houses in the Fiji Housing Authority's Raiwaga settlement near Suva had been received in the weeks following opening of applications recently. The first 28 houses under the scheme should be available for occupation between October and the end of the year.

Criticism has been directed at the scheme in that it does not provide housing for those most in need—families in the lowest income bracket. Applications are restricted to persons with a maximum income

In Memory of Amelia Earhart

In July, exactly 22 years had passed since the famous American air-woman, Amelia Earhart, accompanied by the American airman, Fred J. Noonan, disappeared near the equator, in the South Pacific Ocean. USA authorities had constructed an airstrip for her landing, on Howland Island and on July 2, 1937, she left Lae, New Guinea, for Howland. The two fliers were never seen again.

In the following year, the beacon at the Howland Island airfield was named Earhart Light, in memory of the aviatrix; and this old photograph shows a group of Americans who placed the memorial plate there. The Howland Island airstrip is not now serviceable.



of £12 per week and under the terms of repayment on the cost advanced by the Authority, it is unlikely that family men earning less than £8 per week could afford the repayment of the £900 involved at the rate of five per cent. over a 20-year period.

A system of priorities will favour the most needy homeless.

The land will remain the property of the Authority and will be leased on a 30-year basis with provision for extension, but rent will be low.

Occupiers will be required to paint and maintain their own houses at certain intervals. All rates will be payable by the occupier, and no house may be used for business purposes. Successful applicants will make a down payment of £25 before moving in.

One interesting clause of the Housing Authority's rules says that the chosen applicants will be given a period of instruction on the fundamentals of good living in a closely knit community of mixed races, such as this housing settle-

ment—the first such in Fiji—will be.

What Happened to The Yanks?

THE recent announcement that Fiji's Navy is to be disbanded and the military forces to be whittled down seems to have started a flock of rumours about the New Zealand Air Force station at Laucala Bay, Suva. According to the pundits, that base is going to be cut down, too, and some people already have it turned into a TB sanatorium. They say that the RNZAF will use the Nausori airfield, and not the bay, after its Sunderlands have retired in about five years.

But they are only rumours, and time will tell. It would be more interesting to know what happened to a scheme which was quite definitely on the cards last year—that is, a plan to exchange New Zealand Air Force men at Laucala Bay with American Air Force men

from Honolulu. The Yanks in Suva would no doubt have given a welcome.

Shoot Shoot The Nat

SITTING typing in by bed in Rabaul, I was bitten on the ankles by the local malaria-carrier.

I tried to inform the house of my sufferings, but my six words of Pidgin were woefully inadequate. "This fella mosquito," I pointed urgently under the bed. "You fella catch im shoot (nearest I could get to spray) you kill im mosquito."

The eager wide-eyed New Guinean wrestled with it for a month then he dashed off and returned with a shoe polishing outfit and tackled me at the southern end. We straightened it out eventually, with the help of another who knew eight words of real English.

Now I know that Pidgin for mosquito is Nat-nat.—R.

The Gold Bug

A SUVA resident has calculated that it has cost to date approximately £205 per rhinoceros beetle to exterminate the bees far caught.

"Why not recoup some of the money from the tourists," asked an amateur statistician. "Surely a beetle worth £205 must be the most valuable beetle in the world, therefore surely the Americans would rush them if we were, say, dipped in gold mounted on pins, and offered as a rare collector's piece!"

Well, American tourists have chased queerer things at lower prices. There'd be no harm in trying to dispose of them under the name of, say, Golden Paradise or would there?—JPS.

Have Truck, Will Travel

A MESSAGE was sent from the SDA Mission in Rabaul to a native radio operator in Honiara, Solomon Is., advising him to arrive there by a certain time and he was asked to pass the message on to the Mission in Vinaritokae, which was on its way to Honiara.

The radio operator sent a note thanking the Mission in Rabaul for the information, and saying that although the Vinaritokae did not arrive in Honiara in time to catch the plane, he had arranged for a driver to take the Mission truck to the airport to meet the party.

It wasn't until later it was learned that the radio operator had not been able to find a licensed driver, so he did find a boy who knew how to steer. And he was placed behind the wheel, while the rest of the welcoming party pushed the truck two miles along the road in order to meet the missionaries, who then turned themselves to the Mission house.

CROSSQUIZ

(For Solution see page 97)

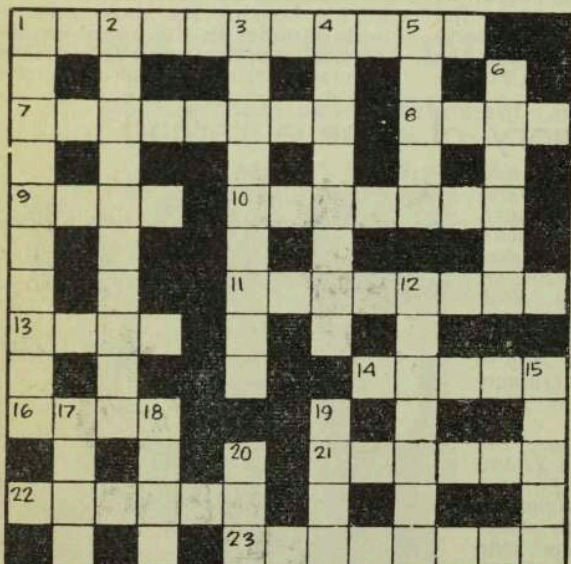
— ACROSS —

- 1.—What is the term for the mental condition in which the patient is under the delusion that he is a person of the highest importance?
- 7.—Which bragging soldier appeared in Shakespeare's "Henry IV" and "Merry Wives"?
- 8.—What country was previously called Mesopotamia?
- 9.—Of which of the United States is Des Moines the capital?
- 10.—Which financial advisor to Queen Elizabeth I founded the Royal Exchange?
- 11.—What important article of food in Italy has the same name as that given to a foppish dandy of 18th century England?
- 13.—In music, what is the highest pitch of the male voice?
- 14.—Who is Norway's most famous playwright and poet?

- 16.—What toy on a string has many adult as well as child adherents?
- 21.—What weapon was first made in Pistoia, Italy?
- 22.—The virtues of which city did Johann Strauss extol in much of his music?
- 23.—As regards the manufacture of cutlery, what is Germany's equivalent to Sheffield?

— DOWN —

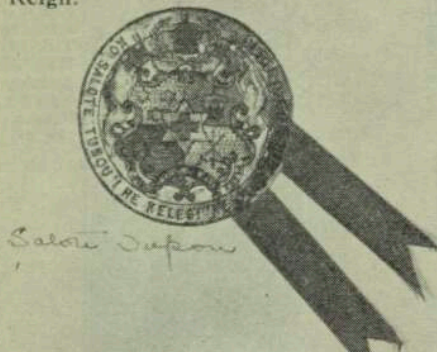
- 1.—What is the name of the fabulously successful musical based on G. B. Shaw's "Pygmalion"?
- 2.—Who wrote a series of novels under the title of "The Forsyte Saga"?
- 3.—Which society of Irishmen annually celebrate the Battle of the Boyne?



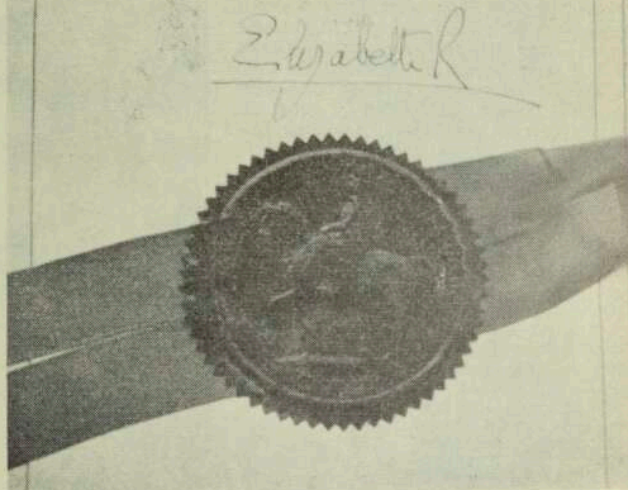
- 4.—What term is applied to a meal that is eaten in the open air?
- 5.—What nationality was the statesman, Arthur Griffith?
- 6.—Which is Georges Bizet's most famous opera?
- 12.—Which American negro singer has had his career severed because of his alleged Communist sympathies?
- 15.—What is the better-known term for the synthetic chemical compounds called polyamides?
- 17.—Who was the chief god of the ancient Scandinavians?
- 18.—Which daughter of the playwright, Eugene O'Neill, is married to Charles Chaplin?
- 19.—What type of precious stone is mined at Lightning Ridge?
- 20.—What is Methane?

caused Our Great Seal to be affixed to these Presents, which We have signed with Our Royal Hand.

Given at Our Palace at Nuku'alofa, the Twenty-fifth day of May in the Year of Our Lord One thousand Nine hundred and Fifty-nine and in the Forty-first year of Our Reign."



Given at Our Court of St. James, the Twenty-fifth day of February in the Year of Our Lord One thousand Nine hundred and Fifty-nine and in the Eighth year of Our Reign.



Two Royal signatures and two royal seals are in the pictures above, below, one of the monarchs, Queen Salote, is seen in the act of signing. The signatures are on the Treaty of Friendship ratified between Tonga and Britain in late 1958. Queen Elizabeth had signed Britain's document in February, and it was sent out to Tonga in exchange for Tonga's Treaty.

THE STAMP OF ROYALTY

It's not often that anybody has the opportunity for a close look at the signature and seal of a reigning monarch — but here are two, side-by-side, photographed by Rob Wright.



THEY are of Queen Elizabeth of Britain and Queen Salote of Tonga, and they were photographed on the occasion of the ratification in May of the Treaty of Friendship between the two Kingdoms. The Treaty was signed last year and the instruments were exchanged at the May ceremonies in Nukualofa—the Governor of Fiji, Sir Kenneth Maddocks representing Britain (as reported in *PIM*, June.)

At left, Queen Salote makes a charming picture as she signs the Tongan copy of the Treaty which is bound in tapa. Later this copy was handed across the table to Sir Kenneth, to be sent home to Britain. Queen Elizabeth's copy, signed with its large round hand, will be kept in Tonga.

Tonga's first Treaty of Friendship and Protection with Britain was signed in 1900 and ratified the following year. At a time of Pacific troubles, when many Powers had their eyes on the Pacific, the Treaty enabled Tonga to retain its independence. And Britain thus avoided the risk of an unfriendly Power occupying Tonga and threatening Britain's nearby territories.

Do You Remember?

In the South Pacific 20 years ago, they were building up defence installations in New Caledonia, Port Moresby and Fiji; Japanese fishing vessels seemed to be poking their noses into everything (and there was a new move for a regular new Japanese shipping service between Japan, Tonga and Fiji); and in New Guinea they were arguing the merits of Pidgin versus English—as they still are. Here are some extracts from "PIM" of August, 1939:

At Alexishafen, New Guinea, three German mission priests, a pilot and a native were killed when their Fokker crashed while taking off. One of those killed was Father Joseph Kirschbaum, an anthropologist, explorer, author, one of the best-known men in New Guinea.

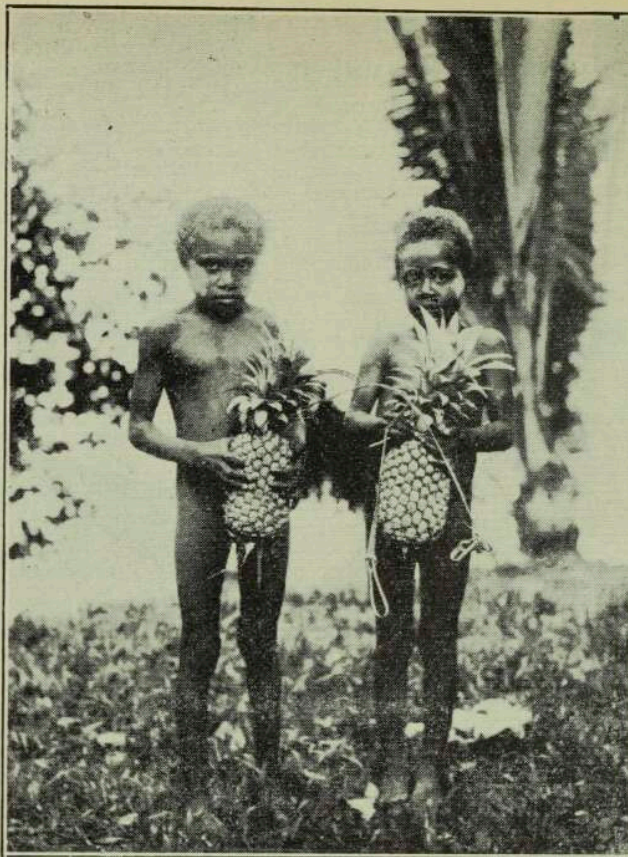
Tonga was having internal troubles, with "marked tension in official and political atmospheres" according to a Nukualofa correspondent. This followed the "Treasury fiasco", when it was found that a young Government clerk has been systematically filching funds for years. A Court judgement on the matter had been critical of some people in high places, and explosions were expected.

Near Malaita, in the Solomons, the Government vessel "Tulagi" captured a Japanese sampan with the aid of machine gun and had its captain fined for shell poaching. In another case near Vanikoro, a Japanese poaching vessel rammed the schooner of a trader which attempted to stop it, and made off followed by bullets from the trader's pistol. It was a sign of the times.

At Aitutaki lagoon in the Cook Islands, the natives assembled to watch the first plane they had ever seen take off—a Walrus amphibian from the cruiser "Achilles" in which the Governor-General of NZ, Lord Galway, was making an Island tour. They saw the aircraft come to grief at the end of its flight, and sink in deep water.

In New Guinea, J. L. Taylor's Hagen-Sepik patrol was back in Rabaul, after examining, among other things, a continuation of the central New Guinea plateau discovered in 1933 by Taylor and the Leahy brothers. Taylor said that when consolidation of the Highlands was completed and a road was put in from the coast this healthy area would absorb many European settlers, "who could make a second Kenya in Central New Guinea, and at the same time help the natives to a higher state of civilisation. The Highlands' people, he said, were of a "superior native culture" and had a real admiration for the white man.

From Western Samoa came a report of the death in July of High Chief Malletoa Tanumafili, OBE, Fatua to the Administration for 26 years and a former member of the Legislative Council.



This old photo shows two New Britain natives on the York Islands is that Rev. Ben Danks probably saw enough during his early Mission's days there.

A Private Diary Tells of an Unsung Hero of New Britain

Rev. Ben Danks, The Tinker Missionary

By R. W. Robson

Who was New Britain's first and outstanding hero? After dredging through old Methodist records in the Sydney Mitchell Library, I think I should give the palm to a skinny, bewhiskered brass-finisher named Ben Danks.

THROUGH a series of unforeseen troubles, this English lad found himself holding the Mission fort in New Britain single-handed, in 1879. Except for his wife, and a dozen devoted Polynesian teachers, he was completely alone among the most treacherous cannibals in the Pacific Islands.

He never knew the moment when he would be tomahawked and eaten by savages, or suffer assault and humiliation at the hands of lawless traders and blackbirders. There is a book on Danks's work but his diary gives us a more intimate story of the man.

He was only 26 when, ordained as the Reverend Benjamin Danks,

he was sent from Sydney to New Britain, in 1875, and found the permanent residents of parts—the great-great grandfathers of our present difficult Tolais—chased out Stevens (a wandering trader who had tried to settle Meoko) and two Germans of the enterprising Godeffroys tried to establish at Matupi, so

Brown had had 15 years in Savai'i, Samoa.

George Brown, First White Settler

When he reached Blanche Bay, New Britain, in 1875, and found the permanent residents of parts—the great-great grandfathers of our present difficult Tolais—chased out Stevens (a wandering trader who had tried to settle Meoko) and two Germans of the enterprising Godeffroys tried to establish at Matupi, so

ere apparently wasn't a white man remaining anywhere in the smacks, Brown must have looked back on Samoa as a haven of peace and decency.

Heroic Islanders

Brown built his station in Port Moresby, and from there began to teach his heroic Tongans and Fijians onto the coasts of New Guinea and New Britain. It was heart-breaking work. The savages constantly stalked the newcomers, and every so often they killed and ate them. But Brown hung on. In 1878, a particularly treacherous and arrogant chief called Talili, at Talili Bay, north of Rabaul, in the Wunawutung area, where he lived, is named after him) ordered a Fijian minister and his three Fijian helpers and cut up their bodies expertly, and distributed them among his neighbours, for eating.

Brown with great courage, went and rescued the Fijians' families; and then, with two white traders who had just settled nearby, he led a party into the interior, burned a lot of houses and shot some of the worst natives.

It was a wise thing to do, and had a salutary effect on the Talili natives—although Talili himself escaped.

But then, as now, unrealistic preachers occupied pulpits and editorial sanctums in Sydney, and there was a howl against the heartless missionary who thus would arm the ignorant, defenceless natives. (Someone probably, in the language of the 'Seventies, insisted that the cannibals were "poor, messed-up kids"!)

The fevers of those bejungledd areas were really deadly, then, and Brown already was very sick. He



Owner Ted Siggs makes Kuaki his regular offering at sundown.

He's A Rum One

Last year 137,068 bottles of rum were drunk in the Territory of Papua and New Guinea.

Who sinks all this drink?

Well, at least, a fair share is imbibed by Kuaki, a small green parrot owned by Ted Siggs, of Lae.

Every evening at sundown Kuaki shares Ted's verandah—and spirits—from an egg cup.

"Have a rum, bosun!" will bring Kuaki running at the double to his favourite perch on the verandah rail.

His tot downed, Kuaki chews a few peanuts (salted for preference) spits out the shells, mutters a few rude words under his breath—then falls off to sleep—that's if he doesn't fall off the rail first.

—Nancy Curtis.

was rushed South in early 1879, leaving his wife and two children, and his mission station, to the newly-arrived Danks.

Before he was well again, he was hurried off to Fiji, where a dreary team of officials and churchmen argued, lengthily, whether he was guilty of manslaughter. Port Moresby did not see him again for over a year.

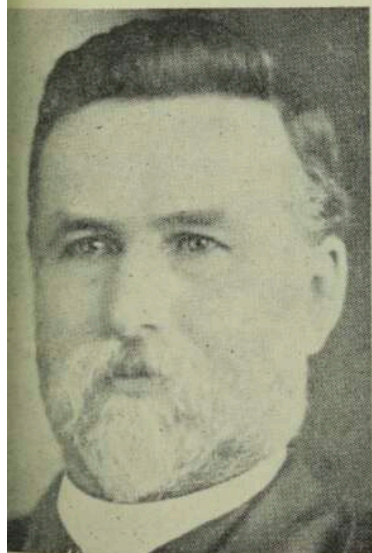
The Plight of Danks

Imagine the plight of Danks—wholly inexperienced in Islands work, not knowing a word of the native languages, and a poor mixer amongst whites, isolated among thousands of ferocious cannibals.

Brown got on well with the tough traders, who rarely moved in those days without a gun at hand; but Danks was something quite different. His intimate private diary shows that he was incredibly shy and reserved, and given to much inward communing with the spirit of faith which ruled his life.

His loneliness was appalling; but, despite fever and native treachery and European jeers, he pressed on tenaciously with his task of converting the heathen.

There was an endless series of clashes with and between natives—but the English youth never



Rev. Ben Danks, as he was late in life.

(Continued on page 97)



Portrait of a Small Girl with Fish

BY PETER ENGLAND

One pleasant feature of life on an outstation in New Guinea is that if you suddenly decide to knock off work and go for a picnic in the middle of the week, there's nothing to stop you.

"ALAN says he's going to give the *Osprey* its engine trials tomorrow; what are engine trials, Pete? He's going to Marienberg and back, he said why don't we go; we can't we?"

"You won't be too busy tomorrow will you? Besides, it will be an outing for Sally."

Sally is our daughter. There are lots of things in this world, some of them you strive for all your life and never find, some of them come along, all right, but turn to dust and ashes when you touch them. So many mirages, so many disappointments, but a seven-year-old daughter with short golden pigtailed and blue eyes and bare feet and a fishing rod over her shoulder on the way to a picnic makes up for them all.

"Where did you get the fishing rod from, Sally?"

"A boy made it for me. Look, it's got a real hook, Daddy. I've got some grubs what you put on the hook, too, I got them myself, at the roots of the trees, like the natives do."

"The line doesn't look very strong, does it? Tell you what, we'll run down to Tin Foo's and get a new one, I've got to get some

cigarettes anyway. Come on, hurry up, the *Osprey* will be going in half an hour."

"Lazing, Dozing"

So we went down the river, lazing, chatting, dozing, in canvas chairs in the roomy stern of the *Osprey*. Pat, the half-caste skipper, fussed over his engine.

After a while we pulled into the bank at Mombur, a timber camp. The steady roar of the engine stopped suddenly, and the contrasting silence was pleasant.

"Well, we might as well have lunch here, it's after twelve. Have you had your lunch yet, Joe? Well, come on and have some with us—this is a picnic!" Anne and Barbara started to make sandwiches, and Pat put the tea billy on his primus, and Alan opened a bottle of beer.

Sally said: "Look, Daddy, look at the canoe!"

A long canoe went past smoothly and silently. Four men and two women plied their paddles in unison, they looked straight ahead; but in the middle three piccaninies whispered and giggled.

After lunch Pat started his engine up again, and we went on down to Marienberg.

Marienberg is a name that has figured largely in the development of the mighty Sepik River, once the chief Administration station, now the mission headquarters with a sawmill as a sideline.

"Hullo, Brother Sebastian, how are you?"

"Come on, Sally, we're going up the hill to see the mission. . . ."

"I Want a Fish"

"No, Daddy, I want to stop here and catch a fish."

"But don't you want to go up and see the sisters first, they would like to see you, they might give you a glass of lemonade, even. You will have plenty of time to fish before we go home. And what about the cows and the goats, don't you want to see them? Do you remember how the goat chased you when you were a very little girl? We'll get Brother Sebastian to show us what he's making in his carpenter's shop. . . ."

"Look, Daddy: I want to catch a fish."

Well, we went on top and spent a pleasant couple of hours at the Mission, inspecting the newest buildings, chatting with the Fathers and the Sisters, they are always glad to see visitors.

And when we got back, Sally was still sitting on the river bank, her eyes intent on her line.

"Well, did you catch any fish?"

"Yes, Daddy."

"You did? Jolly good show! Where is it? Is it a big one?"

"I don't know if it's a big one,

(Continued on page 101)

STORY OF A HIGHLAND PHOTOGRAPH

Top Brass Wouldn't Have Liked It

World War II was over years before I saw New Guinea again. I had had to await the removal from office (per boot of Australian electors) of the Honorable E. J. Ward, Minister for Territories.

"Eddie" did not like me. His personal letter, refusing me a permit to enter New Guinea, is one of treasured souvenirs.

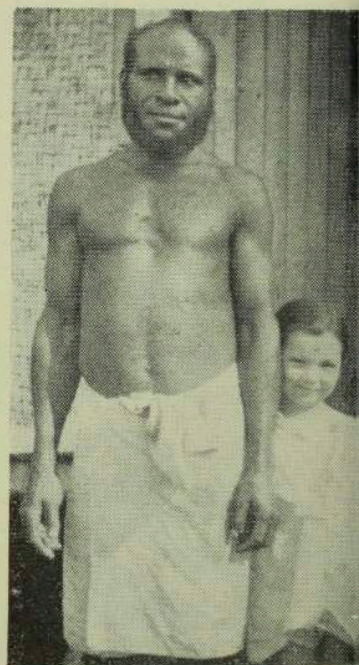
BUT I travelled around the newly arranged Dual Territory in 1945 and—for the first time—in and saw the New Guinea Islands.

There was nothing at Goroka except an airstrip and a couple of kunai shacks. District Officer G. Greathead and his wife took care of me and I became their guest at their large bungalow—built of native materials—on a ridge a couple of miles out.

Per jeep and per Auster plane that tireless DO showed me the whole of the Eastern Highlands, marvellous then, and still one of the most fascinating places in the South Pacific.

(Opposite

Friendly New Guinea murderer with his four-year-old.



Pago Pago is 'A Drowned Valley'

Chasing through some old Pacific islands books for the story of how Commander R. W. Meade, of USS "Naransett", persuaded High Chief Mauga give the United States exclusive rights over Pago Pago harbour in 1892, I came across the statement: "This harbour of Pago Pago apparently is once the crater of an extinct volcano, and the sea broke into it, and was created for us the best landlocked port in this part of the Pacific". I was reminded of an incident in Pago Pago, last November. I was with a small party, and I told a New Zealander, from the "Tofua", of the so-called volcanic origin of the harbour. Whereupon I was smartly stepped upon by my amiable and agreeable host, Mr. Edward W. Johnson. He said that that theory had been blown to pieces, long ago, by the scientists. The scientists insisted that Pago Pago is actually a "drowned valley"—volcanoes do not figure in its record. Whatever its geological history, Pago Pago is at once the Pacific's snuggest port, and the most worthy outpost of American hospitality in the South Pacific.—R.W.R.

the friendliest of all the Great-Heads was their eldest daughter, a charming 4-years-old, and, I believe, an equally attractive teenager.

Her constant attendant—mentor, nursemaid and washboy—was a brawny, bearded native man. They made, together, a remarkable pair. The news-man in me was fired when George told me that the nursemaid was a prisoner from the local gaol. He had been put there for a period of years for murder, committed at Wabag.

I prowled around with my camera all I got a satisfactory picture. When I got home, I sent Mr. and Mrs. Greathhead a copy of it, and, in boofhead fashion, that I thought it would make an "excellent" picture for the PIM".

Sharp Reaction

There was sharp reaction from the Great-Heads. The DO, in a frank way, expressed grave doubts about the reaction of Top Brass to his portrait of a convicted murderer as a nursemaid.

I should have thought of that myself; so I put the wicked photo away in mothballs, and sent apologies.

George is no longer a bedevilled public servant—he is a Highlands inter, free and independent. Miss Greathhead now is a dignified school-teacher, preparing her own career. I imagine the nursemaid was returned, long since, to his home in Wabag. And so I release the photograph for public exhibition. It is too attractive a picture to be kept always hidden.—RWR.

HE WAS THE START OF BRETT HILDER'S PROFILES

Lovable Rascal Of The Pacific

When James A. Michener, author of *Tales of the South Pacific*, was leaving Guadalcanal in 1949, his only regret was that he hadn't seen a crocodile there. Someone consoled him. "Don't worry. At Santo you'll see Tom Harris."

NOT until then did I know what I had so intrigued me about the set of Tom's jaw, especially when clamped on a cigar. Apart from Tom, the New Hebrides are free of crocodiles, in spite of being so close to the Solomons. An old rumour that the tracks of one had been seen on Santo some years ago has never been confirmed, for the tracks may have been made by human hands, after a surfeit of square-face gin.

In any case, every cigar which came into Tom's hands came to a sticky end. I bought him a box of good cigars from Sydney, and their fascinating fate gave pleasure to us both.

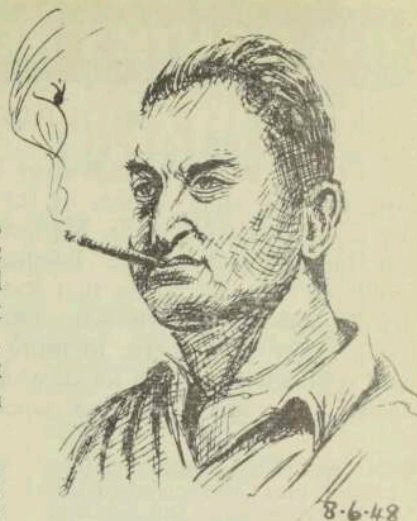
Tom had a face like Punch, according to Michener, and a belly laugh like Falstaff. But we must blame the cigars for my sketch of Tom starting off a series of island characters in 1948 for the *Pacific Islands Monthly*. Tom's name also appears on the dedication page of Michener's "Return to Paradise", in which he gets a long mention.

He was born in New Zealand, probably at Napier, in January, 1890, or 1892. He was suspected of having an uncle in Jerusalem, on account of his Hittite nose, and we all called him "Ike" in the old days.

Tom went to sea from Auckland in 1908, in a ship bound to Fiji for sugar, and thence to Newcastle. From there he found his way to Europe.

In 1911 he arrived at Odessa just three weeks after a bloody revolt had been led by a Catholic priest against the Russian Government. Tom was a supercargo on the ss *Millicent Knight*, of Cardiff, Captain Jones. The houseflag carried a motto in Welsh, "Where God goes, we follow". They spent Christmas alongside the breakwater, followed by some years of oblivion.

In 1919, Tom joined Burns Philp's *Makambo*, Captain Wetherall, as assistant supercargo on the run to the New Hebrides. Two years later he transferred ashore to the Vila branch, where the staff-book



This sketch of Tom Harris, by Brett Hilder, was first published in "PIM" in 1948.

records "6-4-1921; Thomas Harris, protestant, married". When he returned to Sydney on leave BP's sent him to New Guinea as a tally clerk on cargo landed at Port Moresby, Samarai and Rabaul. After that he must have returned to the New Hebrides as a trader, and he appeared before the British Commission of inquiry there in 1927.

Times were hard in the New Hebrides during the depression, and the price of copra fell below £3 a ton. When I first met Tom, in 1932, he was living at a small trading post on Malo, virtually as a beachcomber.

He had a Tonkinese cook named Hop, who was with him for another 20 years, and amongst the native retainers were several small children with good Semitic features. Tom told me later that he lived on five shillings a week in those days, but he wasn't short of anything else.

Burst of Prosperity

In 1940, BP's opened a depot at Santo, with Tom in charge; on commission only, no wages. The American occupation in 1942 brought a burst of prosperity to Santo, and Tom became the invaluable local adviser to generals and admirals. Two years later his store was blamed for some sly-grog selling, and BP's got another manager.

This was a golden opportunity for the old beachcomber, for he set up his own store under a notice, *TOM HARRIS GENERAL STORE*. The local natives were sure that he had been made a General, and that his store was to sell the General's PX stores, and that may have been close to the truth, too.

Although Tom said he was a confirmed bachelor, no one quite be-

(Continued on page 101)

THE MONTH'S NEW READING

WITH JUDY TUDOR

If the Pacific Islands ever had any pretensions of being amongst the secret places of the earth, the over-ripe pod has by now burst wide open. No month passes without some book on some aspect of the Pacific Islands making its bid for public favour — books that range all the way from treatises by hit-and-run experts who knew all the text-book answers before they went there; to more mature reflections of officials and residents who let a lot of water run under the bridge before facing up to typewriter and paper.

THIS month's Pacific offering comes into the aged-in-the-wood category, the author, Wilfred Fowler, having, according to our calculations, let something like 30 years and many other experiences go by between living in the Solomons and the birth of his *This Island's Mine*.

Since his BSIP appointment, Author Fowler has followed the well-worn Colonial Office path and has had several tours of duty in Africa, the last in Nigeria. Our guess is that he has now retired and has taken up writing as an occupation, and so far as this goes, long years of producing official reports have not impaired his hand's cunning: His first literary effort is of more than fair average quality.

The island that was given to him to administer was Santa Ysabel and the whole manner of his going to the Solomons—or of joining the Colonial Service—appears, as he tells it, to have been casual in the extreme. He had wanted to go to West Africa but appointments were not made there until August. On a London December day, when he was offered the Solomons as an alternative, it seemed a good thing to take it.

One presumes that the (then) young Mr. Fowler had the right background; he had, at all events, all the right reactions when he in due course reached Tulagi and, also in due course, was shuffled off to Ysabel where 24 hours after he arrived he became responsible for peace, order, good government, health, tax collections—in short, the sole representative of the British Raj—for a mountainous island, 125 miles long and 15 miles wide.

Here, for three years, until boils, vitamin deficiency and a suspected chest affliction, drove him back to the healthy British Isles, adventures continued to come to him, even in his isolation. There was (of course), the woman from Sydney looking for her elusive husband; the stiff senior officer, chosen to relieve Fowler, who was cut down to size; the recurring

meetings with Bandy Coot, engineer-navigator of the *Hygeia*; and by no means least the missionary whose zeal was overshadowed by his complete unsuitability for the life and whose frustrations, dreams of wish-fulfilment (or something), drove him to confession of a sin he had not committed—that of enticing a native woman into his bed.

Around and over these and other problems of Europeans who have been too long in the bush and of primitive natives suddenly on the fringe of civilisation, all delicate as egg-shell, Fowler picked his way like a veteran—in a way that is close to incredible for anyone coming face to face, for the first time, with black Melanesia.

The background of the book is authentic; the incidents could be authentic; but it is hard to believe that the author did not telescope experience and in writing now of 30 years ago, has brought a maturity of outlook to the young Fowler which he did not then, in fact, possess.

(THIS ISLAND'S MINE. Published by Constable. Australian price approx., 27/-.)

Short-Wave Listeners

*The nights are naked, black,
The huts and palms
Dissolve into the darkness,
And alone,
They hear your voice come crisply,
Matter-fact,
On singing waves of air;
Their minds go back.
Across—how many thousand miles?—
From these Equator atolls
To the isles
Of home.
You talk. . . .
Within the silence of their huts,
They listen; and they walk
Once more across the bridges
Of the Thames.*

—IAN HEALY.

Case History Of An Apostle

THE fact that Taylor Caldwell's religious novel, *Dear Glorious Physician*, kept place near the top of the American best-seller list for so long can be attributed either to the excellence of this writer's craftsmanship or to a special kind of sentimentality indulged in by Americans.

Miss Caldwell has based her novel on the life of St. Luke, before he became St. Luke, was merely Lucanus, born in Antioch, and sent to Egypt to become the greatest physician of his time.

There was, of course, sufficient about Luke to warrant any writer's interest: He was the only one of the Apostles not a Jew, he was not converted to Christianity until a year after the Crucifixion, he never saw Jesus, and the Gospel which he subsequently wrote is therefore a good job of report rather than an eye-witness account.

The latter part of his life was devoted to a Palestine pilgrimage to interview anyone who knew Jesus.

The Caldwell novel, however, largely the story of Luke's life, against the colourful background of the Mediterranean and the Middle East at the dawn of the Christian era. And Apostle appears, are born not made. Lucanus (or Luke), was possessed of a divine discontent, a sense of destiny from the outset. He is compassionate — yet he remains aloof; no cosy, human being and probably, like all emperors and saints, difficult to live with. In these times he would have been called a poor mixed-up kid.

As well as being a great physician—and if writer Caldwell is to be believed, we have, regretfully learned little more about cancer, high blood pressure, leukaemia and other serious scourges in the odd years since Lucanus practised—he was also occasionally able to produce a miracle.

It is, no doubt, a handy accomplishment for any doctor to be able to cure advanced leprosy, touch, bubonic plague with a word and cancer of the stomach with a wish. Nonetheless, in this reviewer's opinion, the worth of Taylor's novel would not have been impaired in the least if Luke's miracles had been left right out.

Presumably there is some account somewhere in the 1,000 books of the Bible that Taylor says she had read on the subject of Luke, that attributed miracles to this man although according to her account of it, they happened without any effort on his part, and he was perhaps the most astounded person.

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these days when even the tale of the loaves and fishes has been rationalised, the writer might have made a greater effort in St. Peter's miracle department instead of leaving it to superstitious credulity—or Calvinistic scepticism. Apart from this, and the writer's tendency to attribute to the first years of Anno Domini, a 20th century approach and knowledge rings false, this is a richly woven story about one of the most important periods of the world's history.

For this reason it will be a pity if the novel is read simply for its obvious significance.

BAR AND GLORIOUS PHYSICIAN.
Published by Collins. Australian price,

children's books to his credit. This particular one is probably more suited for school reading than for home amusement, although it tells an exciting and true story of one man's contribution to the British attempt to take sea-power from Spain in the early 18th century.

Captain Anson — afterward Admiral Lord Anson—is not as well known as some of England's early sailors, but he left his mark on the Royal Navy and won great fortunes for his country. In 1740 Anson set out with four small ships, including the *Centurion*, his flag ship, with a thousand-odd men, his orders being to round Cape Horn into the Pacific and there "annoy and distress" the Spaniards. He did all of these

things and a little less than four years later the *Centurion* alone returned to England, with only 150 of the men, but in her hold was treasure worth £500,000 then and probably ten times as much today.

This is a story of adventure and fortitude in the days when the Pacific was unknown, modern navigation was not thought of, disease and peril awaited the adventurer on every hand. Captain Anson operated north of the equator—around the Philippines, Guam and Tinian, and he returned home the long way via China, the Indies and the Cape of Good Hope. (Suitable for 12 years and up).

(Published by MacMillan and Co., Ltd.
Australian price, 18/9.)

(Over)

Children's Week Turns Children's Month

RING the month Children's Book Week—an annual event that inspires writers of children's books to put both feet forward—brought forth the usual representative collection. Each of five that are reviewed here are excellent of their kind, and have one drawback: They cost too much for the ordinary domestic budget. No suburban family, paying for the TV set, is likely to buy too many children's books at 17/-. Fortunately, most libraries are stocked with a wide selection, and with this and an occasional holiday present the younger generation is getting as many good books as his parents ever did.

TALES FROM ARNHEM LAND, by Ann E. Wells. This is an excellent Australian production suitable for children of any land. It could be an appropriate gift book to send overseas to a small friend or relative. The tales are built round the legends of these primitive North Australian folk, and the author cleverly uses the children of today—children who know the mission school, and some the mysteries of the white man—to reveal how the aborigines first covered fire, how the first canoe was made and how the dingo came to live amongst these people. It is a combination of modern, ancient magic that should appeal to youngsters. The book is well illustrated with traditional original designs and modern line drawings. (Suitable for six to 10 years olds).

Published by Angus and Robertson.
Australian price, 16/-.)

CAPTAIN ANSON AND THE TREASURE OF SPAIN, by Captain Frank Knight. This author also writes books about the sea for children (one is reviewed in this issue), but has a long list of

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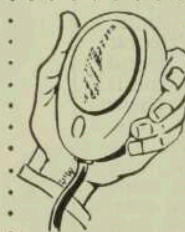
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DANGEROUS HOLIDAY, by a Lear. This is an adventure set in a little written-about, most romantic part of Australia—small islands off the North-West Australia coast which for centuries have figured in the stories of sailors.

The Houtman Abrolhos Islands discovered by a Dutchman in the East Indies in 1619, and are the stories of shipwreck and treasure and adventure that surrounded these small specks in the Indian Ocean.

This, however, is a modern story of children who go to spend their days at the guest house on one of the small islands of the group, take part in some mysterious and exciting adventures before it starts again. (Suitable for older boys and early teens).

THE NEW SURF CLUB, by E. Meillon. Family problems as well as those of running a surf club are the theme of this book which is based mainly on that very real institution, the voluntary Life Saving Club. (For teenagers).

Published by Angus and Robertson, Australian price, 17/6.)

THE ISLE OF DOGS, by Rose-Anne Sisson. This delightful story is likely to "get in" more with the youngsters for whom it is designed.

Charles and Susan are returning to England by air after visiting their parents in Singapore. Their plane crashes in the sea and due to a small mishap their rubber raft is whirled away with only the children in it. After two days they are washed up on a tropical island—but it is an island with a difference. It is inhabited by over a hundred dogs, all from England, who are fed up with their masters and mistresses, with being put in doghouses, dragged along on leashes and kept in small flats. They are set out on a most unusual raft, formed a colony of their own, "complete freedom" as the author says.

The story is part-Swiss Family Robinson, part-fantasy, and wholly delightful. Susan and Charles are rescued in the end, and so are all of the dogs. The moral in the story is that complete freedom is best for the very, very few. (For 10 to 15 year olds).

Published by MacMillan and Co., Ltd. Australian price, 15/6.)

and of Long
Bright Days

ALTHOUGH the authors, Norman B. Tindale and H. A. Lindsay have previously collaborated in writing a children's book, we'll give them the benefit of the doubt. *Rangatira* and class it as suitable for readers of any age.

This is a romanticised version of

a canoe voyage from one of the islands of Polynesia to New Zealand about the year 1300 AD—250 years after the first Polynesians, under the leadership of Kupe, had discovered Aotearoa, by sailing from Tahiti-Nui "in the month before the coming of the wet season, laying a course that kept the setting sun and the evening star just to the right of the canoe's bow".

Kupe returned to Tahiti-Nui and described the three islands of the vast new land that he had discovered, and in the generations that followed many sailed along the trail that he had blazed.

Amongst those who had been and returned was Rehua and it was under his guidance that the

islanders fashioned the giant canoe out of the redwood tree they had found floating in the sea, and with 30 of their best people—the Rangatira, the high-born—set out for the new land to the south.

The story tells of their voyage in the canoe and the problems of finding a home for themselves in the land that is now called New Zealand. It is told mostly through Maui and Kuru, two youngsters who went with the canoe party, and when they grew up and married, founded the new tribe, but as befitting a book written by two anthropologists, the background of history—such as we have learned and pieced together of pre-European Polynesian history—is faithfully drawn. (Over)

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en more interesting than the of Maui and Kuru, for adult rs anyway, are the various s" at the back of the book, a amongst other things be why the authors think roa means "Long Bright" instead of the more usual pretation of "Long White P"; something of the ancient esian navigation methods; the trips of the New Zealand esians to Lord Howe, Norfolk d and even to Eastern Aus- ; and why it was possible in AD for bananas to have been in North Auckland.

far as this last is concerned, nt-day New Zealanders who no end of trouble getting ent supplies of the right sort anas, no doubt wish that the climatic phase through which world was passing in 1200 AD lasted another 1,000 years or

NGATIRA. Published by Rigby., of Adelaide, SA. Australian price,

and the World Uncle Guy

E Award of the Green Coconut or the most extraordinary eece of Pacific writing in a time, goes to Mr. Guy Batham his fricassee of words called *ing Around the South Seas*—this is in spite of the fact that ys in the introduction that he "writer of fact rather than n".

y was an Australian who in't stay put, so his mother nted him with a Bible, a nary and a notebook, with words: "Son, you'll find these books your greatest guide in The Bible to teach you how live like a Christian, the nary to correct your speech, the notebook, with pencil nded, to record the many s that you will find and see e world". Presumably it's be e of mum's "notebook with l appended" that we have the nt volume.

t thus equipped to conquer ns, Guy sets out and ends up e time later in San Francisco (1920's early 30's is the guess), e he joined forces with her Australian to sail the 34 ft *drift* home across the Pacific. ree-quarters of the book is a up with this voyage and Mr. am's pertinent remarks there. Finally he reaches Brisbane a where a flip of the coin ded him to go to Thursday d. He sails as a passenger on ssel called *Matara* which runs een Brisbane and Port Moresby Cairns. A cyclone is entered, which damages the er, and had it not been for Batham taking the oxy-torch

GETTING FROM HERE TO THERE AT SEA

Whether you are a deck-chair sailor, a professional, or an ocean yachtsman, Frank Knight, Extra Master Mariner, has something for you in "A Guide to Ocean Navigation".

The title suggests a text book, and therefore a book to be read by those who wish to practise navigation. But this is no text book in the true sense of the word. It is a book about navigation which traces its historical development from the early Mediterranean era until the present day.

Navigation to many people means mathematics—especially trigonometry. In a book of 174 pages the author covers his survey of celestial navigation in 130 pages and of these mathematics is found on about 10 pages only. The layman would lose nothing if he skipped the calculations and continued reading. For those who are interested, however, the author has included a chapter on trigonometry.

The book commences with a description of the navigational techniques employed by the Ancients and leads on to the development of the compass. How latitude was first found by observation of the sun and stars is discussed, and the methods used today will be clearly understood even by those readers whose mathematical knowledge does not go beyond the multiplication tables.

The determination of longitude was unknown to the early navigators although the problem was understood. And the problem was one of time.

In 24 hours, as the author explains, the earth spins through 360 deg., or 15 deg. per hour. Suppose the sun, as seen from a ship, was highest in the sky (noon) three hours after it was highest as observed from Greenwich. The ship would be 45 deg. further west than Greenwich.

The reviewer has here oversimplified the author's account but, nevertheless, it illustrates the problem—the necessity for a most reliable timekeeper so that local observations of the sun and stars could be related to Greenwich.

The invention of the chronometer solved the problem and this instrument is still of fundamental importance to the navigator.

A chapter on Radio Aids to Navigation, a typical set of calculations made by a navigator (all carefully explained), and an excellent glossary of navigational terms, complete the book. The whole is well indexed and illustrated.

The author makes one mistake, though, when he states that the length of a true solar day varies from 23 hours 44 minutes to 24 hours 14 minutes—the maximum variation from the mean length of 24 hours is only 30 seconds. He also expresses the opinion that the air navigator, who uses radio aids to a much greater extent than his marine counterpart, "should be able to find his way home by the sun or stars as a last resort". Qantas Airways demand that their navigators fix position by stars every 40 minutes—certainly not a last resort!

As a reviewer with similar background and qualifications as the author I can recommend this book to the layman or professional whether they seek enlightenment or enjoyment, or both.—W. D. HEIGHWAY.

(A GUIDE TO OCEAN NAVIGATION. Published by Macmillan and Co. Australian price, 29/9.)

out of the hands of the Chief Engineer and showing him what to do with it (no vulgarity, please!), no doubt the ship would have been there yet, describing aimless circles somewhere inside the Barrier Reef.

There may have been a ship called *Matara*, that plied that route, although the only one we know that would fill the bill was the old Burns Philp *Mataram*. A lot of nasty things have been said about the Big Firm and its ships, from time to time, but no one has ever suggested that their Chief Engineers didn't know their business.

From Cairns, Guy proceeds to TI, and after the prescribed adventures wherein our hero displays his superiority over Japanese and Malay divers, we come to Bob and the business of the *Shalimar*. The *Shalimar*, according to Guy, was wrecked on an uncharted rock in 1892, sank in a few minutes with loss of all on board, and subsequently the *Shalimar* Memorial Church was erected at Thursday Is.

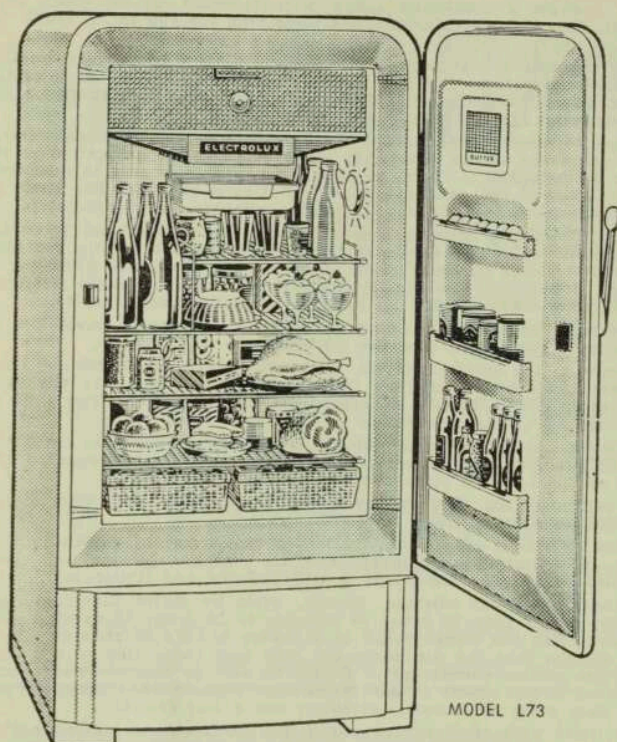
Now, if the reader sees any relationship between *Shalimar* and the *Quetta*, which was wrecked in

those parts, at that time, and was the inspiration behind the beautiful Quetta Memorial Church at TI, he shouldn't be hasty, because from here on in, the stories of *Quetta* and *Shalimar* diverge considerably. It appears that *Shalimar* was carrying the biggest haul of opium ever smuggled into Australia and this had been recovered from the deep, but the ship's safe, believed to be filled with money and treasure, had not.

You have, of course, guessed it. After herculean efforts, Bob and Guy raise the safe, it's quite full of money and treasure—hundreds of sovereigns, diamond pendants, strings of turquoises—the lot. Although our information is that the Receiver of Wreck never lets up on these things, and would have been in for his chop, Bob and Guy apparently had no petty troubles of this kind—neither with the Receiver, nor the banks in Sydney, nor the police when they hocked their strings of diamonds and what-not.

With his share of the loot, Guy marries Rose and takes a job with an oil company in Papua. He

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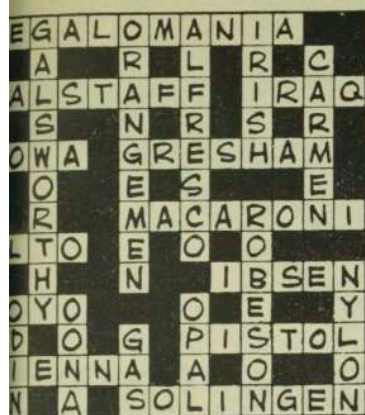
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ANALOGY SOLUTION FROM P. 82



es Rose into a nice comfort-flat at Ela Beach, Port esby (in the early 1930's, ooth), and goes off up the Fly er which allows of a lot of resting things like crocodile tting and wars with the natives. Then he gets back to Moresby, e is going to have a baby so e decided that it is high time returned to Sydney where he a job with the Shell Company. e can say—as the politicians e it—"without fear of contra- tion", that as a writer, Guy is od oil company mechanic. If is fiction, it's corn. If the roidery as well as the basic raphy is supposed to be fact, e'll eat the last volume of *Pacific Islands Monthly*.

IFTING ROUND THE SOUTH SEAS. shed by Robert Hale, Ltd. Australian 22/6.)

in a Hot ney Summer

THOUGH it is a slight, light piece of novel writing—more suited to a serial in a woman's azine than for a properly d volume that is going to cost purchaser 17/6—Helen Fowler s a great deal better with *Hold right Mirror*.

few years ago she produced ould-be clever piece of writing ed *The Careless People* that t draw any bouquets from this rter where the humble opinion eld that it is better to produce a piece suitable for the ladies' ing library, than an indifferent me of arty-tarty nonsense best ulated to drive members of the s reviewers' union to justifiable icide.

old a *Bright Mirror* has an quate enough plot for this type novel but the best things about re that the author has managed mprison in it something of the it and character of Sydney in a summer; and to portray dwick the cat—who tolerated

women, hated men, was demanding, aloof and disdainful—as an animal of real character and dignity.

(HOLD A BRIGHT MIRROR. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

What's New in Paper Jackets

New paper-backs released this month include the following in Pan and Fontana (our copies from William Collins (Overseas), Ltd.):

THE TALL STRANGER: By D. E. Stevenson, is a romantic little number with everyone doing things from the very highest and purest motives, and everything turning out in the end like the fortune teller said. Or almost. (FONTANA).

BOUNTY GUNS, by Luke Short. This is about a two-fisted, two-gun man called Tip Woodring who gets embroiled when the Bollings and the Shields go a-feuding. There is also some Western-style love thrown in. (FONTANA).

THE LEGION OF THE DAMNED, by Sven Hassel. A nauseating picture of what Germany did to her deserters, slave labourers, etc., and later what the Russians provided in follow-up treatment. Difficult to believe in these days when all Germans are again good Germans (at least those West of the border). (GREAT PAN).

ONIONHEAD, by Weldon Hill. The story of the feller with two hobbies—food and sex—who joined the US Navy and got fixed up in both departments. This has all the ingredients that made an American best-seller—which it is. It has also been made into a movie, by Warner Bros. (PAN GIANT).

WOMAN PILOT, in which Jackie Moggridge tells her own story with wit and considerable skill, and turns out to be a feminine personality and not a great big brute, trying to break more sound-barriers than the male. A South African with her A Licence at 17, she got to England just before the outbreak of war; ferried more aircraft during it than any other pilot, married, had a daughter and went back to civilian flying. Mostly about aviation, but with some amusing personal interludes. (GREAT PAN).

SEVEN DAYS TO NEVER, by Pat Frank. A story of espionage and sabotage in the H-Bomb age—the mystery of the disappearance one by one of the B-99s, America's first line of defence against Russia's war plan. Good suspense reading for those who like to be frightened out of their wits. (GREAT PAN).

THE NAKED MAJA, by Samuel Edwards, tells the love story of Spain's famous 18th century artist Francisco Goya, and the beautiful Duchess of Alba whom he immortalised in paint. Recently filmed, with Ava Gardner and Anthony Franciosa in the leading roles. (PAN GIANT).

THE HORSE SOLDIERS, by Harold Sinclair. Americans can never forget their Civil War—nor, apparently, can their writers stop writing books about it, or their movie makers making movies about it. This is another one such—book and movie. (GREAT PAN).

THE LAST ANGRY MAN, by Gerald Green. This is by way of proving that the British haven't the monopoly of Angry Men. This one is an Angry Old Man—a tough outspoken doctor with a practice in a New York slum, who is too angry even for that neck of the woods. The moral of the story is that it is a good thing to get angry about something, even when it puts you so out of step you get left behind. (PAN MAJOR).

SURPRISED BY JOY, by Professor C. S. Lewis, well-known author of numerous religious works, tells of his conversion from Atheism to Christianity. It is autobiographical as much as Religious, and is written with this writer's usual skill, and in spite of the purpose, humour. (FONTANA).

MINE OWN EXECUTIONER, by Nigel Balchin, one of the leading "psychological" novelists. This story is based on a study of a man who, because of his years in a Jap POW camp, looks normal but isn't. The psychiatrist in the case (and a "Trick-cyclist", as he called them in another novel, is almost standard equipment in a Balchin novel), was a pretty troubled man himself. (FONTANA).

NO PASSING GLORY, the biography of Group Captain Leonard Cheshire, VC, by Andrew Boyle. Cheshire was one of Britain's most famous World War II airmen; he is also an eccentric in the grand manner. Towards the end of the war he attempted to found self-governing colonies for ex-servicemen; and then succeeded in establishing self-help nursing homes for such of the sick and the needy who the Welfare-State seemed to leave out of its calculations. He became a Roman Catholic, decided to become a monk, then to be married instead (the Church conveniently found that his first wife, from whom he was separated, was a divorcee and therefore had never been his wife at all); and then he decided not. The end of the biography finds Cheshire in hospital with TB—although this is not the end of this extraordinary and complicated piece of human mechanism. Cheshire visited Australia a few months ago. He is now married (he must have changed his mind again somewhere along the way), and is interested in founding homes for refugees. (FONTANA).

WHITE MAN'S TEST, by Pierre Boulle. The author of "The Bridge on the River Kwai" has borrowed largely from fact in this story, although the end is in contrast to the original story that ended happily enough. Marie-Helen, aged nine, was the only European to survive when the Japanese invaded an island off Sumatra. She escaped to the jungle and was adopted into a Malay family: at 14, she married. After the war, she is taken back to Europe against her will and her attempts to adapt herself lead to tragedy. (FONTANA).

(Fontanas: Australian price 3/9; except "No Passing Glory", which is 5/-. Pan Majors, 7/6; Pan Giants, 5/-; Great Pan, 3/6.)

Rev. Ben Danks

(Continued from page 85)

funked the encounters. Again and again, he went out unarmed into the jungles, trying to stop the fighting, and the persecution of his Polynesian teachers.

But it was the steadily increasing number of whites that really bothered him.

Teacher Sositen's Samoan wife had a Samoan companion. A big trader from the black brig, *Adolph*, "a very bad man", got his eye on the good looking Samoan woman, and sneaked upon her, and tried to carry her off to his cutter. Sositen rushed to rescue the woman, and the trader attacked him savagely. The woman was saved—but the trader was prowling after

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for weeks, and there was
ing the outraged missionaries
do about it.

Clashes with Whites

was no use appealing to the
traders. They were mostly
ged in "blackbirding" for the
an plantations in Samoa, and
s was doing all in his power
arn the natives against white
who tried to tempt them onto
recruiting vessels.

e traders resented this "inter-
ce by that damned tinker".
s records the fact bitterly in
journal. He says he was
at to be a first-class brass-
er before he felt the call to
mission field—but he was not
never had been a tinker.

ewhere in his diary he com-
s on "nasty" and "insulting"
s received by him from Blohm,
Godeffroy manager at Meoko.
deffroys brought in a German
ist named Kleinschmidt, and
d him near Meoko to collect
mens for sale overseas.

anks clashed with Kleinschmidt
se the latter was buying land
himself and building up quarrels
the natives in connection
with. There was an exchange
erce letters, recorded in the

Kleinschmidt was brutally
ered by natives, soon after-
s.

those days, they suffered end-
torture from mosquitoes, and
ss sickness from fever; but
did not connect the two. At
vals of only a few months,
of Brown's small children died
fever, and were buried by
s.

Murder and Sudden Death

Sunday, October 19, 1879, John
on, second mate, and a Patrick
ke were drinking beer on the
of the brig *Adolph*, which was
in Meoko harbour. Wilson
ed he had had enough, and
away and lay down. Bourke
ved him and insisted that he
ue the drinking. Wilson re-
t, and Bourke threw a glass
im, and laid his head open.

lson thereupon leaped upon
ke, and threw him to the deck;
nered him into insensibility
a length of sugar-cane;
ed him off with a belaying
and then, with the help of
ate from the steamer *Sudsee*,
close by, threw Bourke's body
board.

e Reverend Ben, horrified,
cted the evidence of murder
witnesses and—entered it
culously in his diary!

ere was nothing else to be done
t it, in those days. There was
law in New Britain—the
nans did not come in and
x until five years later.

ing over to Kabaira to a
ion station, Danks missed
mas Farrell's trader, Geddes.

He investigated and found that
Geddes had died there some days
earlier—could have been murdered,
but he was not sure. So the
missionary buried the remains. He
confides to his silent diary that it
was a very unpleasant task.

de Ray's Walking Skeletons

Rev. George Brown, honourably
discharged from his trial at Fiji,
arrived back in Port Hunter in
March, 1880; and 10 days later
Brown and Danks were staggered
by the arrival at their station of
a half-dozen starving scarecrows of
men who—in wholly insufficient
English—begged food and help.

That was the first intimation
they had had that the ships of the
infamous Marquis de Ray's "colonis-
ing expedition" were dumping
hundreds of Europeans in a fever-
ridden hole called Port Breton, at
the southern end of New Ireland,
and only a few score miles away
from Port Hunter.

The story of how Brown and
Danks and some of the better-class
traders helped the wretched
"colonists" would fill a book.

Brown's health broke again, and
he went away, and Danks was again
alone.

Farrell had a trader, Berringer,
at Kabaira, gathering copra from
the natives. Farrell's cutter, *Leolea*,
Captain Murray, and Farrell's
overseer, Anderson, arrived, to load
Berringer's copra. Berringer accused
the natives of not delivering copra
they had promised. A quarrel
developed, and the natives killed
the three whites and threw their
mutilated bodies into the sea.

Danks told Meoko about it, and
the Godeffroy traders went across
and recovered and buried the
bodies, and repossessed the cutter.
There was reprisal shooting against
the natives. One of many such
incidents.

Saved By French Doctor

When Danks's pregnant wife
came to confinement, they were
completely alone on his station—and
the birth went all wrong. The
terrified young man did what he
could after a dead child was born,
and then sent a boat's crew away
to seek aid from a French doctor
believed to be among the starving
de Ray colonists at Port Breton.

Then, for three days, he sat be-
side his tortured wife and tried to
keep her alive. At intervals, he
reported on the matter in his
diary. Just when she seemed on
the point of expiry, the boat re-
turned with an emaciated young
French doctor; and the Frenchman,
displaying skill and resource, did
finally save Mrs. Danks's life.

Those diary entries have lost
nothing of their drama and horror
since they were written into that
old book, 80 years ago.

In 1878, the handwriting in the
diary was strong and firm; and

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g and firm it remained for years. Then, although the man still was under 30, the begin to waver and shake; the entries are made at longer

vals. The last entry was on February 82. Some months later, Mr. Mrs. Danks were shipped out

dney, nearer dead than alive. they recovered, to do much ble work later in the Islands on field. ybe he was only a scared sh youth, in a cruel situation. I never heard of an Islands er with more intestinal ude. One salutes the memory Rev. Benjamin Danks, the Missionary.

ANG PORTRAIT

(Continued from page 86)

on the hook, I kept it there u could see me catch it." hat? You mean it's still there e water? You're lucky you 't lost it. Be careful now, it in very slowly . . . easy hat's it. By gosh, it's a little y, look at it wiggling it's tail, e take it off the hook."

, it's all right, Daddy, I can I know how to take it off the

did, too, holding the fish with her foot while she ed the barb free.

everybody can't catch one like can they, Daddy?"

I're darn right they can't! we went home Pat turned his

on. We heard the news. It t very good news, but it all ed very far away; on the eck, tired, happy, sat a small with blue eyes and two pig- holding in her rather grubby s her first fish.

OVABLE RASCAL

(Continued from page 86)

him, for he educated three s Hebridean children, Victor. and Norah. Victor was killed road accident a few years ago, the other two are married and children: Alec to a girl of Stephens family, and Norah to enchman named Arnould, at

til World War II, Santo was ly known from its first dis- y in 1606 by Quiros, because alled it "Tierra Australis del itu Santo", thinking that it he Great South Land of Terra alis Incognita.

hough it was a Spanish ex- on, Quiros was a Portuguese, about 1930 the Portuguese Gov- ent offered a prize of £5,000 for relics of Quiros which could und on Santo.

When Tom heard this he hurried along the beach to Mat Wells' place on Malo. Before he had breath to tell his story, Mat said. "What do you think of this?" and produced an old box which contained some ancient pewter mugs and other collectors' items.

After encouraging Tom's dreams of the £5,000 for a long time, Mat confessed that the relics were only some heirlooms sent to him from his father's estate!

In 1948, Tom Harris started a cinema at Santo. It was not only with American wartime machines and buildings, but with a Hollywood man as projectionist, Ray Jenkins, the only Yank to come back to Santo after his war service there.

The "Cinema Harris" became the focal point of life at Santo for several years. Tom sold it in 1955, and it still flourishes under different ownership.

During the last few years Tom had been suffering from a bad heart and other maladies, making him a frequent patient in the French hospital at Santo. and a virtual invalid at home. His death earlier this year was mercifully sudden, and he was buried with full honours by the Catholic Church. He will continue to be remembered with affectionate relish by all who knew this lovable Rascal of the Pacific. And the island of Espiritu Santo has lost the only live crocodile it is ever likely to have.—BRETT HILDER

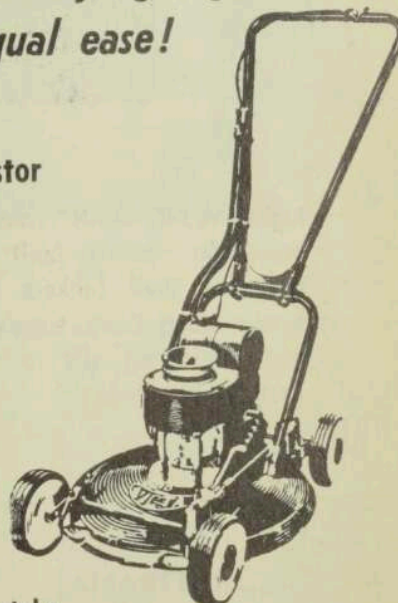
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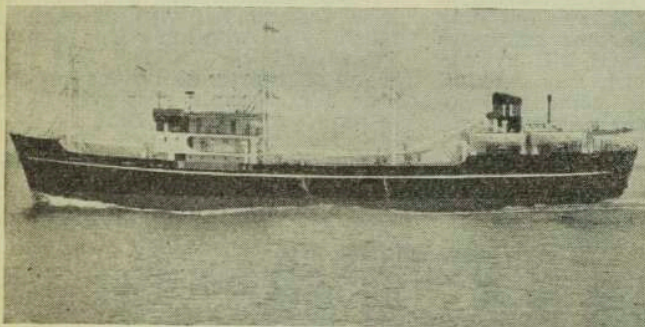
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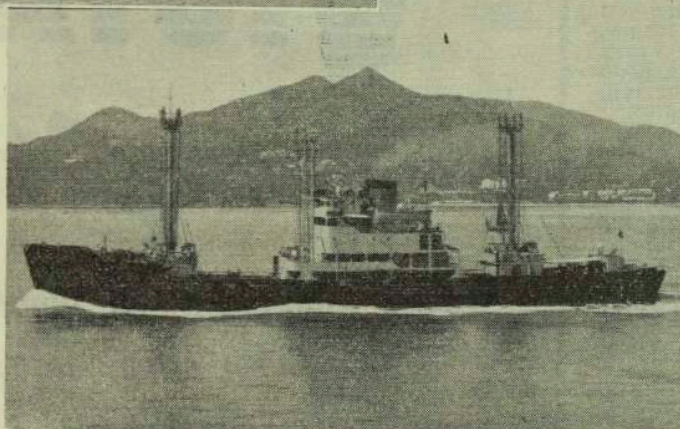
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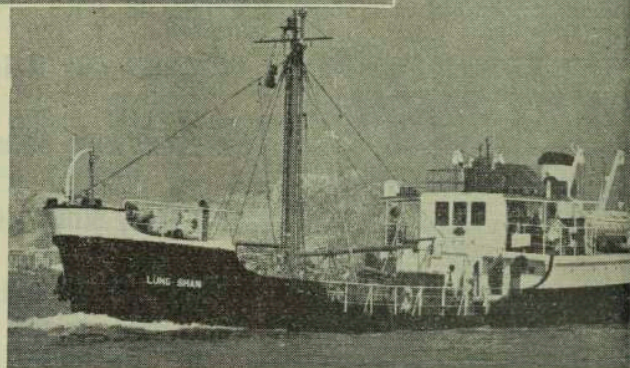
Above: M.V.
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PACIFIC SHIPPING AND CRUISING YACHTS

The Territory of Papua-New Guinea has added its quota to the lengthening list of Pacific Islands smallships which in recent years have disappeared mysteriously and apparently without time to utter even one last SOS.

ARCH for the small Papuan coastal vessel *Muniara* had ground almost to a stop by July eight days after she had last reported her position south of Ihu in the Gulf of Papua and about 100 miles from Port Moresby. She last reported on July 15; two days later she still had not appeared in Port Moresby some concern was expressed. The following day two aircraft went out to search and by July 20 a full-scale air and sea search with five vessels was in progress.

The vessel was carrying two European officers, 12 native crew and possibly passengers when she disappeared.

In the first couple of days of the search the usual reports which attend these disappearances began to come in—life-rafts "which could have come from the vessel" were reported; flares were reported seen on the coast; a lifebuoy was reported. A deep-freeze unit, pieces of wreckage, obviously part of the vessel, were also sighted. A pilot of a fishing aircraft reported "what appeared like bodies covered by sheets" floating out on a stretch of beach west of Port Moresby. All reportings were investigated but in the case of landings this is a difficult task in the Papuan Gulf, where the shore is a mass of swamps, river deltas, mangroves, mud and sago palms.

At the end of a week of search, the mystery of the *Muniara* in the face of reports and wreckage, was no nearer a solution. On July 22, P-NG District Superintendent, Captain A. Hawley said, "There is only a very slenderest hope of finding survivors now—one in a thousand chance."

As in all the marine mysteries of recent years, complete lack of radio emergency message or SOS has complicated the puzzle. Said the Senior Coastal Radio officer in Port Moresby: "The Captain of the *Muniara* was the best radio call man along the Papuan coast. I can't understand how he didn't manage to get a message out unless something happened at night. . . If anyone could have got a message out, he would."

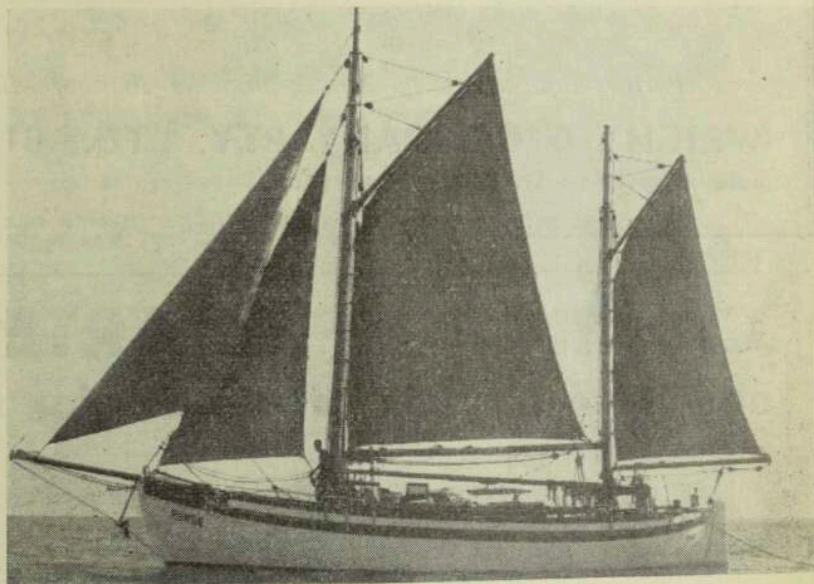
The master of the missing vessel was Edward Ernest Smith, married,

gational aids, the sea still has its hazards for small ships.

• **CORAL QUEEN HOME SOON:** The BSIP Government vessel *Coral Queen*, which tried conclusions with a Witu (New Guinea) reef in May, was in the yard of Evans Deakin, Brisbane shipbuilders, in July. However, she was expected to be on her way home within a few weeks.

The damage sustained by the vessel had been reported as "fairly serious" but is not regarded as a lengthy repair job. Some of her plates had to be replaced, and some bottom plates were bent.

• **NATIVES BUY AUSTRALIAN:** New Guinea native societies and co-ops are helping the Australian shipbuilding industry in a minor way. The Finschhafen Marketing and Development Society recently took delivery of a £9,000 vessel which was built in Maryborough. Q'd.



The Oslo yacht "Rundo" which was in Papo Pago and Suva recently (see page 115). Note name on bow.

—Pan American Prints.

The News This Month

erbank	Muniara
on	Morwak
Queen	Moonfleet
ie	Novia
es	Nerides
maran	New Silver Gull
no	Nunniong
	Recorder
	Rundo
	Ruba
torial Trader	Skyline
g Walrus	Tenyo Maru
thope	Tovata
ua	Te Matangi
on Rojo	Trekka
Maru	Wallach
le	Westward Ho
Antuta	Yosu

of Port Moresby; the other European officer was Malcolm A. Rafferty, a widower, also of Port Moresby.

Muniara was owned by Steamships Trading Co. Ltd., and had been built in Newcastle, NSW, in 1947. She was a wooden, single-crew vessel of a little over 300 gross tons.

Residents of Papua were remembering in July that in August, 1955, another small vessel, the 65-ft *Elsie B* also disappeared and none of her crew of 12, including her skipper, James Carlton, were heard of again.

The disappearance of *Muniara*, and the other mystery ships of recent years, prove that in spite of modern advances in radio and navi-

Native seamen went South to take the vessel home.

Recently, S. G. White and Co. (Ballina Slipways) built another small vessel, *Equatorial Trader* for a native society in Papua. The ship was delivered a short time ago to Port Moresby.

• **MORE ABOUT MV WALLACH:** Arnold Mellor, of the patrol-vessel *Melbidir*, based on Thursday Island, supplies some more details—including war service—of the 85-ft New Guinea lighthouse tender *MV Wallach* (mentioned in June PIM). He writes: "To the best of my belief *Wallach*, ex *Barbara*, never made NG during World War II. She was in the last convoy of Australian

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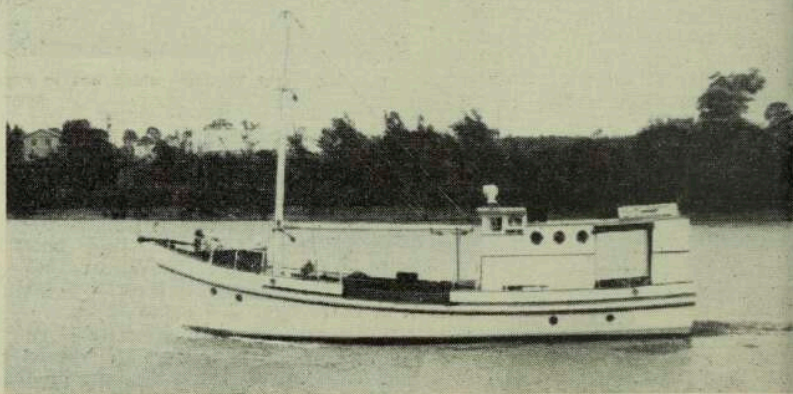
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the strict US quarantine regulations the importation of livestock into the no shore contact was allowed with at Suva or Honolulu. Here the ship's are lowered in a bucket to the Suva when the vessel called for water and bunkers in July. See story page 113.

er Transport small ships which commanded from AV *Agatha*, to from Brisbane to Lae, but *para*, after slowing the 7½ convoy to 6½ knots, was left and at Smith Creek, Cairns, with the trouble.

ness *Wallach* has had a new since 1952, I am doubtful if made the 7½ knots referred to PIM. Whilst in command of I was seconded to the PCB post-war years 1951-52 in New sea, and met the Skipper of *para*, a WO (1) of Water asport, who had married in aul and settled in the Vitu ds.

nce *Barbara* became *Wallach*, in and until recently her master Captain Charlie Hart. Charlie, ex-RAN petty officer, and later AB and boson on the coastal s in Australia will be missed by arai residents, and the small p fraternity in NG-Papuan rs.

captain 'Digger' Petersen, of the house-tender *Swingle*, Thurs- Island, left TI some months ago ake over the *Wallach*, whilst our has it that her engineer of y years standing, Mr. George ins, is being transferred to TI the *Swingle*. To George this

transfer will be like returning home, as he was previously Skipper-Engineer of the *Reggie P* (now *Gelam*), a 60-ft 'K' class vessel owned by the Islands Industries Board of Thursday Island. His son Ian is a radio operator at the DNA Base Radio Station."

LIFE WITH THE MOTHER-SHIPS: A Japanese tuna-fleet mother-ship dropped in to Suva at the end of June, bringing with her a strong smell of fish and a wealth of information on mother-ships in general and 1959 operations in particular.

The vessel was the 11-year-old, 3,711-ton motor vessel *Tenyo Maru* No. 3, commanded by Captain K.

Tsuruda and owned by Japan's largest fishing and whaling organisation, the Taiyo Fishery Co. of Tokyo.

Aboard her were 174 men, some 50 of whom were crew, and the remainder mainly fish handlers. These latter were under the control of Fishing Manager Nobuyoshi Tanaka. There was also an official of the Japanese Ministry of Agriculture aboard to police the area of operations permitted under the vessel's licence. The Agricultural Ministry controls fisheries in Japan.

Most prominent feature of this vessel is her twin side-by-side funnels, which are typical of whaling factory ships—which in fact she was when first built. However, she

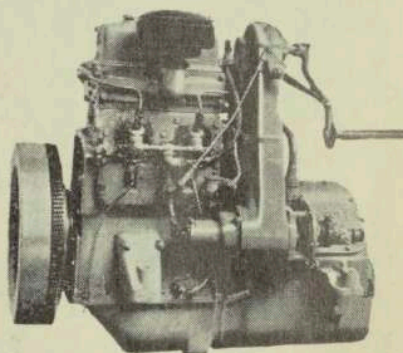
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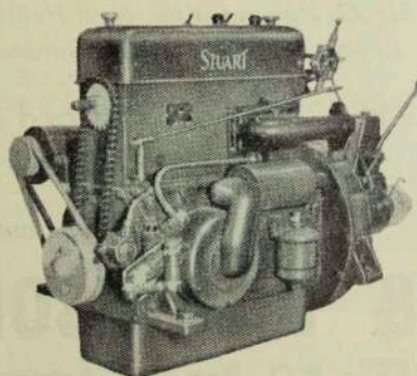
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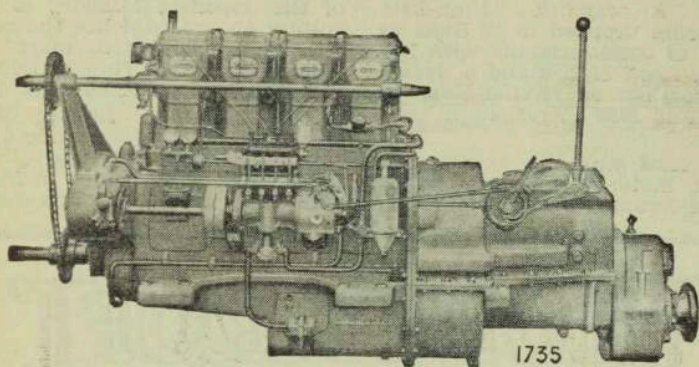
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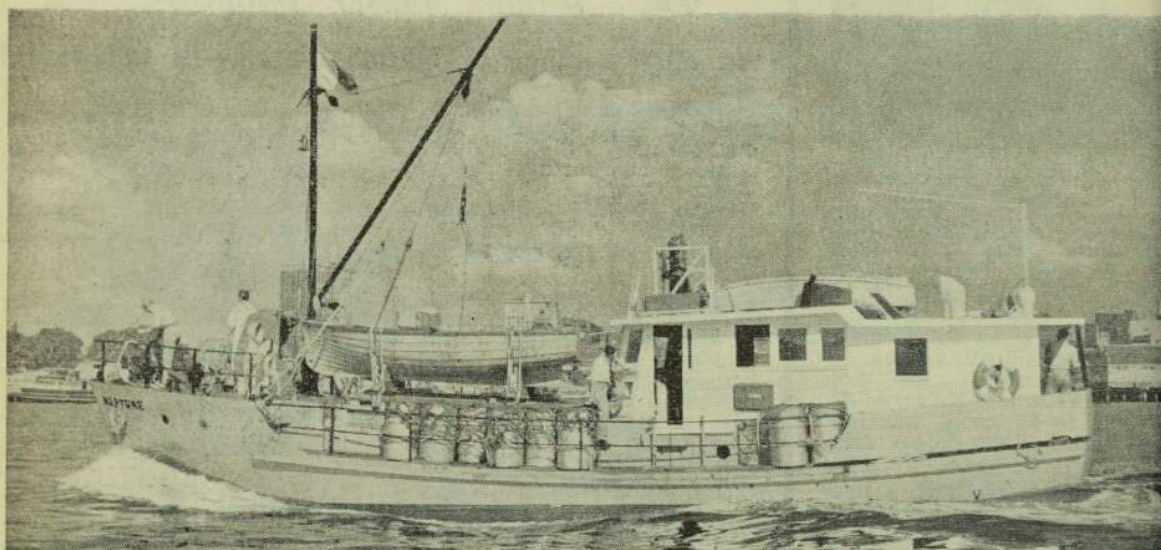
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Crew of the yacht "Nerides" which was in Pago Pago early July and later that month for NZ. From left to right: Athol Rusden (navigator); Edward Copsey (skipper); Tom Prettman and George Gilkey.

—Pan American Prints.

is too small and uneconomic, as converted to her present. In the process the whale-og channel in her square stern closed off.

is prominent in more ways than ere the hundreds of shark drying on lines high on her between the pair of powerfully motor launches.

mother-ship fleets are red at present to waters south degrees North, and eastward of 170 degrees East. Thus, they not operate west of a line just of Ocean Island, the New ides, and Norfolk Island. Any g vessels sighted west of this—that is, in New Hebrides, ons, New Guinea, Australia s—are vessels based at Santo ago Pago, or vessels direct Japan but not attached to mother-ship fleet.

s year, as last, there will be mother-ships operating in the Pacific, but there will only wo separate fleets. Captain ada's fleet of 36 long-liners, of 70 to 150 tons and with a of 20-odd, will be taken over mother-ship *Koyo Maru*, 7,400 about mid-September, when o *Maru No. 3* will head home ke one voyage to the United s with a full load of frozen

e Antarctic whaling season will in January so after a short she will be off south with es for the company's three ng fleets and to load pack- whale-meat for Japan. One d trip to the Antarctic will see haling season through—it ends ly late in March—and it will me to prepare for another fishing season in the South ic.

is is the life cycle of *Tenyo* No. 3. *Koyo Maru*, in June, far north in the Bering Sea ing a salmon fishing fleet. e other mother-ship on the grounds this season is the d new 9,100-ton *Nojima Maru*, d by an opposition company, on Suisan KK of Tokyo. Early

in June one of her 36 long-liners was reported missing south of Ocean Island—and was still missing a month later.

In operation, a mother-ship lies for days with her engines stopped, drifting in the vicinity of the agreed station. The fishing vessels cruise far and wide within the permitted area, returning as necessary to the mother-ship to unload their fish, take aboard water and fuel oil. Normally the long-liner's crew-men stay aboard for as much as six months at a stretch until they return to Japan—unless the ship is forced to put into port for urgent repairs.

Two of the Taiyo-owned long-liners might come into Suva for slipping and bottom painting this season.

Radio contact is between mother-ship and each long-liner every eight-

hours. They report their position, weather conditions, the kinds and quantities of fish taken, etc.

Normally, there is an understanding that mother-ships will not approach one another by less than 600 miles—though there is no restriction on the fishing vessels of one fleet mingling with another, which they in fact do.

In poor visibility the long-liners are guided back to the mother-ship with the aid, first, of that vessel's radio direction finder, and as they get closer, with the mother-ship's radar. Very little radio telephone communication was employed because there are widely differing dialects in Japan and this involves problems which do not exist with morse—or the Japanese version of it.

The mother-ships maintain constant radio watch on their fleet frequency as well as on the inter-

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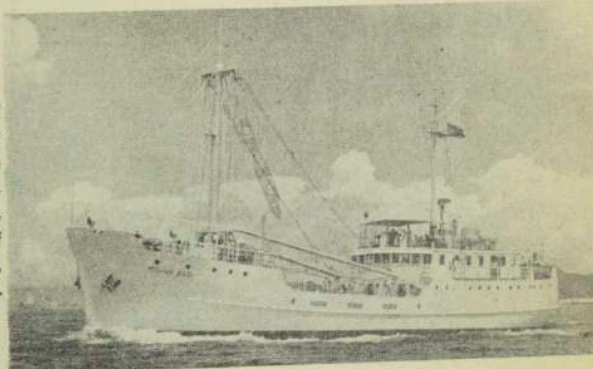
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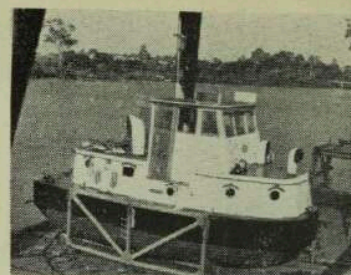
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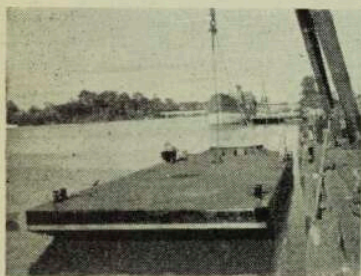
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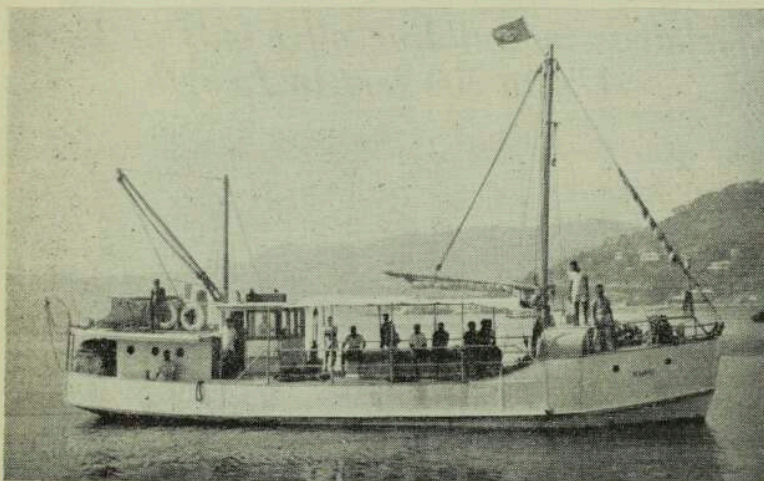


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da", first Jamaican yacht to cruise the Pacific, was in Suva in June and reached Australia July. Those aboard were, from right: Mr. and Mrs. Alistair D. Fraser, the owners; Mr. Teitiki, a Hutihuti of Takaroa; Mr. Jack G. Russell, a Hollywood "ideas man"; and Mr. Andre Mayet of France.

mal calling frequency, there be-
radio officers in each vessel.
radio room is, in fact, the nerve
of operations, and the radio
also have to service the
ment of long-liners which come
side.

doctor aboard the mother-ship
for the 1,000 men of the fleet,
Suva, *Tenyo Maru* No. 3 loaded
750 tons of diesel oil for her
engines and for those of her
also boiler oil for her steam
s which power her winches
seaters—which are very neces-
sary on the Antarctic voyages—and
ons of fresh water.

was in Suva for less than 24
and her destination on sail-
was 15 degrees South, 173½
es East—or roughly midway
een Rotuma and Vila. Four
ve long-liners were awaiting
and there she will stay until
main fishing activities shift to
other central area. Meanwhile
a *Maru* is stationed a little
of the Ellice Islands.

ile in Suva, Captain Tsuruda,
half of the president of the
Co., presented very large
in glass cases to the Com-
er of the RNZAF base, to the
Medical Officer of the CWM
ital, and the Governor of Fiji.
gifts were in appreciation of a
y mission carried out last No-
er when urgent medical sup-
were dropped to the mother
Koyo Maru by a RNZAF fly-
boat when a man became seri-
ill and a certain serum was
ed.

SUVA IS BUSY PORT: Over-
vessels are calling at Suva in
ily increasing numbers, and
year is likely to show a sub-
ial rise on last..

l's latest trade report gives the

number of callers from 1954 to 1958,
year by year, as 206, 222, 238, 281,
317. The total tonnage rose from
700,000 to 1,162,000 over this period.

New overseas connections were
established late in 1958 by the Royal
Inter-Ocean Line (Dutch), and
China Navigation Co. (British) and
a new flag was seen regularly in
Suva—that of Tonga, worn by Tonga
Copra Board's *Aoni* which insti-
tuted a regular Nukualofa-Suva
cargo and passenger service.

The P & O Line also made a first
appearance. Pilots were provided
for 147 vessels inwards and 117
vessels outwards last year. Suva's
Harbour Master is Captain E. L.
James.

• **THEY STARED AT THIS ONE:**
Most technically interesting craft to
enter Suva for a long time past
was the 3,889-ton heavy-lift ship
Yosu, flying the flag of the Republic
of South Korea, commanded by
Captain You Sang Jun, and under
charter to Pacific Islands Ship-
building Co. Ltd., of Hongkong.

This is the firm which has built
a number of ships and barges for
South Pacific owners in the past
two years. Two such steel barges,
one weighing 110 tons (the heaviest
item aboard), were included in
Yosu's cargo, all of which was con-
signed to Christiani-Nielsen &
Gammon Ltd.

A third barge had been picked up
at Singapore. With the exception of
the main portion of one crane—for
use in the construction of the new
Suva PWD slipways—all the cargo
of machinery, steel-work, etc., was
discharged into these steel barges
at Lautoka for use on the big
£2,000,000 Lautoka wharf job which
is now well under way.

Yosu bunkered and took in water
at Suva before proceeding to Lau-
toka, rigging her 120-ton derrick,
and lifting the big barge. She took
a 15 degree list as this was swung
slowly overside. To prevent all
swinging of the heavy items during
the lifts, the huge hook was held by
four powerful purchases controlled
by separate winches.

The ship's main mast is located
in the centre-line and braced by a
massive sheerlegs arrangement on
the starboard side so that she can
work two hatches with the single
derrick.

Discharge with this main derrick
is thus confined to the port side.
Before commencing loading at
Singapore all the gear was subject
to stringent survey, and again at
Hongkong before lifting the 110-ton
barge which was believed to be the
heaviest item ever handled by the
ship since she was built for Ameri-
can military operations as *Gadsen*
in 1944.

She received her present name in
1955. She was transferred to the
Korea Shipping Corporation, a gov-
ernment organisation, under an
American assistance arrangement
which requires her to carry for the
time being one American "Super"
Chief Engineer— Mr. Fred Collins,
of Seattle.

All others aboard were Korean.
Captain You spoke no English but

What Do You Know of Shipwrecks or Disasters?

The Australian Branch of the World Ship Society (address: P.O. Box 16,
Woodville, South Australia) is compiling, in conjunction with the parent body in
the UK, a detailed record of every merchant ship built in the last 60 or 70
years, and operated in the South Pacific area.

This takes in a lot of territory and a lot of ships, so to narrow the field
down a little, the Society would like to hear from any PIM reader who knows
of any shipwreck or disaster that has taken place in the Islands during that
time. The Society already has a lot of information but this will give a cross-check.
The Society is particularly interested in the smaller inter-island and coasting
type of vessel, but there is no restriction on size or type of craft. If you have
photographs of any vessel that has been overtaken in untimely fashion by Fate,
the Society will be glad to have them, too.

The project is part of a larger task being undertaken by the UK Society.
Information received is carefully filed, checked and the results are available to
anyone who is interested. The Society hopes that in time it will be able to present
a copy of the complete records to any library or museum which wants it.



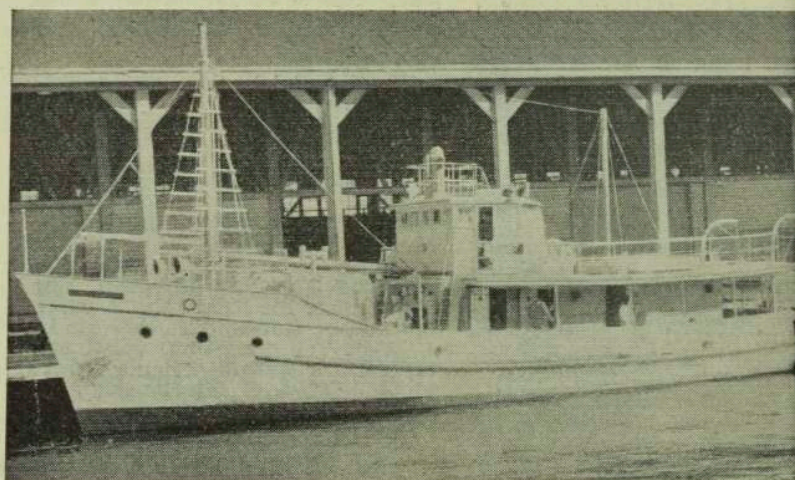
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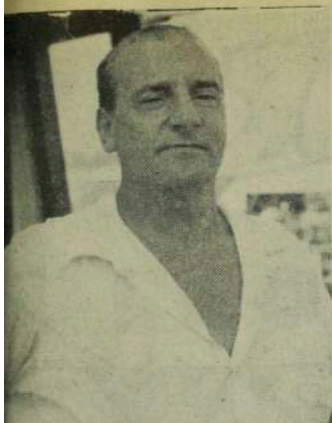
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Captain Robert Cook who has been in an ancestor's footsteps and discovered the Pacific (see this page).

Mr. Suva's Harbour Master, Captain E. M. who has been having a busy time recently (see story, page 109).

Young officers had a fair complement of it. One of the brightest aboard was Cadet Officer Ahn Sung, who had been at sea less than a year after five years nautical college. He will sit second Mate's ticket after two years at sea.

She is based on Hongkong, and has been engaged in recent years running locomotive engines from India. She rarely visits her home port of Pusan.

CAPTAIN COOK RE-DISCOVERS FIJI: Captain Cook returned to Fiji in July—Captain Robert Cook, great-great-great-grandson of James, and with an unbroken Scottish burr in his voice.

His vessel was the 2,750-ton, year-old freighter *Greathope*, of Newry-upon-Tyne, owned by the Newry Steam Shipping Co. Ltd., only one of the company's four ships not laid up at present. Ship-conditions in the UK are still slack.

Captain Cook said that he left on last March with a cargo of sugar for Basra, where dates

were loaded for Whampoa, thence ballast to Moji, and cement from there to Darwin for the new jet airstrip.

Clearing in ballast for Auckland the ship was diverted by radio to load sugar at Fiji, for which area she had no charts. A quick call was made at Cairns and the agents there sent a package of charts aboard, but later when they were opened they were found to be the wrong charts.

A rough plan of the approaches to Suva was made with the aid of the Pilot Book information. Adverse weather was then experienced and when the ship finally arrived at reduced speed to be boarded by a pilot well off-shore she was just

about at the end of her oil bunkers, though she had a normal month's cruising range.

Explaining the Scottish accent, Captain Cook said that his grandfather had taken the first steam trawler from an English port to Aberdeen and had settled there. He himself was the only member of his family at sea, and it looked as though the tradition might be broken as his own son was training for a life ashore.

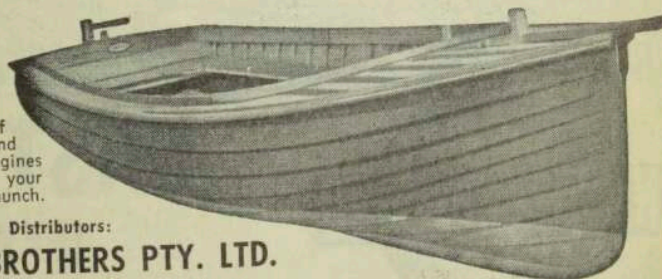
Greathope was to discharge her sugar cargo at Auckland, load timber at Tauranga for Japan, make perhaps another run south to Darwin with cement, and, with luck, be back by October. Under normal condi-

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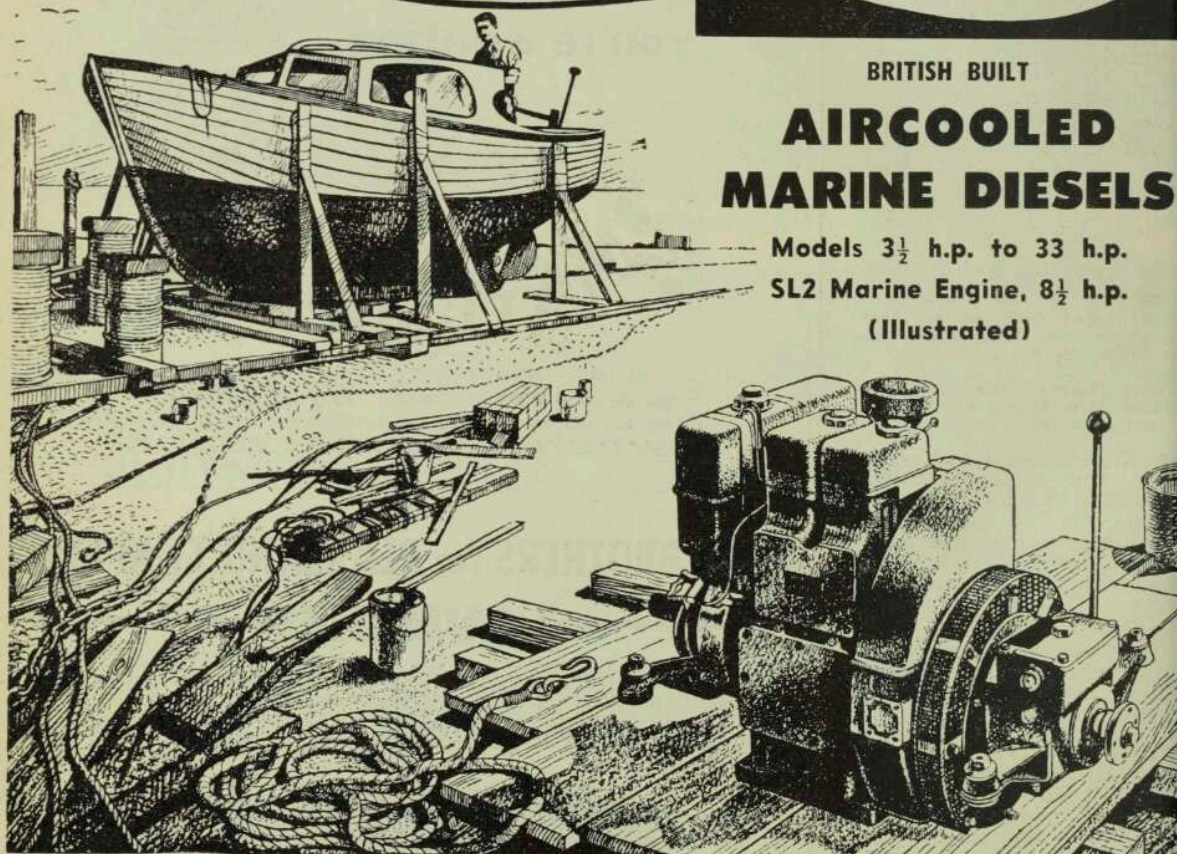


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(Illustrated)



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HD574



Captain You Sang Jun of the South Korean ship "Yosu", in Suva recently. And, "Yosu's" 120-ton cargo hook being prepared for business.

she would be trading only in Sea-Mediterranean waters.

ALTERATIONS TO HIFOFUA: Fijian Government's ocean tug-passenger craft *Hifofua* in Suva in July being fitted with a new type of winch. It was decided that the existing winch, installed mainly for cargo handling, was so for towage, was unsuitable for the job ahead, which will be towing a big steel oil barge to Suva to Nukualofa and per Apia. Important alterations also being made in Auckland to the steel barge as it was considered that the original design was unsatisfactory. *Hifofua* is expected to be ready about September when the barge may be ready.

HAT LAMB CHOP: To see of sheep faces staring from portholes of a big passenger ship is rather surprising, to say the least, and it is difficult to say which is the more interesting sight—

the white woolly faces of the lambs looking out on Suva from *Delfino's* portholes, or the dumbfounded faces of the Japanese crew of *Kinkai Maru* which *Delfino* moved close past as she came in to her berth. Captain Uchimura and his men hadn't been reading the Sydney papers.

Though a pilot would have been permitted to climb directly to the bridge of *Delfino*, Captain Lucas made certain that there would be no argument with the United States animal quarantine people by bringing his ship in and taking her out himself.

The wharf was screened off and only a few officials approached the ship's side to exchange documents by bucket and satchel lowered from the deck.

Friends and relatives of the Fijian-born crew and stock-tenders conversed at volume and at a distance. Visible on the boat deck was the only female in the ship's personnel. A veterinary officer who is the wife of the ship's veterinary surgeon.

Stock-tenders on board said that up to arrival in Suva 180 of the 30,000 lambs had died. The bodies were examined for cause of death before being thrown overboard. Most deaths were thought to be due to lack of sufficient ventilation in some parts of the ship and excessive heat, especially in the tropics, but the number dying was probably not considered excessive and undoubtedly experience would be gained in correct management during this first of what is intended to be a series of such voyages from Sydney to California.

Australian frozen mutton is not banned from the United States, but it is the contention of Mr. James *Delfino*, the Californian who organized this trade, that fresh mutton will be in much greater demand than frozen mutton. After arrival the stock will be fattened to American requirements before being slaughtered. What is surprising is that lamb from Australia, after paying all the costs of "on hoof" delivery, can still be sold cheaper than US lamb.

Delfino took aboard only water at Suva and was on her way again within six hours. More water was to be taken at Honolulu. The total voyage would probably take about 24 days to San Diego.

The 10 horses also aboard the ship were reported in good health in their deck pens at Suva.

• **UNCROSSING THE WIRES:** Suva's month of unusual ships included the five-year-old British cable ship *Recorder*, 3,349 tons, commanded by Captain P. B. Henderson. Based at Singapore, *Recorder* is flagship and newest of the Cable & Wireless fleet which includes the *Edward Wilshaw*, *Norseman*, *Mirror*, *Lady Denison Pender*, *Retriever*, and *Electra*—with another soon to be built.

Recorder repaired the Suva-Fanning No. 1 cable, which had developed a "shore end" fault near Fanning Island. She then replaced 50 miles of deep sea cable on the Suva-Norfolk Island leg, which had been temporarily repaired following the 1951 Suva earthquake. Detailed soundings were made of this earthquake fault area on behalf of the Fiji Geological Survey department. Leaving Fiji, *Recorder* was to survey a route towards Auckland for a telephone cable which it is expected will be laid within the next few years right across the Pacific from Canada to Australia in parallel with the existing telegraph cables.

• **DEMOTED BUT REPRIEVED:** That famous ex-US sub-chaser, now known as *Tovata*, and laid up many months ago as no longer fit for service.

(Over)

Portrait Of A Master Mariner

J. F. Colton and Co. of Arizona are, according to their letterhead, General Agents, so evidently it is just as a side-line, or through the personal interest of the company's director, J. Ferrell Colton, who himself spent many years at sea, that they publish books on sea-faring matters.

All of these books, both in size, format and general lay-out are unusual, and not the least unusual is the latest of them, "Master of the Moving Sea", a huge volume devoted to the life of Peter J. R. Mathieson, well-known Master of sailing ships in the hey-day of these vessels. Captain Mathieson was born in a sailing ship in December, 1871, and died in a motor accident in Canada in 1954 and of the 83 years in between, nearly 60 of them were spent at sea.

He sailed the vessels of six nations and knew all the routes of the full-rigged sailing ships. He raced before the gales of the Roaring Forties; knew the fury of the route around Cape Horn, and the more tranquil passages in the Pacific.

Born shortly after the Franco-Prussian war, several minor conflicts and two World Wars took place during his lifetime. During World War II he served with the Americans in the Pacific—including Australian and New Guinea waters. He was invalided out and retired from the sea in 1944.

During the whole of his life, Captain Mathieson kept records and diaries and it is from these that Gladys M. O. Gowlland, a relative by marriage, has pieced together this remarkable record of one of the longest and most interesting of sea careers.

The price of the book is \$10 in the US; \$10.50 elsewhere—a very large-sized price. However, the size and scope of the book is in keeping, as through Captain Mathieson's eyes, the last 60 years of the sailing-ship era are covered in great detail.

(Published by J. F. Colton and Co., P.O. Box 1121, Flagstaff, Arizona, USA.)

*So nice to go home
with . . .*



. . . a bottle of
GILBEYS
GIN



6292

vice in Carpenter's Fiji fleet, st of machinery and fittings, offered for sale as she lay at ings in Suva's Bay of Islands bought on tender in July by A. S. R. Macalister, Suva metal merchant. He intends verting her as a cargo light towage and storage duties.

• **NOT AT HOME:** Fiji's Lighthouse on its lonely rock miles south of Suva, after 71 years of occupation by light-keepers and their families, was extinguished July 13. Ten days later it resumed its winking at passing mariners with an automatic gas light.

There was never a radio station there—except perhaps in wartime—and it was never a popular spot with keepers. Deck officers had a habit of signalling passing ships; houses may wonder for a while there's no response—but the Royal Notice to Mariners will explain a way, the change-over was a milestone in Fiji's history.

• **BANK LINE SHIP IN TROUBLE:** The Bank Line freighter *Beaverbank*, which ran aground on a reef on the weather side of Fanning Island on July 6, was floated on July 24 and was in Suva in early August.

In the first few days of the trouble the Master of *Beaverbank* had the vessel flooded to keep her from moving further onto the reef, and commenced to unload some of the cargo into the *Fort Beauharnois*, which had arrived from Christmas Island, a nuclear testing area, to help. The ship was picked up by the Royal Navy, and Bank Line Manager Superintendent Captain Anderson left Sydney by air for Suva where they were picked up by the *RMS Sunderland*. Bad weather delayed their first attempt to reach Fanning.

A spokesman for the Bank Line said in Sydney on July 24 that he understood that a tug from Fanning had reached the stricken vessel; some of the copra had been unloaded but it was possible some of it would have been spoiled. An unconfirmed report from Suva was that coconut oil had been jettisoned in Suva had already been jettisoned.

Beaverbank, 5,690 tons, an 18 years old, left Suva with 2,500 tons of coconut oil in her tanks, 100 bags of copra meal and some other cargo for Gilberts and Line Islands, including new generating machinery for Fanning Island Cable Station on June 6. She subsequently visited Tonga (according to Sydney reports) and Tarawa, in the Gilberts where she took on the biggest copra shipment for years—2,600 tons. She was to top-up her cargo at Fanning Island plant before sailing for the mainland. Whether she had commenced unloading there before the mishap was not known.

Mr. P. F. D. Palmer, manager of Burns Philp of Fanning Is. Port

missed all the excitement as at present in Brisbane on

antime, Gilberts copra shippers sitting with fingers crossed as the vessel got off before their was thrown out. It's insured, of course, but it seems that normal procedure is that payment is not until the vessel completes its trip at her final port.

ws of Cruising Yachts

RUNDO OR RUNDUE, is how the 14 ft. x 15 ft. x 8 ft., Collin Archer-ketch is named according to the of our various correspondents in Pacific, although our photograph (page 103) seems to show clearly that it is **RUNDO** (unless that "e" has got washed overboard en

ing Brunborg and Carl Petersen are the ketch, which left Papeete June 14 after a week in Pago and a further week in Apia. Some Fiji inter-island cruising she continue westward for the New es.

ABOON, a 50-ft. schooner of Acuña with John Frisch in control, was to head for Tahiti this (southern)

ELPIE of Newport Beach, California, by George Minnie, is also expected heading for Papeete by now. This 4-ft. schooner.

SKYLINE of Auckland, homeward with Denis Ryan in command and companions Gerry Bradbury and Guy Strick of Canada, and Irishman Manning, was in Rarotonga early

TE MATANGI and the Fergusons of left Rarotonga for Nukualofa on 29.

FLYING WALRUS of Westview, BC, John, Diana, and Pamela Wells, up in Whangarei, NZ, for over a may remain there for the best part of the year. Sailing date is now fixed out April, 1960, meanwhile John has there.

NOVIA of San Diego, with Lee and Gregg, is likely to remain in Honolulu for the foreseeable future. The Greggs been in the US, but by now will be living aboard the yacht. Lee was ing there in one of the Trans- Race entrants—**CLOUD NINE**.

MORWAK, with Fred and Malo Breere of France, mentioned as outward in last September's PIM, called the off at Dakar after some mishaps.

CUBA, the Spanish-owned Hongkong-Junk yacht which cleared that port pain on January 17, was skippered se Maria Tey, and crewed by 8 or 9 s. The vessel is of 60 tons. No reports to hand yet, nor details of led route.

WESTWARD HO—listed in June PIM **WHITI WESTWARD HO**, confirmation ed—was reported at Papeete from o via Honolulu in mid-June. No de- of crew.

CELESTE, a photo of whose crew red in July, was apparently the 40-anama cutter sold in Papeete a e of years ago by owner Cosmos to Cameron, crewman of the 69-ft. ington, California, ketch **CELEBES**. **BES** made a return run Papeete-a-Papeete recently.

NEW SILVER GULL, of Sydney, lies Walu Bay berth in Suva while owner r Scott recuperates from a successful tion. Mrs. Oceana Scott meanwhile

has put the yacht through a dry-docking and bottom-painting. The Beins flew home to the US.

• **ADIOS** and the Steeles were still laying off Millers Boatyard at Suva late July with no particular sailing date posted.

• **DIDA**, of Jamaica, cleared Suva for Noumea early July, with Ken Mildon of Auckland—who earlier planned to help deliver **MOONFLEET** there—as an added crew member. She arrived in Brisbane July 19 partly disabled (broken drop keel, rudder trouble) after two days battle with cyclonic weather. Reached Sydney end of July.

• **MOONFLEET** continues to air her wings in Suva harbour-cruising at the week-ends, under the caretakership of Allan Akins of Cable and Wireless, Ltd.

• **HALCON ROJO**, the 37-ft. Chilean schooner which we reported in April PIM as having arrived at Papeete last December, was manned by Alfonso Jaramillo and Waldo Carrasco, according to the Slocum Society. PIM has had no direct information of this yacht or her later movements.

• **TREKKA** and John Guzwel of Canada were reported at Barbadoes April 21 on the last lap of a circumnavigation.

• **LA CANTUTA II**—or is it **CANTUTA II**, the news agencies don't care—came up with a radio signal during the first week of July and told a Peruvian radio amateur that the raft was progressing favourably towards Samoa and was "near the Marquesas". How near, or which side, PIM has no information. The drift-and-sail voyage of the 29½-ft. x 16 ft. balsa raft commenced from Callao, Peru, last April 12. In command Eduard Ingris of Czechoslovakia, and with him Messrs. Josef Matous, Joaquin Guerrero, and Jaime Toledo. The raft has a 29-ft. bipod mast forward, an after mast, and a triangular

bowsprit arrangement. She has a rudder and wheel and six leeboards to improve sailing performance. There is also an out-board motor to assist a safe landing at the end of the voyage. There are two lifeboats, one of rubber. There is an electric generator aboard and a great deal of sundry equipment—movie cameras, weather instruments, etc. In tow is a smaller balsa raft 13-ft. long associated with some experiment requested by Thor Heyerdahl of **KON TIKI**. By the time this appears the voyage should be close to finished. See Pacific Report.

• **NUNNIONG**, 63-ft. motor cruiser owned by a Mr. Ezzard of Metung, Victoria, was in Port Moresby in course of a cruise of South-West Pacific in July. Cleared there July 14 heading Samarai, Lae, Rabaul, BSIP and home. Crew included Dave Beard who is an experienced yachtsman—originally he sailed in **SKAFFIE** and later in **KOCHAB**. This cruiser has the lot—electric stove in the galley, deep-freeze unit, echo sounder and other refinements.

• **ALSO** from Port Moresby comes news of the catamaran which made some local news when it arrived there in January after being reported lost. (See photo February PIM). Owner, Frenchman Maizonnier who lost his original partner, recruited another, R. DeBitt, in Moresby and they left in her mid-April for Samarai. This passage took 12 days but after two days rest the adventurers pushed off again for Cairns but the sou'wester proved too strong and after two suits of sails were blown out were forced to turn back to run before the wind with only staysail. They made the coast near Moresby. Maizonnier left for South by conventional means—to earn there enough money to return and carry on the cruise.

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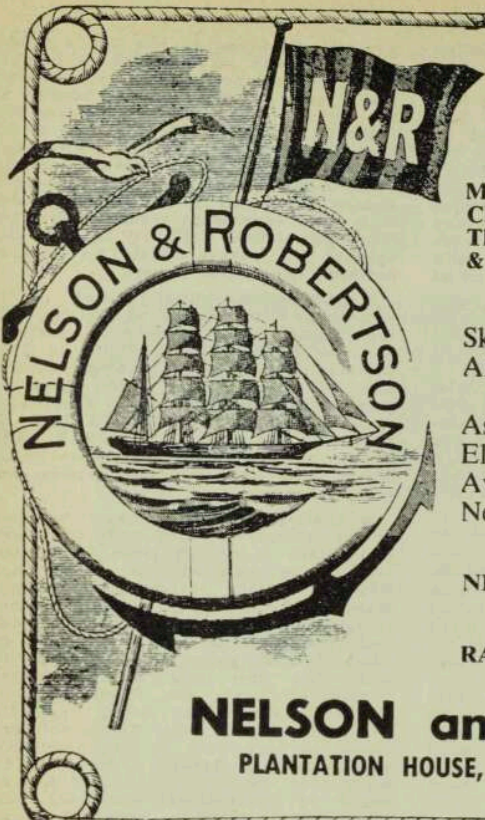
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Knew It before

...ves of Kanam village, on the 12 miles north of Madang, distinguish today between Ten Commandments taught by the missionaries and a set of commandments set down to them by their elders.

The elders explained to Fr. ... Wiltgen in July that the Christian missionary to convert them was Divine Word ... Father Henry Buschoff, who opened a Catholic school in 1905.

When we heard the late Father ... list the Ten Commandments, and him we already knew most ... the village elders said. The Ten Commandments sounded much like the precepts handed to us by our ancestors," they said. "This made us feel Father ... was teaching the true religion, so we decided to join it."

According to native tradition, it was Dodaw who gave the precepts to the ancestors. Dodaw is the name used in the Kananam vernacular. Dodaw cannot be seen because he is no body," they said. "He never dies, and he always will

be wise, forceful and melodious. In the vernacular, the precepts are easy to remember and easy to understand. They are in no particular order.

One must not attack what your father and father have to say to you. One precept says.

One's eye must not look long at the wife of another man," another. Its counterpart for the eye to look with desire at another man's goods.

Kanam elders wearing only loincloths explained that the more one looks at a nice thing that belongs to someone else, the more one is tempted to steal it.

If a man steals the wife of another man, he is to be attacked and killed by the rest of the village. No children can come from this union," the ancestors had said. This is not done, the children grow up, become aware of the

crime of their parents, and then perpetuate the crime in the village by following their parents' example."

Other precepts forbade the telling of lies and making light of Dodaw's name and the names of fellowmen.

"Those who lie are barred from the good place reserved for the dead where Dodaw rules and where there are nice homes and beautiful flowers," the elders said.

Dodaw's name was never told to children or young unmarried people for fear they might make light of it in conversation and so dishonour the sacred name.

The penalty for disobedience to parents was a threatened speedy death; the reward for obedience was life.

The villagers said they had no commandments from the ancestors regarding prayer and the offering of sacrifice to Dodaw.

The Rule Is: Don't Hit the Other Player

A few years ago, Litu Litu was a small girl wearing a grass skirt and tending her father's pigs.

Today, a proud young mother, her baby in a spotless white napkin tucked inside her bilum (loosely netted basket that she wears hanging from her head) she is one of the first arrivals each Thursday afternoon at the Lae Wamba



In Lae, New Guinea, New Guinea women learn how to sew at one of the many clubs recently started in the Territory.

Women's Club, New Guinea.

Litu is but one of hundreds of native women now attending clubs throughout Papua and New Guinea, the club movement being started by Miss Lois Niall, daughter of the Morobe District Commissioner.

At their clubs, the women are assisted by volunteer European helpers who are teaching sewing, arts and crafts and basketball. Each club has its own native women President, Secretary and Treasurer. Some clubs have built their own meeting houses, the women themselves, carrying and cutting the wood and thatching the roof tops.

Club members have taken to the game of basketball like ducks to water, and age is no handicap. Gnarled lapoon (very old) meris leap around the court with abandon,



In a Housewives' Club in Dutch New Guinea, a Dutch woman gives native women instruction in sewing, and in household management.

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SERVICES RENDERED. As a gesture of appreciation for medical aid dropped by the ship to the tuna mother-ship "Koyo Maru" at Suva, Captain K. Tsuruda (right) and fisherman, Mr. N. Tanaka, of the same mother-ship "Tenyo Maru No. 3", in Suva, are shown with gifts of dolls in glass cases to the Governor of Fiji, the commander of the hospital, from the president of the Fishery Co., Kenkichi Nakabe. Here is the dolls, in Suva. Photo: Stinsons.

their ancient bare feet. Blouses often discarded when the game is up and blows are sometimes exchanged when the heat is really

at this score there's a little word warning in the Rules Book fully written for the women's

"Do remember that it is only one and do not get angry with another. Never hit the person who is playing against."

The club members have run into hostility from their own husbands. At least one husband hid his top when he came home, the dinner not cooked and that his wife was out playing basketball. He gave her a good

ing. However, it was pointed out to him the wife of a certain local police officer had broken down. Since then her husband has been cooking tea—and liking it—fortnight. The native husband is quite impressed and now he is taking his turn at preparing dinner. One of the aims of the clubs is to make saleable articles having a local flavour. Money so earned will be used for buying club amenities and equipment.

The club members have shown a business acumen likely to put many hard-boiled business tycoon to shame. They are buying lolly water sweets, then selling them to their husbands and sweethearts on the afternoons at an exorbitant

How to Produce Loud Noises

When Mr. Vince Storck gets his water-bus operating (see ship-section, July issue) it won't have a name like his last one—

Oolooloo. "We're asked its meaning a hundred times a day, and it is just a word we thought up," he said.

Odd. We remember that when Oolooloo went into service, the fame of its name spread even as far as Sydney, where according to some columnist—Granny of the *SMH*, we think—it was said to be the noise of the noise makers.

The new water-bus will take tourists cruising in Suva harbour during which excursion they will visit a strange new feature soon to appear out on the reef in line between Suva's "GPH" and Beqa Island.

If the plan is approved by the powers-that-be, a 25-ft. long, 8-ft. diameter cast-iron tube is to be lowered vertically into a small channel in the reef. At low tide

the tube will stand in about eight feet of water, and in about 13 ft. of water at high tide.

The bottom end will be sealed and the top end open. Near the top will be an encircling platform, with perhaps a canvas canopy over all, quickly erected as required, and passengers will be served refreshments here on this look-out.

They will be able to descend into the tube by a zig-zag stairway and view and photograph the passing marine life from a series of large portholes below the water line. To ensure that the marine life does pass their viewing caisson, there will be a wire-netting race to guide fish close past the viewers.

This structure will be located a considerable distance in from the exposed seaward edge of the reef, but even so it may be necessary to

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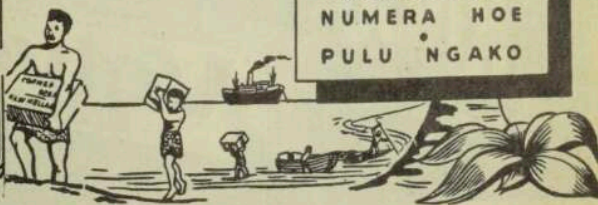
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it well stayed against heavy
er.
tube is understood to be
ing discarded by a sugar mill,
the portholes to be added.

Gets All hips at Once

worst shipping congestion
experienced in Apia port
ed during the 10 days between
0 and July 1, when six large
s ships arrived to unload
ons of cargo and to load 6,500
of Samoan produce.
Union Co.'s *Tarawera* brought
s of Fiji and trans-shipment
and loaded nearly 20,000
of bananas for New Zealand.
Bank liner *Yewbank* lifted
0,000 tons of copra and cocoa
English market.
stone loaded 1,000 tons of
for Puerto Cabello (Vene-
Waiana brought 800 tons of
lian cargo; *Tojua* a large
of New Zealand goods, mainly
uffs; and *MV Thorsisle* carried
o from Canada and the USA.
heavy accumulation of ship-
ained the port's limited re-
s to the utmost and again
clear the urgent need for the
ment of a deep sea harbour
proper wharfing facilities at
nd also at Savai'i.

Sir Lala Sukuna's ations for Museum

n the decorations and swords
late Ratu Sir Lala Sukuna
anded over to the Fiji Museum
ly, the Chairman of the
m Trustees, Mr. D. M. N.
lane, described the decora-
s an illustration of the life of

achievement and success which Ratu
Sir Lala had lead.

The decorations included the
KCMG, the KBE and the CBE.
There was also the French Medaille
Militaire, which Sir Lala won dur-
ing the First World War while serv-
ing with the French Foreign Legion.

Lady Liku, Sir Lala's widow,
handed over the decorations and
swords at Sir Lala's former home,
Rairaiwaqa. She said: "It is not
easy for me to have to part with
such treasured possessions which are
evidence of achievements in life but
I am willing to part with them
knowing that there is no safer place
than the Fiji Museum for them.
There they will be seen by a greater
number of people, both local and
from overseas."

She expressed thanks to Mr. and
Mrs. J. S. K. B. Borron, for arrang-
ing the ceremony.

Five Annual Shows Now in P-NG

The growth in recent years in
Papua and New Guinea of the
annual Show idea—that is, a regular
exhibition of the products of the
districts—has been remarkable.

There was the usual big exhibition
in July of Papuan products, arts
and crafts at Sogeri (the lovely high
valley at the back of Port Moresby),
and at least 12,000 people attended.
About 8,000 of them paid entrance
—the remainder came in through
the bush and rubber-lands and
meadows which surround the
picturesque showground.

It was a fine, sunny day—in con-
trast with last year's show which
was washed out by torrential rain.
That was why the committee moved
the show forward from September
to July.

(Over)

When civilisation catches up with a Chimbu, this
is what happens. The bath towels round the middle
may possibly be an improvement on a bunch of
leaves, but those interested in retaining native
customs would no doubt be appalled. The picture
was taken at Papua's Sogeri Show in July. See
above.

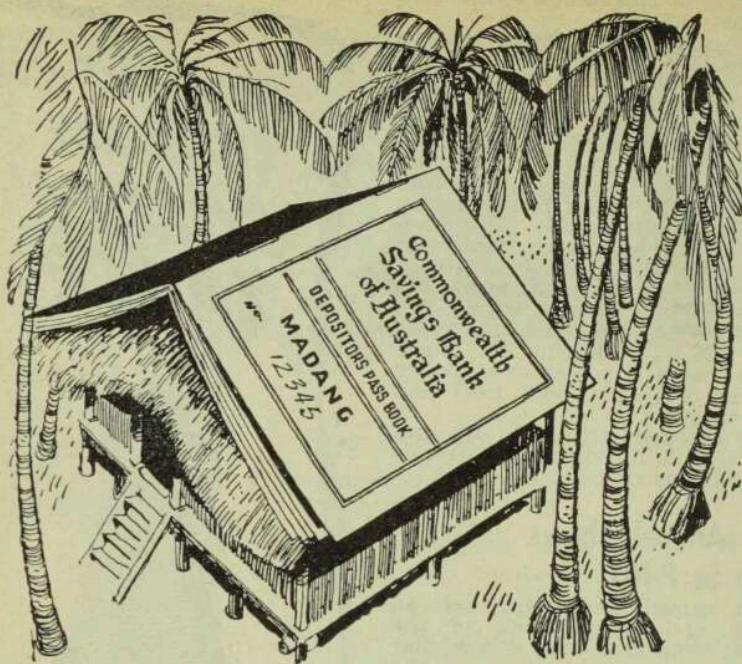
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In June there was another successful show—although not as Papua's Show at S Kokopo, which presented crafts and products of the around Rabaul.

A notable show is now being held this year at Goroka, for the Highlands; and Wau holds an exhibition in December.

Incidentally, Wau people perhaps feeling that Lae is not its part—has changed its name to Morobe District Agricultural Society. Messrs. N. Owers, J. Sir Slade, B. Fletcher, C. Gar Kirchoff, Minchin, and F. and Mesdames Maloney, and Crawford at the head.

The Madang show was held in July in brilliant weather—success.

Hotel Offer Another Papeete

"If the French Polynesians will play ball, we're going to start on the foundation of a first-class hotel near Papeete in December and have it ready for business when the new year opens next year," said Mr. Helgoe in Suva in July.

A Los Angeles attorney, who has interests in Papeete, California, "just as a hobby," Helgoe was returning to the States after 12 days in Tahiti investigating hotel possibilities. He had half of a California-Texas hotel.

Mr. Helgoe said that, with a Papeete architect, he had examined several available sites close to Papeete city. He foresees a boom in the hotel business as soon as the new international port opened—"and they're working on it right now." There are—or were early in the year—some 46 motor trucks working nine-hour shifts per day to haul spoil on the site.

Mr. Helgoe said that his firm, associated with French interests, had made certain proposals to the French Polynesia government conditional on them making a decision by December 1.

If the reply was favourable, the hotel would commence on a hot basis immediately—"but we insist on a decision by December 1, or we wash our hands of the matter."

Mr. Helgoe said that the Governor of French Polynesia, the government officials could not have given him every assistance, but felt that they were now quite definitely interested in encouraging entry of overseas hotel capital.

It was true that other hotel interests had made little headway in Tahiti in recent years, perhaps with General de Gaulle at the helm, the policy has changed. That is certainly my impression, Mr. Helgoe added.



wanted the quiet life, on her motor scooter in Noumea.

Photo: Sud Pacifique.

Wanted The Life

name was Lili Tavia. She was young and she came to Noumea Tahiti some years ago with reputation of being one of the of hula dancers. As principal in Noumea's night spots she that the reputation had not rightly bestowed.

had a trim figure and legs she knew would be a crime to show, and Lili was no al. Her vivaciousness was that only French and Tahitian ors could bestow. She was a hit with the tourists.

For some three years of dancing Lili hankered after a quieter life she settled down and obtained as messenger girl in a Noumea. Everyone knew Lili, and out her name as—dress fly—he thundered down the street much too fast, everyone said . . . r powered scooter.

month she was coaching an dancing teams to perform the July 14th celebrations. The station was to be Lili's master-

on July 9, Lili was speeding the main road leading out Noumea when a car cut across path. Swerving round it, Lili 5-ton truck, which threw her 30 yards, and she died almost tly.

en Lili was buried the next a record crowd followed her al. She left a deeply mourning an and Wallis community in

Noumea, and many friends and admirers everywhere.

We Stand Corrected —Or Almost

A correspondent says that Fiji does not get most of its imported rice from Australia—as was stated in July *PIM*. To the contrary, in 1958 only 531 tons came from Australia while Thailand supplied 3,577 tons. Our correspondent goes on: "Thailand can easily outsell Australia here . . . their rice is cheaper and considered tastier. . . Presumably there is a protective tariff that keeps Thailand rice out of P-NG,

or Thailand would be able to undersell Australian there, too."

As to the last statement, thereon hangs a tale, of course. Before the war, most New Guinea rice came from Saigon and other parts of Asia; price ranged around £10-£12 per ton. During the war, and for 10 years after it, supplies of Asian rice were cut off and the SW Pacific islands had to depend wholly on supplies from Australia.

As a consequence, Australia came to consider that she had a monopoly of the rice market in her own Territory of P-NG. About five years ago, however, supplies of rice again became available from Saigon, and

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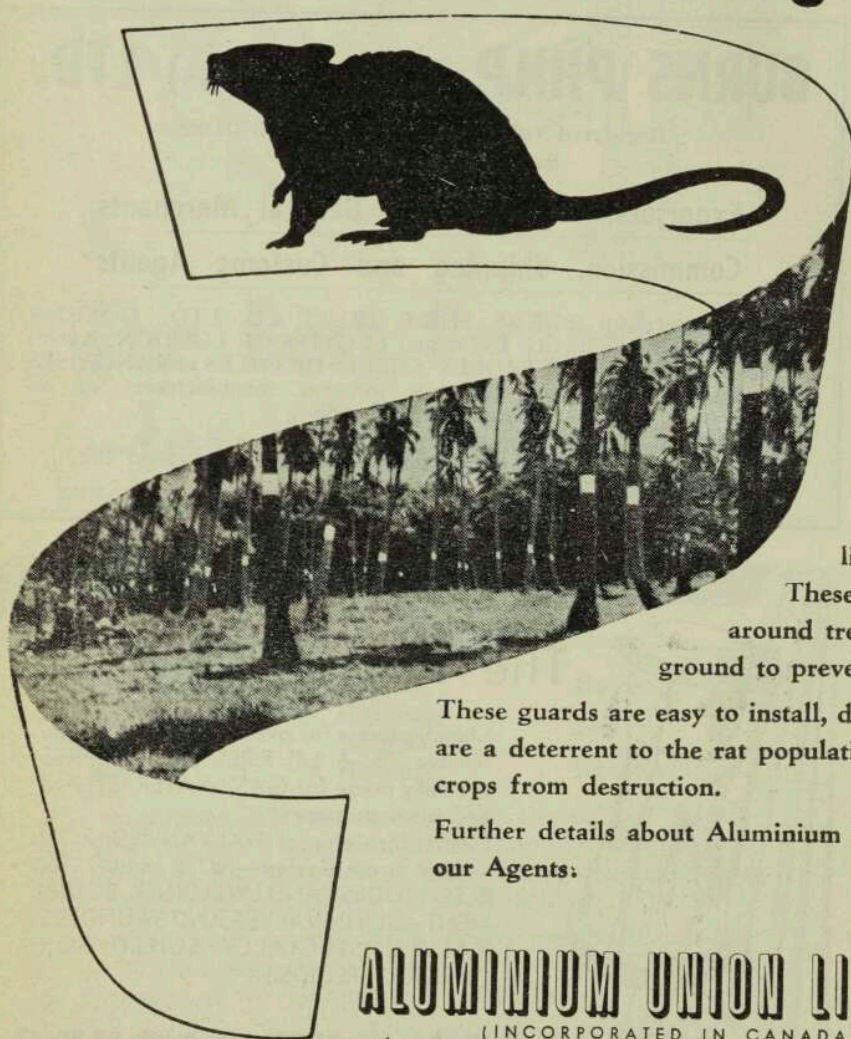
STEWARTS AND LLOYDS

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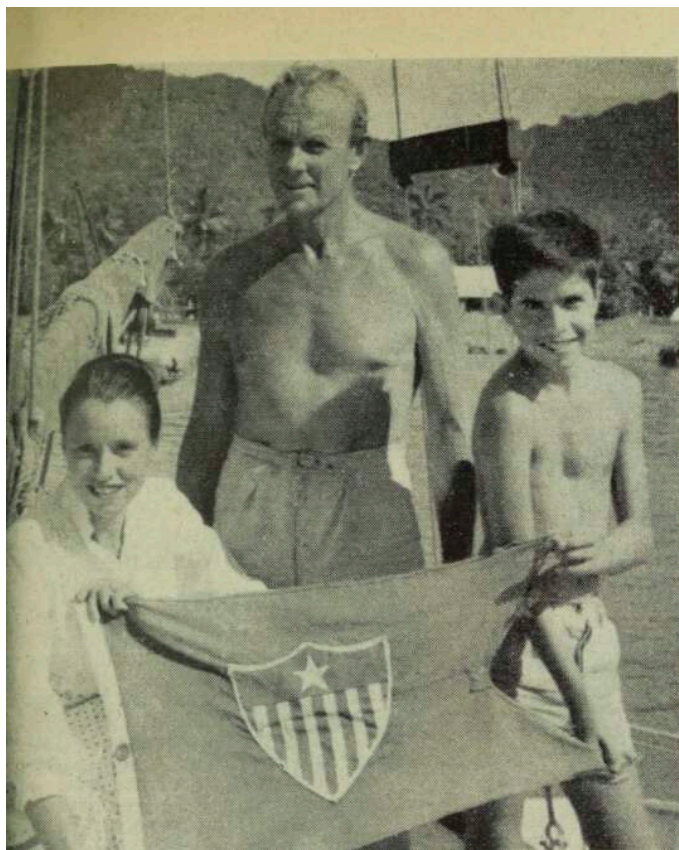
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THEY CRUISE THE SEVEN SEAS

The cruising Fergusons of "Te Matangi" display the flag of the Seven Seas Cruising Association in Rarotonga (from which they departed at end of June). The SSCA is a "disorganisation"—no office bearers, no annual general meetings—whose only material symbols are a house-flag and an unpretentious cyclostyled bulletin of news from members cruising the seas.

It took shape in 1951 at Terminal Island, San Pedro, Los Angeles, USA. To be eligible for membership you have to be a deep-water cruising yachtsman (or woman) and to live aboard your own small ship. And it seems you can't just join—you have to be nominated by someone who knows that you are the right kind of yachtsman. Among the amateur sailors there are the usual proportion of scallywags who, having exploited some unspoiled corner of the world, will slip moorings and steal away leaving a local prejudice against cruising yachtsmen in general.

Each SSCA Bulletin has a current list of members and their ships. There are about 75 at present. Membership is never static as there is always someone joining or pulling out because, for one reason or another, they cannot any longer claim to live aboard their yachts.—G.R.

communication between the local director of administration and the heads of the village communities should be a helpful thing.

Under present conditions, the DC is in direct personal contact with the village heads far too infrequently—and then only through the irregular visits of administrative officials. A local radio broadcast, from DC to villages, at regular fixed times, could do no harm, and it might be of real value at this time, when the relations between Administration and Tolais apparently are not good, and may be deteriorating.

A School for Native Boat Builders

Mr. A. Swinfield, Sydney ship-architect, of many years experience,



GIANT. Mr. Colin White, of Miller's shipyard, Suva, holds a two inch diameter casing left by a giant toredo worm recently found in the Nubukalou Creek, Suva. In July "PIM" it was stated that a toredo as thick as a man's thumb is regarded as a giant—so this one can be looked up on as the grand-daddy of all worms.

but £25-£30 cheaper than Australian rice. There was a great backing and filling, and from both sides but finally the NG Administration reached a promise with the Australian powers under which the latter dropped their monopoly but reduced the price by about £18 per ton. This has been adjusted annually since.

arrangement, from ethical could be regarded as un-just, nonetheless from the point of view, Fiji rice consumers should do their arithmetic if they imagine that they are getting rice much, if any, cheaper than consumers in New

Australian f.o.w. cost, is £61/10/- for five-ton lots; is another £10/15/- per ton. More, with this and that, a ton should be landed in the Territory about £A75.

CSR Company, when or if its rice mill going in Fiji, is to be able to sell milled rice at 75 per ton. At this price, according to Government arrangements in June, it should have a margin on imported rice to the effect of about £F5.

£F75 equals about £A84, and equals £A90, Fiji consumers take it as read that although they may very well be able to sell Australia on the Fiji rice market, they, the consumers, are getting the benefit of it.

Flavour or eating qualities of Australian rice may be a different proposition; but all rice imported into the Territory is for feeding native labour, for whom the N/L Regulations stipulate either brown, or vitamin-enriched. This may, or may not be "tasty", as our correspondent puts it, but it certainly builds bonny labour-lines, and in P-NG that's what counts.

The fact that Fiji imports rice to the tune of 3,000-4,000 tons a year is a recent development. Until 1955, in a normal year, the Colony was just about self-supporting in rice. In that year it imported 579 tons—124 from Australia, 321 tons from India and 58 tons from Thailand. Early 1956 brought hurricanes and floods and from that time on, the importation of rice into Fiji has assumed larger and larger proportions.

Suggested Local Broadcast for New Guinea DC's

The sub-governor (District Commissioner J. Foldi) of what is probably the most difficult section of the New Guinea people, the Tolais, is an advocate of some form of local radio broadcast, for communication between District headquarters and the village communities.

It should not be costly and, in the case of a difficult and suspicious people like the Tolais, regular

wrap up..

... your packaging and protecting troubles in economical Sisalkraft—the only material that protects against all conditions. In the home, in industry, Sisalkraft uses are limited only by your ingenuity. Take home a roll to-day!

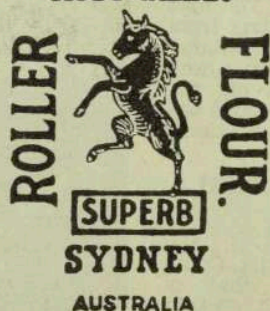
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visited the Solomons during for a preliminary investigation the possibilities of a boat-school at Auki, Malaita Island.

Present intentions are school to accommodate 24 Malians, 12 from the Solomons remainder from New Guinea the New Hebrides.

The School will be a joint and funds are to be provided by United Nations, South Pacific Commission and the BSI Government.

If there is enough money will commence later this year.

Whilst on Malaita, Mr. S visited the Langa Langa district renowned for its boats. He was impressed with standard but said that additional training even boats could be produced.

In BSIP Medicines Go Duty Free

A long-awaited amendment BSIP Customs Regulations effective from June 22.

All medicinal and pharmaceutical products, including dressings, bandages and materials for the diagnosis and treatment of diseases, the country of origin is a signatory country, will be free of duty previously 17½ per cent. (i.e., Preferential Tariff).

The rate applicable to imports from foreign countries has been reduced from 35 per cent to 17½ per cent.

The levying of duty again items has been a bone of contention for some time, particularly amongst the missions who provide hospital facilities throughout the islands.

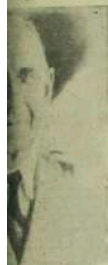
Government had hoped to duty against patent medicines were not used regularly in hospitals and dispensaries but apparent relaxation of the tariff in fact far simpler than enforcing regulations that granted exemption to certain items only.

Who's Who Of The McNicolls

Of all the people who have been prominent in the Pacific probably none produced a more distinguished family than Brigadier General Sir Walter McNicoll, KBE, CB, CMG, VD, who was Administrator of New Guinea, 1934-42. In 1905, he married the Baroness Hildar Marie Wedel-Jarlsberg (daughter of Oscar Wedel-Jarlsberg, of Norway) and she was with him in New Guinea.

Walter McNicoll, a school teacher, entered World War I as a private and came back from Gallipoli in France as a Brigadier, with a number of decorations and a smattering of medals. Sir Walter filled a very

Rabaul in the 'Thirties (it was the Rabaul eruption in 1941) but he had a fine and he was greatly helped by McNicoll, who probably was the handsomest woman, of distinguished appearance, who ever lived in the Government House in the Pacific. Walter died at the end of War II; but Lady McNicoll is a resident of Rose Bay,



Sir Walter Ramsay
McNicoll.

They had four sons—and of the three names appear on the 1959 edition of the Who's Who:

Rear-Admiral Alan Wedel, CBE, GM, Deputy-Secretary of Defence, Canberra.

David Ramsay, Editor-in-Chief, Press (Daily Telegraph), Sydney.

Major-General Ronald Ramsay, CBE, MIE, GOC, Central Command, etc.

"Ramsay" which appears in the names was the family name of late Sir Walter McNicoll's

Loans To Citrus Growers

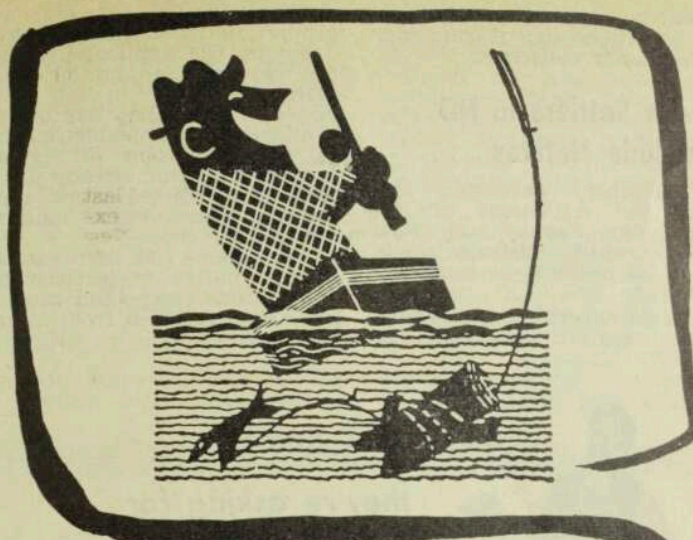
New Zealand Government is making loans available to Cook Island citrus growers owning orchards which are not a part of the Special Citrus Scheme.

The loans will be in respect of citrus orchards in bearing and are restricted to the financing of fertilisers and sprays. They will be repayable at 5 per cent. and repaid by deductions from the proceeds of fruit sold at the rate of one-third of the annual earnings of the orchard.

The terms are the same as those applying to the Scheme orchards which have been initially wholly subsidised by the Government.

The new plan is apparently designed to overcome the problem of non-Scheme orchards suffering from pests which cause considerable expense to neighbouring plots. Non-Scheme owners have complained that they cannot carry out the necessary spraying. The loans now offered make this possible.

The Government has made £12,000 available for these loans in the 1959 financial year and a similar amount for the following year.



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Chew P.K. Gum.

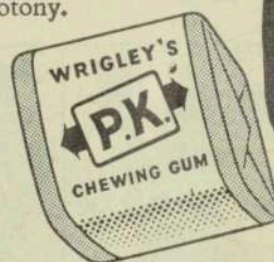
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Loans will be granted on the basis of the condition and productivity of the orchards concerned.

Ex-Service Settlers in NG Now Include Natives

The machinery developed last year for the settlement of ex-servicemen in Papua and New Guinea—for which Australia made a grant of £25 millions—is functioning smoothly.

Already, an expert committee has examined some hundreds of

applications for aid, and a large proportion have been approved.

Among the applications approved are between 20 and 30 men who plan to settle in an area of excellent land that has been made available in Popondetta, in the Northern Division of Papua. A number of them already are there, and have started work on their blocks. This volcanic land is very suitable for cocoa.

The scheme has been extended to include native ex-servicemen, and applications for land and loans have been received from more than 100 natives.

These are being sympathetically examined. The responsible authorities will try to assess each applicant's agricultural knowledge and aptitude to manage and develop a plantation, and grants will be made accordingly.

Selected European ex-servicemen may be advanced up to £2,000 for the development of a plantation.

Newspaper Organisation In Papua-N. Guinea

A couple of years ago the *Pacific Post*, of Port Moresby, established two new weekly newspapers—the *Rabaul Times* and the *Lae Courier*, for the New Guinea Islands section of the Territory.

There was a staff and office in both Rabaul and Lae. The *Pacific Post* and advertising copy went to Port Moresby for printing off the printed newspapers were sent back in bulk, for distribution.

The system provided a newspaper service; but in time it proved to be too cumbersome and expensive.

The two separate newspapers have been discontinued; in their place, there is one newspaper, the *New Guinea Courier*. The existing *Rabaul Times* and *Lae Courier* staffs function as before. Copy goes to Port Moresby; the weekly newspaper is printed and sent by air from the mid-week, to Lae and Rabaul.

With daily air services and there seems no reason why a newspaper, published in the Territory (Port Moresby) should not be the whole Territory. There is almost complete communication between centres such as Moresby, Samarai, Rabaul, Madang, Goroka, Wewak, and Kieta.

But the old jealousy between the Territories of Papua and New Guinea will not die—here separate newspaper enterprises are preferred to. Before World War II, Rabaul, Port Moresby and Lae had its own local newspaper and commercial printery.

Few Islanders are Taxed in Cooks

Few Cook Islanders have incomes and most of the tax is collected from companies of European residents.

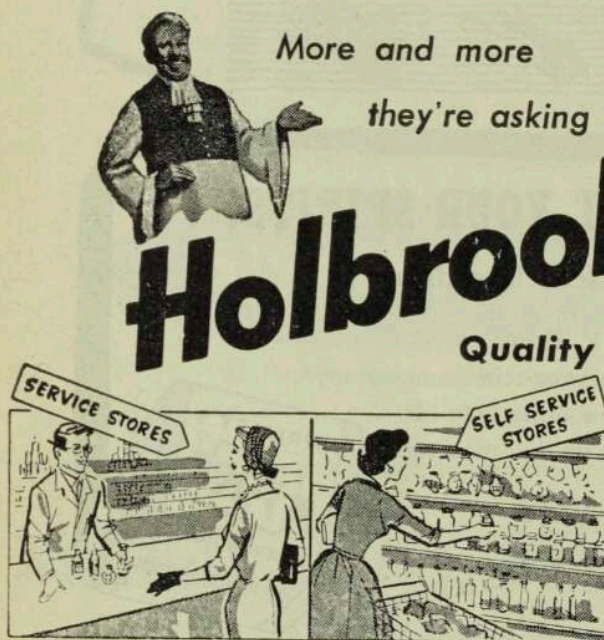
This was shown by the President of the Cook Islands Legislative Assembly (the Resident Commissioner, Mr. G. Nevill) in his opening address at the June meeting of the Assembly.

Mr. Nevill said that the new system of local taxation introduced in 1956 it was some that it would weigh heavily

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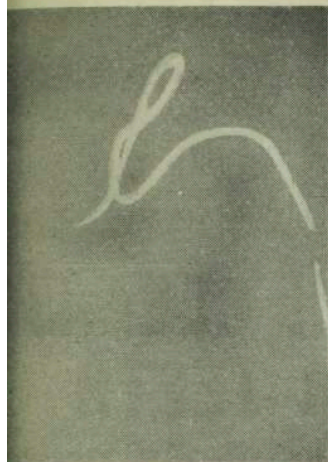
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Maori people. That this had not to be the case was seen in the best taxation statistics. Of the collected, the only contri- were 16 companies, 161 Euro- and only 46 of a total popula- 17,000 Maoris.



he path taken by a drum of petrol ad exploded during the "Busama" fire. graph was taken at night by George Rio. See below.

Old Croc. Shooter Lucky

the 300-tons coastal vessel was destroyed by explosion at Wewak, New Guinea, on May 12, 1942, 12 natives and one European, and other natives missing pre- dead, that ancient, active croc-shooter, George Mitchell, put another notch on the of his bowie-knife. "I had some narrow escapes," he growled Mr. Rio to a PIM man in Port Moresby last month, "one narrower than that." "I had been on his way to the country, after skins; and he had with the Busama people to about a ton of his gear, and I along as a supernumerary mate.

and a premonition about that declared Mr. Rio. "I got it in my nose. I distinctly smelt fumes, a few times. The ship was carrying some hundreds of motor spirit."

Busama got into Wewak in evening of May 11; and, when the shipper went ashore early next day, Mr. Rio thankfully went. Soon afterwards, there were a lot of muffled explosions, the ship was immediately ablaze and there was no chance of saving the cargo. The first mate, Mr. Riik, 52, of Sydney, was killed immediately, but Mr. James, who was supervising cargo, jumped overboard and escaped.

The old croc-shooter lost all his and his pet rifle. "It was made for me, and it cost £118,"

he said. But he did not moan—if his luck had not been in, he would have gone up with Busama.

Re-equipped, G. M. Rio thought he might pay a call on the Western Papua crocodiles. He was born in Belgium 69 years ago, and he has been nearly 40 years in New Guinea; but he still can get around more quickly than any tropical saurian.

In July, Coroner R. G. Ormsby reported he was unable to determine the cause of the fire.

Jets Bring Tighter Air Traffic Control

With the entry of jets on the South Pacific airlines a tighter

system of air traffic control will soon come into operation, designed mainly to prevent air collisions.

Under the new system, aircraft southbound from Nadi to Sydney will fly a controlled air lane which crosses Tontouta, New Caledonia. Northbound aircraft will follow another lane which crosses Norfolk Island.

At present, the existing propeller-driven aircraft follow the same lane north and south but fly at different heights—the odd number of thousands of feet of altitude in one direction and the even number in the other direction. This type of separation is not considered sufficiently safe in jet operations.

YESTERDAY'S WEALTH . . .



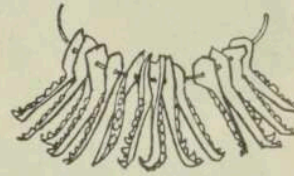
Feather patterns, or even flying fox jaws were riches in the Islands 100 years ago. The modern way to a healthy bank account is to bank regularly with A.N.Z. Bank. Complete commercial and personal banking services are provided by A.N.Z. Bank throughout the South-West Pacific.

A call or inquiry at any of the following branches will be welcome.

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Rabaul	-	Mr. G. M. White, Manager
Suva	-	Mr. E. B. Povey, Manager
Lautoka	-	Mr. R. J. Hogan, Manager



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.

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W23



New Seventh Day Adventist church, on Coronation Drive, Lae, New Guinea, was dedicated on 15 in the presence of the Morobe District Commissioner, Mr. H. L. R. Niall, Pastor Hanson, of the Australian Division of SDA, leading citizens of Lae and adherents of the church. In his address during the ceremony, Mr. Niall expressed regret that the SDA had not established itself in Lae before it had. He said that the average Territorian see to advantage the work accomplished by the Adventist Mission as its institutions, hospitals, dispensaries and schools are all out in those centres where the need was greatest, a result, much of what they accomplished passed unnoticed. Mr. K. J. Gray, SDA at Lae and his congregation have worked hard to build this church; various SDA donations made building funds available, and local members of the church built pews, furniture and rostrum themselves from New Guinea timber.

Snail Plague: asant Evidence

ass fire which burned for days swept across much of the water-owned coconut plantation at Malapau, near Kokopo, New Britain. Malapau has historic interest. Originally, it was part of the group of coconut plantations established in 1890 by the Mrs. E. E. Smith ("Queen Emma") in the first coconut plantation in New Britain. The palms did not suffer much when Rabaul's drought broke later; the fallen nuts were lost. Digging over these hills a few years after the fire, one was startled by a curious stench. It came from rotting carcasses of giant shell-snails, killed by the fire. They have been told by planters that these creatures—introduced by the Japanese in 1942-43 as an article of food—are now all over the New Guinea Peninsula, in millions. The removal of the grass over 100 square miles of Malapau gives a clear view of the snail population. On plantations the pest is controlled.

Few Coastal Ships Papua-New Guinea

Observers in Papua and New Guinea are becoming anxious about the coastal shipping situation. A few handy little ships have

been lost in the past year or two. Others have reached the end of their working life.

They are not being replaced. Small European investors can see an immediate return from new ships—but the long-distance prospect does not please them. They would like some assurances from the Government.

Some planters and traders expect that Burns Philp & Co. Ltd. will enter more deeply into the coastal shipping business; others think that the growing ranks of Chinese

merchants may do something. Commerce and trade in P-NG move almost wholly upon the coastal waters.

NG Highlands Highway Lacks One Big Bridge

Residents of the New Guinea Highlands watch patiently while the Lae-Goroka road—some day probably to be called the Highlands Highway—creeps slowly towards them.

Actually, the roadway has been completed, long since—the obstacles to regular road communication are non-existent bridges over the shifting, treacherous Markham River and its tributaries.

The Erap bridge now has been completed, and is being regularly used. But it will be another three years before the biggest bridge, over the Leron, is finished.

Road vehicles now move fairly regularly between Lae and the Highlands, but they still have to be dragged through one or two streams—and notably the Leron. This is a risky procedure in wet weather—and it is usually raining in that area.

Broadcasting Station Urged for Cooks

The immediate establishment of a broadcasting station in the Cook Islands was strongly urged by some members of the Cook Islands Legislative Council in July.

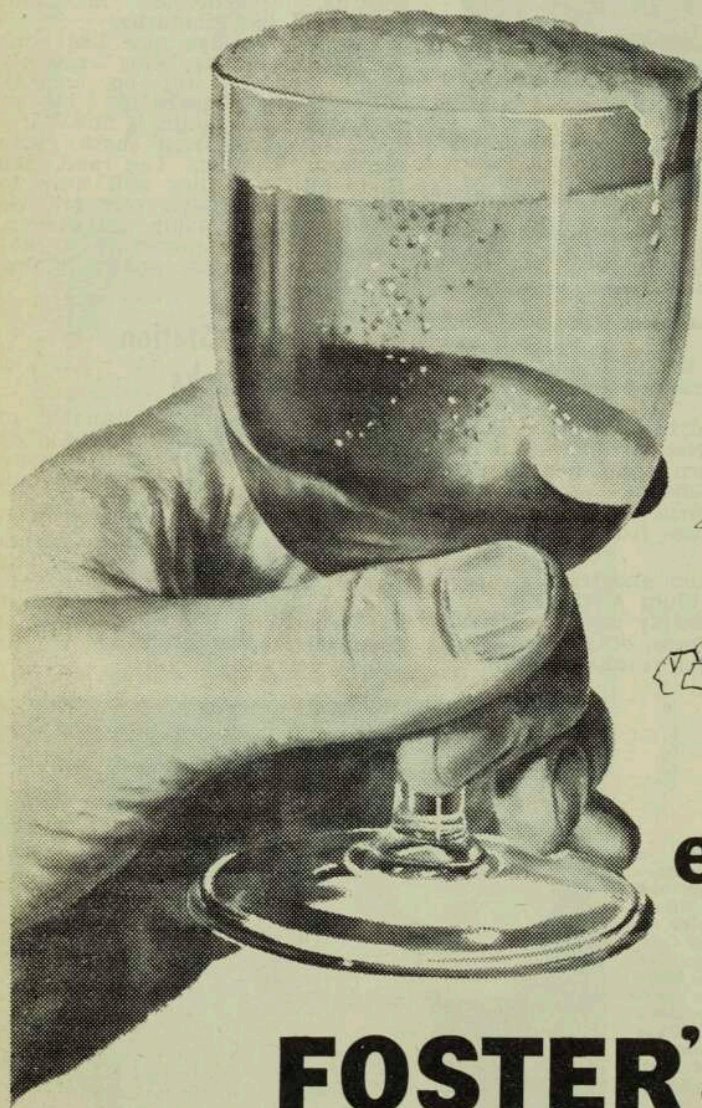
The speakers pointed out that such a station was an urgent necessity from an educational and public information point of view and that its establishment, approved in principle but deferred for financial reasons, should be no longer delayed.

Recent wedding in Rabaul, New Guinea—Mr. Derek Hallam and Miss Cynthia Sidney, who were married at the Church of St. George the Martyr. The Rev. Father James Smith performed the ceremony. Photographed here with the bride and groom are bridesmaid Faye North and best-man John Georgiades.

Photo: L. Chin.



You've earned it . . .



enjoy it !

FOSTER'S LAGER

Story Making" oyment Board for P-NG

still a long way to unionism. Papua-New Guinea natives in were given machinery which allow them to express their as employees.

machinery is part of a Native yment Board which has been by the Administration to employers and employees of s to express their views on wages and conditions and to ically review labour legisla-

Board will hold inquiries on e matters which may be re- to it by the Administrator, eep the Administration advised ch things as changes in cost ng likely to affect native wage

irman of the Board is Mr. C. Caterson, a former chief rial officer for Qantas and ith the P-NG Administration. members are Mr. L. A. Willis r. D. H. Lloyd (for employers ives); Mr. Mase Rei and Mr. n To Patiliu (Papuan and uinea representatives for em- s respectively); Mr. N. J. (Public Service Commission- epartment); Mr. W. R. Dishon e Affairs).

ernative members of the Board r. J. W. Lukin (who will sit absence of either of the em- representatives) and Mr. a Goava (for employees).

Board held its first meeting uly 30 to inquire and report e question of wage scales— e adequacy of the legal minimum and the matter of margins for men. The Board will hear

NG Women Meet In Melbourne

Mrs. Linda Pratt, president of New Guinea Women's Association of Melbourne, reported successful year when these ex-Guinea women met for the annual general meeting in July. The Association's main "work" the Memorial Scholarship and which was set up after the to commemorate those lians who lost their lives ing the war in New Guinea. s year's scholarships went to n Crawley and Heather redith.

n the last year, the monthly etings of Association mem- s have been held in private nes, instead of, as formerly, the city—and this change, orts Mrs. Pratt, has been a at success.

TIME OFF FOR A CHAT

Usually, on Saturday mornings, the Kokopo district planters of New Britain and their wives drive into Kokopo for shopping and interchange of news; and, while the family chiefs gather in the Kokopo Club's more secluded section, the wives have a happy meeting on the Club's wide verandahs. These two groups were photographed by a "PIM" man recently.



evidence from organisations and employers.

Said the Administrator, Brigadier Cleland, at the inaugural meeting: "The bringing into the composition of the Board of Papuan and New Guineans, representing their own fellow workers, is a step forward towards the ultimate plan of advancement of the native peoples so that they can assist in the control of their own destiny. What we witness in this Board today may be regarded as history-making."

The Administrator added a word of warning. The Board, he said, was charged with the responsibility of advising the Administrator on matters of policy and "it should not allow itself to become embroiled in individual complaints or problems but should rather look to the broader issues."

For Suva: Just The Purest Milk

Suva has never had much of a reputation for the standard of its milk supply. A certain amount of visible dirt and the addition of a reasonable amount of water has always been considered fairly normal.

Once in a while the law has cracked down on supplies, but as of July, 1959, no pasteurisation or sterilisation of public milk supply exists, and the Health Department advises scalding before use.

Very soon, however, all that will be changed.

The finishing touches were being made to an ultra-modern new dairy factory at Tamavua, a few miles out of the city, in July.

Owned by the Rewa Co-operative Dairy Co. Ltd., it will produce homogenised milk.



Under the homogenisation process, the milk is not only sterilised but the fat globules are broken up to give an even distribution throughout. After treatment, the cream no longer rises to the surface when the milk is left standing.

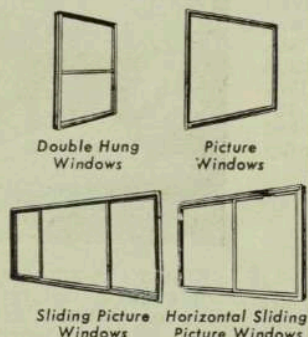
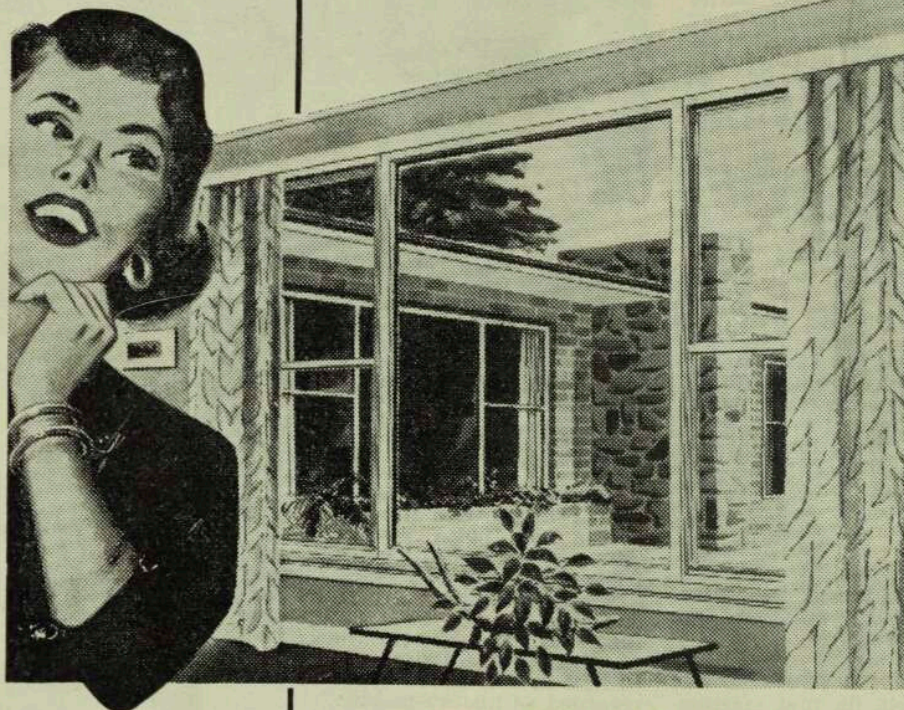
The machinery has been supplied by New Zealand farm machinery suppliers, J. B. MacEwan & Co. Ltd. The plant has a processing capacity of 200 gallons per hour.

Most of the milk will come in from the shareholders' farms in the district—some from a fair distance away—by an insulated road tanker, at a temperature of about 40 deg. Fahrenheit.

From the tanker it will be transferred to an insulated holding tank. At this stage it will undergo a

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Three Nauruans are now in Sydney, attending a course in agriculture. They are, from left, J. Tibare, A. Stephen and R. Kun.

—Tele-Photo.

of tests for purity and in a well-equipped laboratory. will pass to an ultra-high-temperature steriliser-homogeniser. plant, manufactured by the Sum Plant & Vessel Co. of U.S.A., brings the milk to a temperature of 275 degrees.

milk is then cooled by reaction to 185 degrees and fed to UDEC automatic bottling machine. The one-pint pyrex bottles, hard crown-top type like beer bottles, are imported from England. this method of milk production it is necessary that bottles be completely sealed as the milk is under pressure during a further sterilisation process and cardboard capped bottles would be unsuitable.

The full bottles come off the bottling machine they are transported on strong stainless wire trolleys which move along a conveyor-belt into a 26-ft long sterilising "tunnel" which holds 400 bottles per batch. During the 15 minutes that the bottles are held in this tunnel it is again heated to 275 degrees.

After the bottles are sterilised, they are rolled into a cooling tunnel of the same length but of more complex construction. The crates are slowly rotated by motor which cool them down to handling temperature, when they are stacked for the delivery trucks.

The sterilisation process permits the milk to be kept in its crown-capped bottles at ordinary room temperatures in fresh condition for months.

NOTE: One of PIM's readers, who was once given a sample of homogenised milk in a can somewhere between Singapore and Calcutta, feels that if that

were any indication of the brew, then Fiji milk drinkers are going to have to re-educate their palates. That Asian homogenised could, of course, have been made from water-buffalos' milk; or tigers' milk; even elephants' milk. Certainly any resemblance it had to cows' milk was wholly coincidental.

It Might Be The Sunflower State

In New Caledonia efforts are now being made to develop production of sunflower seeds on a commercial scale. The oil will be processed for use on the local market. Sunflower seed oil is sup-

posed to be richer in vitamins than olive oil and a Noumea correspondent says the experiment will be watched with interest.

Those concerned with the production and import of peanut oil, large quantities of which are used in New Caledonia, will no doubt be especially interested.

Raft Adrift With Half Its Crew

The four members of the trans-Pacific drift raft *Cantuta II* (see Cruising Yachts section) split up late July—but not intentionally.

The raft—slightly less primitive in equipment than its predecessors—left Peru in April to drift to Samoa. By late July it was off Napuka, northernmost of the Tuamotus (not Marquesas, as reported) and it was decided to put in there for fresh water and food before continuing the voyage.

Joseph Matous and Jaime Toledo went ashore with natives in outrigger canoes and while they were there, a storm developed that drove the raft, with Edouard Ingris (leader) and Joaquin Guerrea aboard, out to sea.

Later, two radio messages were received from the raft, and all shipping in the area was alerted to watch for it. A French ship later picked the raft up and the men were reunited.

Accidental Death of W. Samoa Doctor

Doctor W. P. (Billy) Williams, the first West Samoan Scholarship student graduate as a doctor, was killed in a tragic car accident in Apia on July 21. He was a man of

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Seeking First Aid Badges

These were some of Suva's Girl Guides of all racial groups who sought their First Aid badges at the Rally in Suva in July. Their instructors and examiners (left) are Nurse Morvick and Nurse Richards.

Photo: C. L. Cheng.

promise and his death in circumstances stunned the community, where he was a figure. He was aged 29.

Director of Health, Dr. R. Maxwell, said at a graveside that all Western Samoa had proud of the young doctor, and taken up his work at a great difficulties of a remedical staff in Apia.

Williams was the youngest of five children of the late Arthur Williams, a former Council member. He went to New Zealand in 1941 as the first scholarship student, attending St. Patrick's at Silverstream and later Otago University.

He returned to West Samoa early to take up his appointment on the staff of the Health Department, where his unassuming disposition soon made him popular.

Following the death of Dr. Maxwell, the Apia Chamber of Commerce asked for an investigation into the "shortcomings of the Samoa health service", and people were critical of what was said was Samoa's serious lack of doctors, equipment and

In July the West Samoan Government announced that it will employ a surgeon specialist and a specialist for West Samoa.

The latter will also be superintendent of the hospital. Salary would be \$2,800 a year with a gratuity of 10 per cent.

Another serious accident near Apia in July, ten passengers in a bus were injured, four of them seriously, when the bus fell into a coconut tree on the beach road.

Be On The Run

The construction of an airfield close to Korolevu, on Fiji's east coast, and the arrival shortly of the United States of a small plane for Mr. Tom French, tourists are able to fly directly from Nadi International Airport direct to the Korolevu Beach Hotel.

Mr. French apparently does not intend going into the general air charter business but will use his new plane—which will carry four—solely for the transportation of hotel guests.

Mr. French is a son-in-law of Sir Hugh Ragg, whose Northern Hotels Ltd. owns Korolevu Hotel.

Move in the Pouvanaa Case

Four deputies of a 12-man commission set up in Paris to inquire into the Pouvanaa a Oopa case, are to proceed to Papeete, Tahiti, according to a Noumea report.

M. Pouvanaa a Oopa is a member of the French Chamber of Deputies but has been held in prison, in Papeete, since October, 1958, without trial. Following political clashes in Papeete in latter half of last year, Pouvanaa and some of his closest supporters were arrested on a charge which apparently included arson and assault. (See PIM, July, p. 19.)

"Anton Kiari"—A Name To Remember

A man who seems to be getting increasing attention from both Administration and natives is an educated New Guinean named Kere, who first came to notice in recent times in the Buka east coast village of Lonhan.

Buka's east coast villages generally are regarded as politically restless. This goes back many years, to the time when nine Buka labourers, who had settled in Samoa and taken Samoan wives, were forcibly repatriated to their homes in east Buka. Their influence thenceforth was anti-European.

About the end of 1958, these Buka villagers decided they were being exploited by the traders. They said they were not getting enough per bag for their copra, considering that the prevailing price, at nearest port, was some £70 per ton.

The villagers selected Kere to go to Port Moresby and put their grievances before the Government.



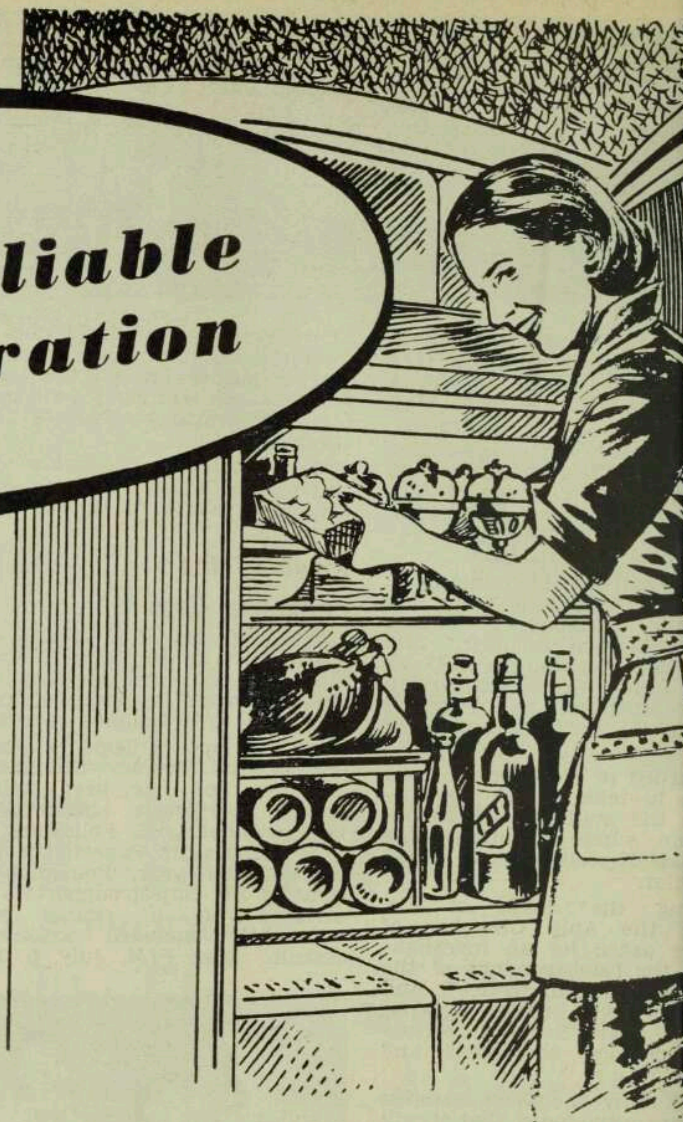
Married at the Methodist Church, Rabaul, recently, Mr. Ken Appleton and Miss Helen McEnnally. On the left are Mr. Peter Lovell and Mrs. Gwen Howett, and on the right Mrs. Dorrie Ross and Rev. E. Bray, who officiated.

Photo: L. Chin.

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FISHES ROUND FIJI: Most of Fiji's commercial fishing is handled by individuals rather than by organisations at present, and Fred Simonet of Levuka (left), with his refrigerated "Kerekere", is perhaps the "biggest" of this hardy community. His operations range all round Viti Levu. The fish shown in this truck represented part of a catch brought recently and sold to one of the big firms, on the wharf, for 1/- to 1/6 per lb, gutted.

was educated and trained by a Roman Catholic missionary; apparently he broke away from the mission, and has become an influential man among the Buka

three or four months ago a police official, on patrol, reported "subversive stuff" among the villagers. This is not necessarily connected with Kere.

this year, Anthony Kere has ended the natives' grievances in Port Moresby; and his representatives appear to have been seriously criticised by the Administration. He is expected to appear more prominently in native affairs. He now lives in Suva as Anton Kiari.

Drink or Not? Guinea Deaths

death of six natives in Port Moresby early in August following a bush-boozy drinking party has caused the controversy as to whether or not natives should be permitted to drink beer.

The matter has been before the Legislative Council on several occasions, but legislation that would permit natives to drink-permits has not been put into general practice, though a few years ago it was at the stage where issue was made at the Administration's discretion.

A recent drinking party was a night affair after a wedding. It involved only natives from the area and during the night that "smelled like methylated spirit" were served by two (or part-natives, both had European names), one a painter and the other a medical orderly. These men later died.

Well as the six who died, others were admitted to hospital; one is reported to have died.

There were fatalities after a native drinking party a few years ago, and although there are very good reasons why a blanket prohibition on

native drinking should not be lifted too hastily, those who advocate relaxation of the regulations to permit some beer drinking, have a good point in incidents like the August disaster.

Although most native people in the Eastern Pacific seem to be able to brew something less lethal for themselves—bush-beer, or fermented coconut-toddy—the Melanesians had to wait for the white man's alcohol, usually in the form of cheap methylated spirit.

Most of the Missions in the Territory are against lifting the ban on native drinking, on the ground that you can't cure one evil by permitting another.

In the Steps of The Leathernecks

What stands today on the sites of those war-time recreation clubs,

PX's, camps, and battle-grounds where the US Marine Corps served or enjoyed its recreation in the South Pacific? And where are the girls who served the cups of coffee, or provided the dancing partners?

Robert C. Hayes, a Marine Corps reserve Lieutenant-Colonel and free-lance writer flew in to Nadi from Seattle in July on the first stage of a South Pacific trip in which he hopes to answer a lot of these questions for the Marines—through their journal *Leatherneck* and through other magazines and newspapers with which he has arranged contracts.

Ex-Leatherneck Hayes was one of several thousand Marines who had their first sight of the South Seas from the troop transport *President Polk*. That vessel was a day out of San Francisco bound for Honolulu as an ordinary passenger liner when the Japanese struck Pearl Harbour. She put back and was converted to a troop transport.

Heading south for Noumea, the ship narrowly missed colliding with a heavily loaded unidentified tanker somewhere east of Fiji on a dark night with both ships blacked out.

After arriving at Noumea it was not long before this group found itself heading north for the Solomons battle area. Leatherneck Hayes was an officer in the aviation intelligence section.

Eighteen months later he flew in to Suva from Santo in a PBV flying-boat, and had his first ice cream soda since Noumea at a PX which was located in Millers store. Heading for Tonga from Suva, one motor of the plane failed and it just managed to get back to Laucala Bay.

Colonel Hayes was particularly

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See also advertisement on page 32.



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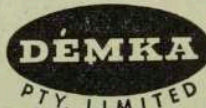


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Offenders Beware

Under the above heading, the "Tongan Daily" announced its entry into the field, that of reporting news.

quote: "The 'Daily News' publish such details as are released from the Courts in Suva. If you have not yet turned a light for your bicycle, be careful to tie up your horse properly—think again, for your name may yet appear in this edition."

Comments a European correspondent: "If the publishing of proceedings will reduce crime and law breaking, by giving a person think twice before risking notoriety, it will be a service to the community. In some, however, it could be a competition to see how one can get one's name in the local Press."

Tongan "Daily News" is a duplicated news sheet, but the Government printery, with a typewriter and the printing press stand waiting for when Tonga will have its own newspaper. Prince has had plans for one for some time.

ed in Koro Island, for it was at the first detachment of the Marine Corps, bound for the landing at Guadalcanal, New Zealand, spent July 1942, rehearsing the landing. Many of the local people had been removed from the area some days previously. Tests were satisfactory and the voyage resumed its voyage to the battle landing on August

in August, 1959, Colonel will fly to New Caledonia, New Hebrides, then travel by air to Honiara, and from there to Bougainville, New Guinea, and the New Guinea mainland to Sydney, from where he will head back home, notebooks as a passenger in the liner *Mariposa* next

er. When now and then he's likely to be illing on a good many people with the war days in the

IR as in European, as in Asian

P-NG Administrator, Brigadier, does not think that the word "Eurasian" is "entirely adequate" as a description of the island's mixed race people. He presents some evidence that the race people themselves want to be called by the name.

He got some of his evidence at a Rabaul Town Advisory Council meeting in July when one of the Euranesians, Mr. H. Lewerissa said his people felt "very strongly" that they wished to be known as "Euranesians" and they would be very happy if that word could be adopted.

He said they didn't like being referred to as half-castes, mixed blood or mixed race people—and particularly did not like being referred to as half-castes by the natives, who were the main users of that term. Mr. Lewerissa said that his people felt about the word half-caste just what the Chinese had felt about the word "Kong-

Kong". And "Kong-Kong" was now never used about the Chinese community, so it should be possible to use the word Euranesian instead of half-caste.

Mr. Lewerissa explained that the word Euranesian was composed of EUR for European, A for Asians, NESIAN for Micronesians, Polynesians and Melanesians.

At the suggestion of chairman J. J. Dowling, Mr. Lewerissa agreed to write to his people in other New Guinea centres to see if they were in favour of the word Euranesian, so that their support would strengthen the appeal to the doubting Administrator.



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More American Goods For West Samoa

American imports are making themselves felt in Western Samoa, which, although it is only a few miles from American territory, is on a New Zealand economy.

Recently the motor vessel *Thorsisle* brought one of the largest consignments of American goods to Apia for many years; 1,187 tons of cargo included a con-

signment of more than 6,000 cases of American sardines, which sold at a cheap price and soon monopolised the Samoan market. American soft drinks and machinery, and Canadian timber and salmon were also in the consignment.

Meanwhile, the Australian Senior Trade Commissioner in New Zealand, Mr. H. C. Menzies, and the chief editor of the German magazine, *Economist*, Prof. F. E. Altmann, have both been on short visits to West Samoa, pushing the

barrow for West Samoan to their own countries.

Mr. Menzies said that would not import bananas West Samoa as NSW grows a surplus of fruit. But there are no restrictions on the sale in Australia. Mr. Menzies' goods which Australia could West Samoa were fresh fruit meat if the shipping problem be overcome—and plans for connection were being discussed.

Professor Altmann said there were good opportunities for a market for Samoan cocoa and in Western Germany and parts of Europe. Germans welcome an expansion of trade with West Samoa.

Cole of California in Exotic Tropics

Mr. Fred Cole, successful manufacturer of famous swimwear in the US, Australia and elsewhere, visited Tahiti in June, with him a large staff for the purpose of getting unusual beautiful girls clad in bathing suits against the Tahiti background.

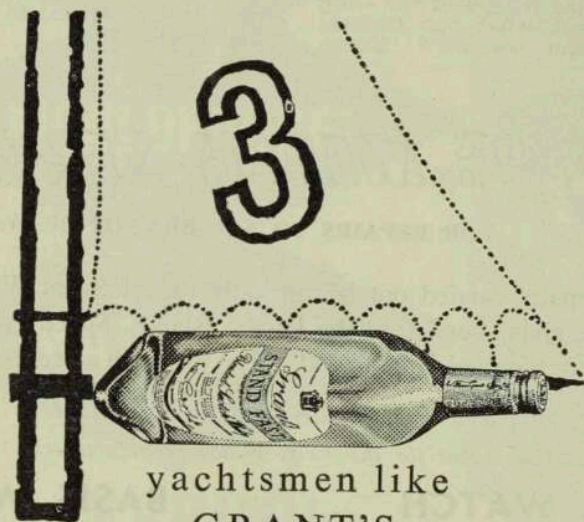
Two top-flight photographers, three models and a publicist were in the party.

Weeping Axes From Dutch New Guinea

Two more bronze axes—estimated to be about 2,000 years old—have been uncovered in two villages in the Lake Sentani district, Hollandia. They are the same as those found in the same district in August last year. They are specimens of the Dongson culture—the Bronze Age of eastern Indonesia. Other bronze specimens, including a spear head and a dagger, have been uncovered in that area since 1930. Hollandia report says it



One of the bronze axes found in the Sentani district last year.



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Doesn't Need An Electronic Brain

Whether or not she was "light up by the birds" as her admirers imply, Shakuntala Devi, the Indian woman from Bangalore who flew in to Fiji on the Qantas commercial jet from Sydney, seems to have all the answers.

Shakuntala, a pleasant woman of 26, was in Fiji part of a world tour in which she is demonstrating her extraordinary mental gift in the field of mathematics.

This is not unique—similar feats have been reported all over the world, and New Zealand's West Coast has such a talent at present—but it is difficult to believe that anyone can do better in the realm of mental arithmetic than Miss Shakuntala, who can extract the 42nd root of a 42-digit number without hesitation, and without knowing how she does it.

Just one of those things. Her opinions seem to be divided whether Miss Shakuntala will be a more dangerous or a handy person to have in the establishment.

That similar discoveries of ancient bronzes have still to be made. One of the new axes is round, with decoration on one side. Before the area was Christianised, in 1930, the people believed that the descendants of the village where it was found received their power from the axe and when one died was soon to die that axe would start to weep.

Moan Public Servants For More Money

Public Service Salaries Commission began sitting in Apia, Western Samoa on July 24. As a result, members of the Public Service Association were "confidentially expected" a substantial pay rise. The Commission pointed out that official statistics indicated that since the last pay increase in April, 1955, living costs had shown an increase of 15 per cent. for seconded employees (overseas) and 16 per cent. for local employees.

Blood and Old Fiji Legco

Fiji Legislative Council ceased to sit on July 23 and nominated for a new one on August 1, the day for the Southern and

North Western Divisions has been fixed for September 12, and for the Eastern Division with its widely scattered islands the date will vary from September 5 to September 12.

Precisely who would be standing for the various seats would not be known for certain until August 14, but as of the end of July the situation looked something like this:

For the three European seats it seemed probable that there would be straight fights, with Mr. John Falvey and Mr. Serge Tetzner contesting the Southern Division seat; Mr. H. B. Gibson and Mr. Les Martin battling for the Eastern seat; and Mr. R. G. Kermode possibly being challenged for the North Western seat by Mr. Mark

White, though it was uncertain at the end of July whether Mr. White would be a candidate. He was defeated by Mr. Kermode by a mere seven votes in a by-election last year.

The Indian contest will be much more complicated with almost certainly four candidates standing for each Indian seat and possibly more than four in some.

Certain candidates for the Southern seat appeared to be Mr. K. B. Singh, Mr. Odin Ramrakha, and Mr. Davendra Pathik, with Mr. A. I. N. Deoki probable, and Mr. R. L. Regan and Dr. Gopalan as possibles.

In the Eastern seat Mr. Vijay Singh and Mr. Jamnadas Kanji have

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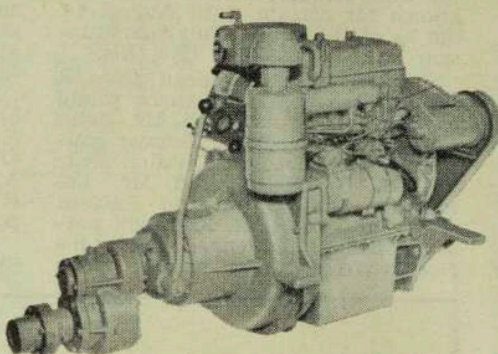
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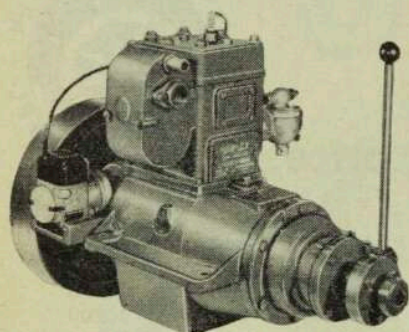
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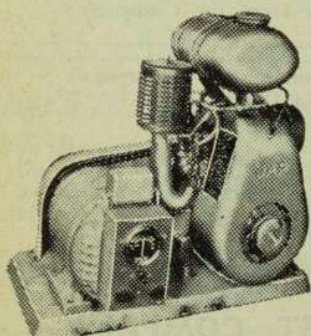
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SEALANDER'S VISIT. The High Commissioner for New Zealand in Australia, Mr. F. [Name], made a wide tour of Papua-New Guinea in July. Here at Rabaul he inspects a guard from the Royal Papua-New Guinea Constabulary drawn up at the airport. With him is Rabaul Police Superintendent, J. Carroll.

Photo: C. H. Meen.

ced their intention to stand, Tularam and Mr. Shankar are possible starters.

North Western seat will be ed by Mr. Madhavan and D. Lakshman, with Mr. a Prasad, Mr. D. S. Naidu, e other as possibles.

Fijian members are selected t by the Great Council of who submit a list of names Governor. The Governor y selects the first five names is list.

European and two Indian s are also nominated by vernor. The retiring mem- Mr. W. G. Johnson and the G. Cowled, and Mr. A. I. N. and Dr. Sahu Khan re- ly.

August 1 it was announced e following Fijian members en selected by the Governor he list submitted by the of Chiefs:

E. T. T. Cakobau, Ratu Mara, Ratu Penala Ganilau, sa Sikiyou, and Ravuama tu.

Are There Flies At Peanut Time?

Do peanuts bring on flies? It's a question which has been worrying some people in Lae, New Guinea, lately—many of whose residents grow peanuts as a sideline. The Lae Bowling Club even hopes to erect a new club house with the aid of its peanut harvest.

Here is how the matter came up at the Town Advisory Council and what they said about it.

Mrs. Serafini: The growing nuisance of flies will probably have to be referred to the Health Department. When I first came to Lae one rarely saw a fly here, now they are a great nuisance. Perhaps the matter could be brought to the attention of the Regional Medical Officer or Health Inspector to make some suggestion before it gets to be a plague.

Dr. Jameson: It is a problem for the individual householder. If they kept their allotments clean and their houses clean they should not be troubled with flies.

Chairman: On the company

plantation at Nunum for the cultivation of peanuts, flies are like you see in the north of Australia—literally a nuisance. Down near our office we have about eight acres under peanuts. It was raining rather heavily during the course of harvesting and the peanuts were put on the verandah, and the next morning and subsequent mornings the flies were unbearable. I wonder if the peanuts could be the possible cause of the increase of flies in Lae? Peanuts are being brought down and stored in Lae.

Mrs. Serafini: During an afternoon tea party at BGD we had a job to serve afternoon tea because of the flies. Perhaps something could be done before they get worse.

Dr. Jameson: We will certainly investigate the matter. I don't know whether any member of this Council has been associated with the wheat growing areas of Western Queensland, but out there when the wheat is ready for harvesting the fly problem is tremendous. It is not a question of cattle or anything else; they breed in the vegetation.

Bathie Get's It On Film

Bathie Stuart, well-known American traveller, photographer, lecturer and TV artist, is in circuit in the South Pacific again, in search of new material for her lecture tours and TV programmes.

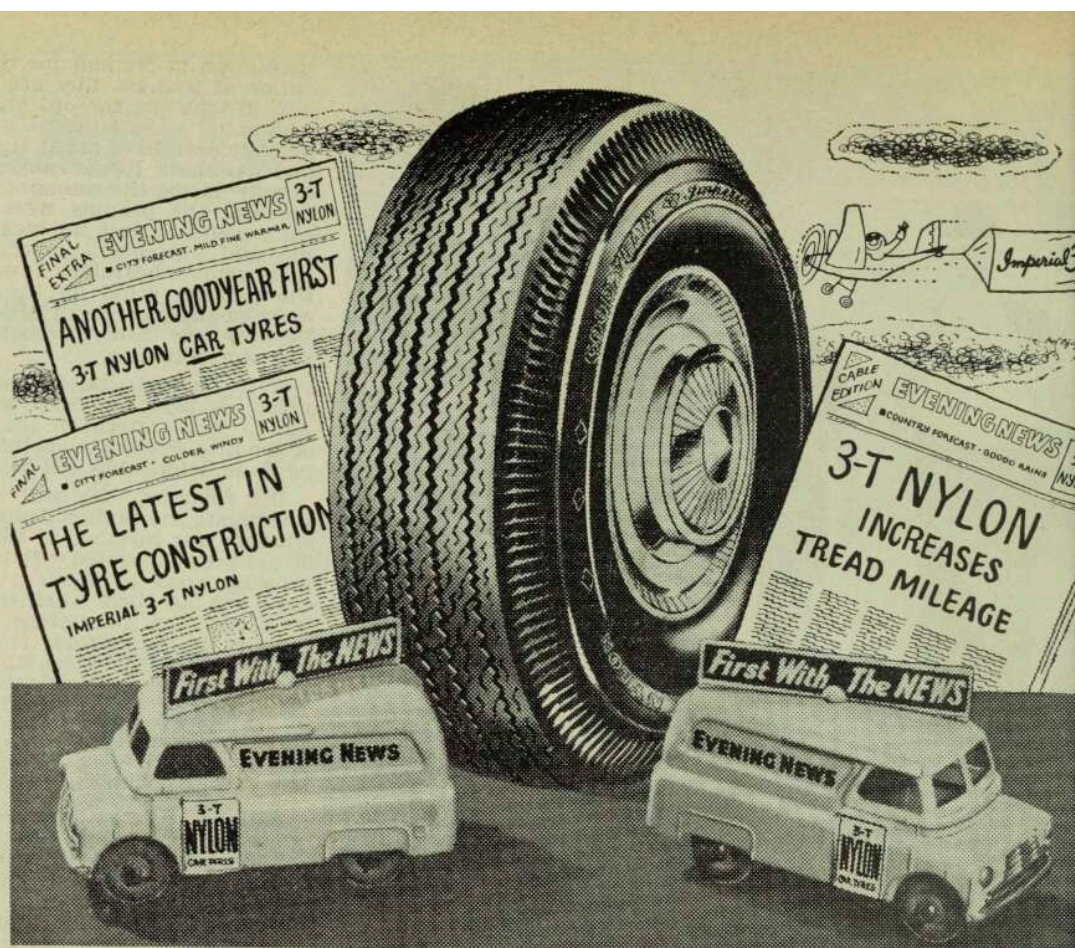
In Tahiti in June, she shot many feet of movie film to augment and bring up to date her "Polynesia—Garden of Eden", which she has shown for the past few years. Her new sequences will show the great changes in Tahiti and special attention will be focused on the restored marae in the district of Paea.

Miss Stuart later continued her travels through to New Caledonia,



Miss Bathie Stuart, now on a lecture tour, pays a visit in Noumea to Mr. Jean Brock, managing director of French Pacific Tours.

Photo: Fred Dunn.



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er Ben . . .

. . . and Buka



a Noumea for the Bastille
Corporations. New Guinea and
Hebrides will be the locale
of a film entitled, "Melanesia
and the Islands". She will visit
the Great Barrier Reef be-
longing to the States.

s on Memorial to Sukuna

is likely to commence soon
non-boarding secondary
for Fijian boys and girls as
prior to the late Ratu Sir
Sukuna.

of the cost of £15,000 was
available, at the request of
the Council of Chiefs, by the
Legislative Council, so
work could proceed with-
out delay. It is also intended to
erect a statue of Sir Lala at a
cost of £1,500. The sites for these
statues had not been selected
as of July.

Plans will contribute 1/- per
head towards their cost.

age Fiji sugar workers family, and
arrived at a weekly figure of
£4/19/4 to meet what he considers
to be the basic needs.

On the basis of a 44-hour week,
as at present, this results in a
minimum hourly wage rate of 2/3—
or an increase of 8d. on the existing
rate, and this is the figure that he
contends should be paid at the pre-
sent time.

While not denying or confirming
the accuracy of Mr. Bhindi's figures,
the majority opinion dismissed this
approach to the subject and stated:

"An increase in wages can only
be given either in consequence of an
increased rate of productivity which
has already been established, or
where there is a reasonable hope
that, when awarded, increased pro-
ductivity will be either encouraged
or will result. Otherwise inflation is
bound to follow.

"Where inflation follows an in-
crease in wages, the people who
suffer most are the very people for
whom the increase was intended,
namely, workers on the minimum
rate."

The majority opinion further
stated: "We firmly believe that the
very large increase recommended
by our colleague is wholly un-
realistic and would produce a
dangerous inflationary situation."

The majority figure of 3d. per
hour was arrived at by considering
the general world outlook for the
sugar industry, the general economic
situation in the Colony at present,
and the amount of increase given
to the sugar workers last year, which
on the average was 20 per cent.
As things were not so good this year
they considered that a figure of 17
per cent.—or 3d.—would be reason-
able.

Sugar Report

(continued from page 22)

Bhindi, in giving his reasons
for his proposal, said: "I agree that a
basis would be unduly re-
but nevertheless my con-
sideration of a fair and reasonable wage
for a worker should at least be
to provide for himself and his
family from his wages for a reason-
able number of hours." Mr. Bhindi
cited the Universal Declaration of
Human Rights, Articles 23,
24 and 26 to support his contention.
Mr. Bhindi also presented a num-
ber of figures—in some of which his
figures appear to be slightly in-
accurate to no important degree,
but he set out his calculation
of the cost of maintaining an aver-



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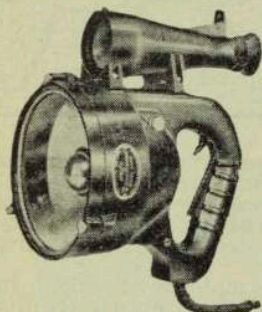
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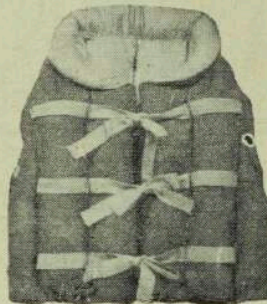


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Outsize .. 88 6	99 0 ea.	

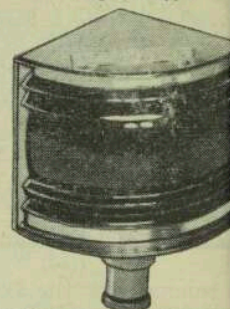
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In Inches
4 x 3 5 x 3½

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also 4 in. x 3 in. with I Lens. Price 314/- set (Port, Masthead) 100/- ea. (Ster		

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Port & Star. (pair) .. .	140 0	216 9
Masthead (each) .. .	116 6	151 6
Stern .. .	110 6	124 6

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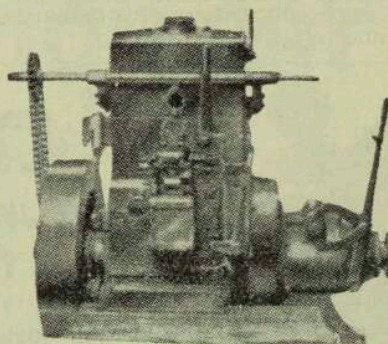
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P-NG Boycott

(Continued from page 17)

the supporters of the New Taxpayers' Association, led Dudley Jones, took the opposite. They said the difficult had been created by Mr. and he should take the consequences for it.

are the candidates:

PAPUA

enson ("Peter") Fox, public ant, nominated by (among B. C. Goodsell and B. E. -Ross, hitherto regarded as ers of the taxpayers' associa-

nt T. Sanders, contractor, ted by officials of the tax- associations.

NEW GUINEA MAINLAND

nomination. A nomination dney Barker was lodged too d rejected.

NEW GUINEA ISLANDS

am T. ("Mick") Thomas, Kokopo.

L. Chipper, contractor, nominated by officials of the ers' associations.

understood that Mr. Sanders r. Chipper have given an uking that if they are elected, e so requested by the tax- associations, they will resign eats on the council. All the tes are well known men.

nomination of Mr. Fox by Fairfax-Ross and Goodsell, candidate against the Tax- Association, was a surprise, hree were prominent in sup- M.srs. James, Downs and Jones, when the latter re- on June 22.

Mr. James' Headache

E. A. James later explained tter to the *South Pacific Post*, Moresby, that his refusal to nomination could not be ed as a boycott.

said that when he had re- on July 22 he had announced id not seek re-election except certain conditions. And he ld the Legislative Council in that if it turned out that a n on income tax had already ade in Canberra, despite the er's assurance that it had not, e would take it as a personal t. It was later proved, said Mr. that the Tax bill had already rinted at that date.

added: "After having suffered ion by the Minister, with the ility of becoming the laughing of the Territory, and its Ad- ration, none can blame me for ing it as a personal affront. Wheeler, MHR, said, 'If a

boxer gets his nose bloodied in the first round he doesn't throw in the towel. He comes back for more.'

"If you hit your head against a brick wall once it is a bit sore. Having been thrusting my head against a brick wall for eight years, I have a permanent headache."

Mr. Fox's Views

Candidate Fox also offered an explanation to the public—about why he had nominated despite his connection with the taxpayers' forces.

"It may be said that I changed horses in mid-stream," he said. "I would remind critics that I spoke against the boycott of the elections while in Lae—long before I had even considered standing for the seat. And if elected I will fight the very cause that the members of the taxpayers' associations have at heart. Only my fighting will be effective."

Mr. Fox said that if elected he would demand an inquiry into the whole workings of the Administration; he would work for a Parliamentary representative in Canberra; the appointment of non-official members to Executive Council, and the reconstitution of Legco.

Separate By-election

LATE NEWS. After the smoke had settled in early August Brigadier Cleland announced that the people in the Mainland electorate would get a "second chance" of nominating somebody. There would be an extra bi-election, with the rolls closing on September 1. Voting day would be October 17.

This was interpreted as meaning that Canberra was feeling badly about the complete success of the boycott in Ian Downs' old area, and hoped to turn the tables with this unprecedented step.

Court Moves

(Continued from page 18)

In calculating the wages of an employee who gets board and lodging, 10/- per week must be added for lodging, and 30/- for board.

A person without dependants escapes tax, up to £7/10/- per week. After that, tax starts at 3d per £1 per week, and mounts steadily until at £12 per week it is 2/6; at £15, 5/9; at £18, 10/3; and at £20 per week, 13/6 per week. That is quite a healthy slug for the single man or woman.

What Middle Classes Face

However, at the present stage, there are liberal allowances made for persons who have to pay health and education charges; and persons with one or two dependants pay only about half the single person's tax.

Where a man in the Territory has two dependants, and a taxable income of £25 per week (and there are much such) he will have to pay 14/3 per week in provisional tax.

Liberal allowances have been made to primary producers, miners and timber-millers, in various direc-

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tions; but the rank and file of high wage-earners are going to pay a quite perceptible amount, without any correspondingly perceptible reduction in the cost of living.

What the big planters (which include some big traders) lose in income tax liability they will gain in the abolition of export taxes.

But two things are going to happen which will affect the middle-class taxpayer, and for which no adequate provision has been made by the Administration. The cost of

collecting this tax is going to be very much more than estimated; and no one is going to get any benefit in reduced cost of living brought about by the removal of import tax from a limited line of commodities.

There already are signs that the Administration, having introduced income taxation on the ground that cost-of-living will be reduced by abolition of import duties, will take the next logical step and bring in a larger measure of price control.

secured creditors could no more than 5/- in the £.. creditors generally would hand, while the interests concerned tried to form another company to take over all Hamac there would be hope of an agreement to creditors of 5/- and payment of the balance 12 months.

Persons acting for Harvey Ltd., and Hamac Holdings Ltd. that if this plan could be operation, unsecured creditors expect to be paid in full Harvey Trinder received any liquidation of their debt.

The Port Moresby creditors the July 28 meeting, unanimously approved the plan; but, August, a number of Lae pointed out that they had credit not to Hamac Ltd. Hotel Cecil Ltd., one of the subsidiaries; and, as the Hotel was operating profitably, they see no reason why they should be paid.

An attempt to reconcile the differences was in progress August.

Copra Men Are 'Optimistic'

(Continued from page 19)

During early August producing territories in the Pacific were all adjusting local prices. In Papua-New Guinea the Copra Marketing Board will base its final July price on £Stg.81/10/-, the average Philippines price for July c.i.f. London or Continental port.

All Round Price Adjustments

Prices quoted by the local copra mill in Suva on August 3 were: £F64/15/- for HAD; £F63/7/6 for FM1; and £F62 for FM2.

Prices being paid in the Solomons by the local Copra Board, in August, were £A74 per ton 1st grade; £A72, 2nd grade; £A68, 3rd grade.

In Papua-New Guinea, a number of new factors enter into Board's calculations consequent to the introduction of income taxation in that Territory and the freeing of copra from Export Taxation.

Presumably, the Board's deliberations on the new price took place before copra price subsided with such a wallop, because, although during the period of boom prices, PNGCMB tentative price has been exceedingly conservative (£A55, £A54 and £A53/7/6 per ton for the three grades), now the Board appears to have gone to the other extreme and has fixed the tentative price, July-December, 1959, at £A72/10/- per ton

for Hot Air; £A71 per ton for FMS; and £A70 per ton for Smoke, delivered main ports.

In his monthly bulletin to planters, Mr. Ian McDonald, Chairman of the CMB, said that perhaps this price was "optimistic" and continuance depended on whether the London market held firm or deteriorated further.

Hamac Affairs

(Continued from page 20)

During July, Mr. R. Keith Yorston, a Sydney accountant acting on behalf of Messrs. Harvey Trinder Ltd., and Mr. David J. McLeod, described as the manager of Hamac Pty. Ltd., of Caltex House, Sydney, visited Papua and New Guinea, and met Hamac creditors, and set out the position clearly.

Plan Offered Creditors

A total of £100,000 is owed to secured creditors. A further £100,000 is owed to various unsecured people, and £330,000 to Harvey Trinder (NSW) Pty. Ltd., who also rank as an unsecured creditor.

Creditors were informed that, if immediate liquidation is sought, un-

Highly Respected Name

Harvey Trinder is an highly respected name in the finance business in Britain, Australia; and, since the 1958, because of the association the name with Hamac Ltd., the Sydney and the Boards have shown concern the position of the New group.

The purchase of the Cecil Lae, from Mrs. F. M. Stewart one of the Hamac companies, a price in the region of £80,000 place in 1957. Mrs. Stewart she left with her daughter J. Birrell, on a Central Australia tour, in July, said that there been a satisfactory settlement.

In June, Mr. Joe Bourke and his wife on a tour of the Far East. He said he had received the of the £40,000, the price of Hamac subsidiary paid for the Hotel.

THINK OF HARDBOARD—THINK OF
TIMBROCK



CSR204

DEATHS OF ISLANDS PEOPLE

MRS. V. LANGDALE

V. Langdale, member of a family of Fiji, died at Sydney, on July 29, aged 85. Langdale was the daughter of John Phluger, a German planter who settled in the District of Viti Levu a century before he married the late Charles Langdale, a former employee of the Colonial Sugar Refining Co. Langdale is survived by twin sons, Phil and Charlie, and another son, Brian.

MRS. HARRY DOUGHTY

Her death occurred in the Territory as recently of Mrs. Harry Doughty at the age of 85. Mrs. Doughty was the widow of Mr. Doughty who served with the Colonial Sugar Refining Co. for many years as a manager at Ba and Nausori. He died in 1952.

Doughty was a daughter of Mr. Rebman and Mrs. Rebman, born at Suva. Her father was a labour recruiter and made several trips to the New Hebrides to get back labour. She was married at the turn of the century and there were 11 children in the marriage.

"JIMMIE" WILTON

One of the best-loved Old-Timers in New Guinea, Clifford James "Jimmie" Wilton, died quietly in the Greenslopes Military Hospital, Sydney, on July 16. None of his Territory friends knew he was in Sydney until they saw the funeral procession. He had been in Goroka in recent years and had been residing since in Cairns. His health was not good and he was sent recently to Cairns to Brisbane for medical treatment. At the funeral service (attended by Old-Timers Chance, Jones, Campbell and Christie) he was given officially as 58; probably was nearer 70.

"Jimmie" Wilton had been in the Territory for about 35 years. He was best known to the present generation as a superb road-builder. He was untrained, but a natural engineer. He built excellent roads in the Milne Bay and Highlands Districts. As Wilton, acting for District Officer Ian Downs, who put in that remarkable highway across the range from Goroka into the Chimbu Province. Orthodox people said it could not be done without a huge Government grant. Downs and he did it without money or equipment—using lines of logs, a few scores of shovels, logs from the high forest, and petrol for the culverts.

Wilton was known in many places—he was mining in Misima in the Twenties, recruiting on the Sepik, drilling (with mining engineers Horsburgh and Williams) on the Lower Gira, mining at Wau, road-building in the Highlands, soldiering in the jungle against the Japs.

He was called "one of the best". Many men of the "time before" will learn of his passing with real sorrow.

It is believed that Mr. Wilton was born in Scotland, and spent some years in Newcastle, NSW.

MR. R. SCHULKE

After a prolonged illness, Mr. Arthur Schulke, head of the Vavau Copra Board, Tonga, died at Vavau on June 17. A native of Prussia, he had lived at Vavau for almost 50 years, since 1913 in his well-known residence at Vaimalo.

He is survived by children in Tonga, NZ and USA.

MRS. W. E. WYATT

A highly esteemed member of the Port Moresby community, Mrs. Jessie Isobel Wyatt, wife of Mr. W. E. Wyatt and a resident of the Territory all her life, died in the European Hospital, Port Moresby on July 13. She was only 50 years old.

She originally was Miss Jessie Hart; and her parents, Mr. and Mrs. W. J. Hart, were pioneers of the Territory, who settled in Woodlark Island, about 1911. They lived for a time on Woodlark Island and in Samarai; but eventually took up permanent residence in Port Moresby. Their daughter grew up and was educated there, and was married in 1931 to Mr. Wyatt, the well known trader, now retired.

Mrs. Wyatt took a leading part in the community life of Port Moresby, and was a prominent mem-



The late Mrs. W. E. Wyatt.

ber of such organisations as the Country Women's Association, the Pre-School Association and the Town Advisory Council. She was president of the CWA Branch when she died.

Mrs. Wyatt is survived by her husband and by two sons and a daughter—Mr. W. E. Wyatt, Mr. R. Wyatt and Miss John Wyatt. She is survived also by three sisters, daughters of Mr. and Mrs. Hart—Mrs. E. Barwick, of Port Moresby; Mrs. J. Donaldson Hooper, of Subatana; and Mrs. J. Grimmer, of Itikinu.

The Administrator of P-NG, Brigadier D. M. Cleland, said: "The death of Mrs. Wyatt is a sad loss to the Territory. Mrs. Wyatt's work and interest in the many women's and other organisations with which she has been associated has been an outstanding example of public service."

DR. W. P. WILLIAMS

Dr. W. P. Williams, the first West Samoa scholarship student to graduate as a doctor (two others have since graduated) died in a car accident in Apia on July 21. He was 29. See page 135.

MRS. H. VAN PEL

The death occurred suddenly from a heart attack on July 24, of Mrs. H. Van Pel, wife of the popular South Pacific Commission fisheries expert.

A funeral service was held next day in Noumea and was largely attended; but Mrs. Van Pel will be finally interred in her native Holland.

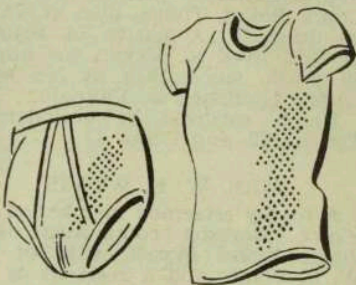
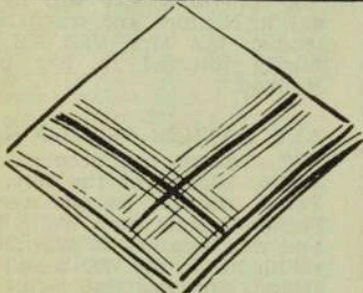
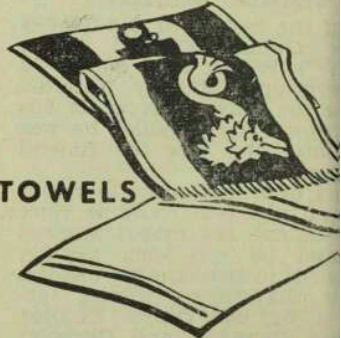
REV. FATHER PETELO HAMALE

The death has occurred in the Wallis Islands of the Rev. Father Petelo Hamale, at the age of 58. Father Hamale was a Wallis Islander and was ordained in 1929. He spent all his life in the Wallis and Futuna Islands and was responsible for the erection of many churches in those areas.

MR. A. SEO

A Japanese industrialist, well known in New Caledonia, Mr. Akira Seo, died in Tokio recently. He was the man who went to Noumea a few years before World War II and established La Société Le Fer, which exploited iron deposits at Goro, on the edge of the Plain of the Lakes, Southern N. Caledonia. Mr. Seo originally tried to buy NC nickel for shipment to Japan but was prevented by the French authorities. It was common knowledge that he turned to iron ore not for the iron but for the small percentage of nickel in the ore. Several hundred thousand tons of ore were exported to Japan before Pearl Harbour resulted in the seizure of the surface cut mines.

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AUGUST. 1959 — PACIFIC ISLANDS MONTHLY

Sports Review

Had An Air Anyhow

MEAN middleweight champion Doudi, with another Noumeaner, Yewene, turned up in all ready for a fight in—but they went home again days later in a huff without putting gloves on.

Stadium manager Harry explained—after the boys had that he had arranged to bring Doudi and Francois Anewy, but learned that Anewy had out and that Yewene would instead.

He matched Doudi with Australian heavyweight champion Raduly, with Yewene in the support, and scheduled the fight for August 3. But he postponed this to August 10 when he thought the boxers would not be able to travel with their manager, until August 1.

He said later he knew of the postponement and agreed to it only if the boxers had guarantees. Miller refused and he pointed out that the point was that they would get percent of the gross takings. So the Noumeans flew back on August 1 dissatisfied.

According to Miller he had said that if the Noumeans did not come to Sydney he would match them with "boxers of the calibre of Stewart, Brian Sheehan, Todd and possibly Empire older, George Barnes."

Miller said he lost £42/10/- in bringing out Doudi. But presumably the Noumeans lost considerably more than that, with their air fares, so nobody achieved anything on either side. The Sydney newspapers reported the argument, but it made hardly a ripple among the boxing fans.

It Was Good Enough for Drake

From Norman Baxter, in Suva

WOMEN have invaded many fields, for centuries the exclusive preserve of the stronger sex. The ancient game of bowls is a typical example.

At Levuka, the original capital of Fiji, female bowlers are no rarity, but what excites the interest of the visitors is the sight of Fijian women playing the game.

In their younger days some Fijian women may play basketball, hockey, table tennis or tennis, but rarely seem to have the inclination to get on to the playing fields once they are past the 25-30 mark.

The Fijian women who play at Levuka are no tyros at the game. They know all its intricacies, and to see some of them building a head would delight the heart of the bowling purist.

Levuka has given a lead in encouraging Fijian women to play bowls, and it would be a fine thing for this Colony with its multi-racial set-up if other clubs followed the example.



He's Bowling Champ

The man with the happy smile and the tightly clutched cup, is the winner of the singles championship of the Lae Bowling Club two years running, Mr. Ted Atkinson.

He is no newcomer to bowls. He rolled his first bowl at Dalby, Queensland, some 20 years ago, and since then has played with many clubs in Queensland.

As a member of Port Moresby Bowling Club he won the singles championship, and was a member of the championship fours. He has repeated that performance in Lae.

Ted Atkinson comes from Maitland, NSW, and has been in the Territory eight years.

It Should Be A Gastronomical Tour

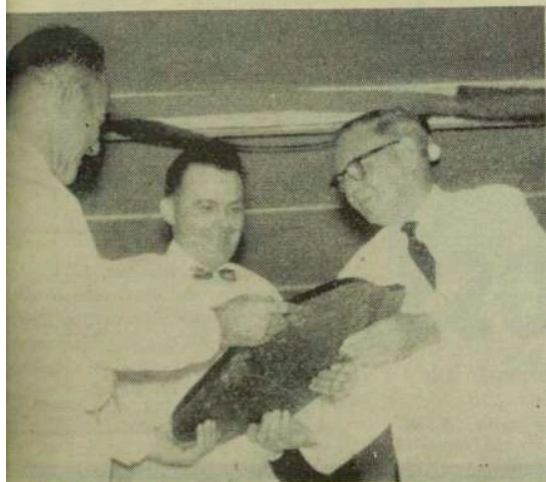
THE chances are that a Chinese basketball team from Wellington (NZ), which is to make a short tour of Fiji this month, will not return home with an unbeaten record.

The China Club, Suva, which will act as hosts for the visitors, has arranged a programme of entertainment which will leave the Wellingtonians agape and perhaps wondering if, after all, they have come to Fiji to play basketball.

The Chinese in Fiji are known far and wide for their lavish hospitality. The high-class Chinese food which the visitors will enjoy, however, may not be conducive to good basketball the next day.

But it is not the working of the Suva Oriental mind to down the visitors. The Suva Chinese just want to give their visitors a memorable tour, and have gone to a great deal of expense, including laying their own courts.

The tour opens on August 25 and ends on September 4.



Brigadier D. M. Cleland presents the Port Moresby bowling club's Champion Pair trophy to Mr. B. Suttie and Mr. T. Durkin, at the opening of the new club extensions on July 4.

—Papuan Prints.

SOUTHERN CROSS

***FOR POWER...FOR WATER**

steady profit-earning

modern air-cooled

SOUTHERN CROSS DIESELS

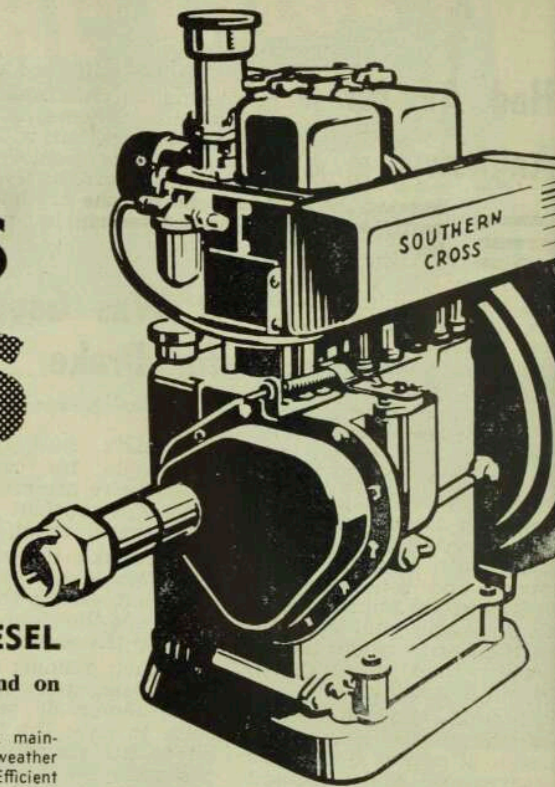
- SELF-OILING • SELF-COOLING
- SELF-GOVERNING

LATEST 8 HP. Mark EW-D DIESEL

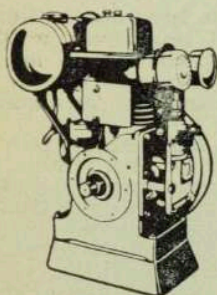
... gives you round-the-clock power you can depend on

Built-in strength beyond normal needs • Simple design for quick maintenance • Tested to develop more than rated horsepower • All-weather hand-starting • Smooth lines and compact, space-saving design • Efficient air cooling • Continuous power rating of 8 h.p. at 1,500 rpm • Takes vee or flat belt pulleys on starting and flywheel ends • Flexible coupling available as alternative extra.

A value-packed engine to keep you satisfied with its work—day in and day out—£263.



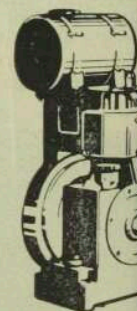
SOUTHERN CROSS can also offer 1, 2, 3 and 4 cylinder radiator-cooled Diesel Engines of 12½ to 50 h.p.



NEW 3 H.P. AIR-COOLED DIESEL IS VERSATILE—Powerful light-weight for agricultural or industrial use, with flat or vee pulleys, flexible coupling, reduction box or flange mounting. For stationary or portable use—weighs only 158 lb.—£142.

SOUTHERN CROSS 4 H.P. DIESEL HAS IMPORTANT IMPROVEMENTS—More compact styling, lighter weight, versatility in drives, hand starting, low-cost operation with minimum attention—£174.

SOUTHERN CROSS lightweight air-cooled 4-8 h.p. Petrol Engine ideal for grain spirals, mobile saws, pumps, concrete mixers is self-oiling and self-governing. Weight only 100 lb., and priced at £104/15/-.



SOUTHERN CROSS

TOOWOOMBA FOUNDRY SALES PTY. LTD.,
Cnr. Campbell and Ruthven Streets,
Toowoomba, Queensland.

SOUTHERN CROSS ENGINE AND
WINDMILL CO. PTY. LTD.,
Grand Avenue, Granville, N.S.W.

All prices are Net F.O.R. To
woomba, Brisbane, Maryborough,
Rockhampton, Townsville, Cairns,
Sydney, Melbourne, Warrnambool,
Adelaide, Perth or delivery
Fremantle.

SHIPPING TIME-TABLES

ings are approximate and may
by as much as two weeks.

ney-Papua-N. Guinea

ontoro sails from Melbourne for
Brisbane, Port Moresby, Samarai,
Kavieng, Madang, Lae, Port
(optional). Next Sydney sailing

alekula sails from Sydney for
Port Moresby, Samarai, Rabaul,
Alexishafen, Madang, Lae, Sydney.
ney sailing Sept. 8.

alta sails from Sydney for Bris-
port Moresby, Samarai, Rabaul,
Lombrum, Lorengau, Madang,
arai, Sydney. Next Sydney sail-
25, Oct. 6.

alolo, modern liner, sails about
weeks: Sydney, Brisbane, Port
Samarai, Lae, Madang, Lom-
abaul. Next Sydney sailings Aug.
23.

from Burns, Philp and Co., Ltd.,
Street, Sydney.

ak Hol: Leaves Sydney for Bris-
port Moresby, Samarai. Next
sailing Sept 18.

ochow: Leaves Sydney for Bris-
port Moresby, Honiara (BSIP),
Lae, Port Moresby. Next Sydney
ept. 25.

hansi: Leaves Melbourne for
Brisbane, Port Moresby, Samarai,
iang, Kavieng, Rabaul. Next sail-
4.

inkiang: On charter to British
Commissioners on recruiting trip
t and Ellice Is., Nauru and Ocean
return to NG service approx.
v.

from New Guinea Australia Line
and Yuill Pty., Ltd., agents), 6
St., Sydney.

ney-Netherlands N.G.

weeks service by MV's Sigli, Silin-
sibigo and Sinabang carrying pas-
and cargo from East Australian
Hollandia, Biak and Sorong. NNG
all at Manokwari alternate trips),
Borneo, Bangkok, Singapore, thence
direct. Next Sydney sailings:
g. 17, Sinabang Sept. 4, Silindoeng
Sibigo, Oct. 14.

s from Royal Intercean Lines. 255
St., Sydney.

ast-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels
ing, Chefoo and Chekiang com-
in July a monthly service from
o Hongkong and thence southwards
Papua-New Guinea ports, BSI,
ebrides, New Caledonia and Fiji,
a extension to Tonga if cargo is
e; return to Japan direct.

eking: Departed Japan July 3,
expected to begin northbound
ex-Nukualofa Aug. 31.

o: Dep. Japan Aug. 2, thence
ng, Tarakan for Rabaul Aug. 19,
Aug. 23, Lae Aug. 26, Pt. Moresby
Honiara Sept. 4, Santo Sept. 7.

Noumea Sept 11, Suva/Lautoka Sept. 15,
Nukualofa Sept. 27, return direct to Japan
arriving Oct. 10.

Chekiang: Dep. Japan Aug. 26, thence
Hongkong, Tarakan for Rabaul Sept. 11,
Madang Sept. 15, Lae Sept. 18, Samarai
Sept. 22, Port Moresby, Sept. 26, Honiara
Sept. 29, Santo Oct. 1, Noumea Oct. 5,
Suva Oct. 9, returning direct to Japan,
arriving approx. Oct. 30.

Details from China Navigation Co., Ltd.
'Swire and Yuill Pty., Ltd., agents), 6
Bridge St., Sydney.

The Australia-West Pacific Line motor
vessels Aros, Citos, Delos and Milos main-
tain regular services between Australian
ports and Japan. Northbound vessels call
at Manila, Hongkong and Japan; south-
bound 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 Vani-
koro, in BSIP; and at Santo and Vila,
New Hebrides.

Milos: Departs Sydney northbound, Sept.
16.

Citos: Currently southbound, Lae Aug.
14, Brisbane Aug. 20, Sydney Aug. 23;
northbound, ex-Sydney, Sept. 7, Brisbane
Sept. 10, thence direct to Japan.

Delos: Arrive Madang from Japan, etc.,
Sept. 20, Lae Sept. 22, Rabaul Sept. 26,
Honiara Sept. 29, Vanikoro Oct. 2, Santo
Oct. 5, Vila Oct. 7, Brisbane Oct. 11,
Sydney Oct. 15.

Aros: Nth. Borneo, dep. Sept. 30, will
omit Islands ports on this trip; arr. Bris-
bane 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 Trad-
ing Corp., Honiara; D. J. Gubbay and Co.,
Santo; Wm. Breckwoldt and Co., Vila).

Linking the
Pacific
Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

The 20,000 tons all Tourist Class liner
s.s. Southern Cross emphasises the modern trend in travel
with the latest in amenities:

- Every cabin air-conditioned
- Two swimming pools
- Unencumbered sports decks
- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea) Co. Ltd. Cable Address:
Burphill. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald,
Papeete.

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

Delightfully situated in cent grounds overlooking beautiful harbour, the Pacific Hotel is the social of Fiji.

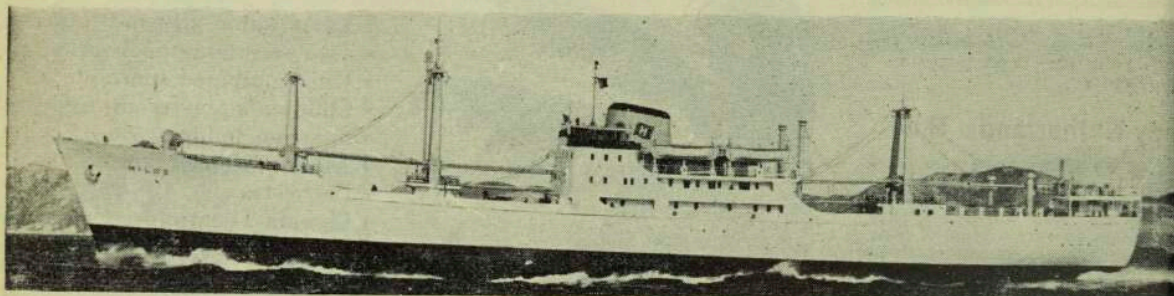
Specially designed for tropics. Excellent cuisine. Tentative service by trained waiters and servants. Singles £2/15/- to £ Doubles £7/10/- to £ Telephones in every room.

Hotel in the process of complete modernisation.

Under the new Management of:

CATHAY HOTELS LTD., Singapore
Cables: GRANPACIF SUVA

AUSTRALIA-WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET comprising the modern Motor Vessels "**Aros**", "**Citos**", "**Delos**" and "**Milos**" offers the fastest regular passenger-cargo service from **Australia** to **Manila**, **Hong Kong**, **Shanghai** and **Japanese Ports** via **Manila** and **Hong Kong**. Southbound vessels call at one or all, of the following ports: **Hong Kong**, **Manila**, **Sandakan**, **Rabaul**, **Lae**, **Brisbane**, **Sydney**, **Melbourne** and **Adelaide**, with six-weekly calls at **Madang**, **Honiara**, **Vanikoro** and **Vila**.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 1234.
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. Lae (New Guinea)—R. W. Tebb. Rabaul (New Britain)—T. J. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Wm. Breckwoldt & Co.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1959-60

		HIMALAYA	ORSOVA	ORSOVA	ORCADES	ARCADIA
depart	Aug. 26			Oct. 4	Oct. 27†	Dec. 11
arr/dep	Aug. 29	From		Oct. 7	—	Dec. 14
arr/dep	Sept. 1			Oct. 10	—	Dec. 17
arr/dep	Sept. 6	UK via		Oct. 15	Nov. 19	Dec. 22
arr/dep	Sept. 11-12			Oct. 20-21	Nov. 24-25	Dec. 27-28
ANCISCO	arr/dep	Sept. 14-15	Panama†	Oct. 23-24	Nov. 27-28	Dec. 30-31
ELES	arr/dep	Sept. 16		Oct. 25	Nov. 29	Jan. 1
arr/dep	Sept. 21	Sept. 17		Oct. 30	Dec. 4	Jan. 6
arr/dep	Then Nth.	Sept. 24		Nov. 6	Dec. 11	Jan. 13
arr/dep	Pacific*	Sept. 27		Nov. 9	Dec. 14	Jan. 16
arrive	Oct. 17	Sept. 30		Nov. 12	Dec. 17	Jan. 19

Honolulu thence Japan, Hongkong, Manila, arr. Sydney approx. Oct. 17. All shown are tentative as Himalaya had to go into dock in Sydney to repair sustained recently in Suez Canal.
UK (London) thence Le Havre, Lisbon, Trinidad, Colon, Panama, Los Angeles, San Francisco, Vancouver (Sept. 11).

aland-Fiji-Tonga-Samoa

ua maintains a service from to Suva, Nukualofa, Vavau, o Pago, Apia, Suva and return and. Next sailing from Auckland: yey), Sept. 8, Oct. 6.

ua maintains a service from to Lautoka, Suva, Apia, Nuku-tleton, Wellington, and return and. Next sailings from Auckland: Sept. 25.

from all offices of Union Steam of NZ.

ney-New Hebrides-BSI-Bougainville, Etc.

agi, 10 passengers, makes a round olk Is., Vila, Santo, Honiara ports, Bougainville ports, leaving out once every six weeks. Next sailing Sept. 10.
from Burns, Philp and Co., 7 reet, Sydney.

ey-N. Caledonia-Tahiti

of Messageries Maritimes Line, om Marseilles, via West Indies ma, call about every six weeks e, Vila (New Hebrides), Noumea ey, and return by same route. t on this run are the motor- hitien and Caledonien and a vessel, Melanesien. Next Sydney Melanesien Aug. 16, Caledonien Tahitien Nov. 10.

ynesie (Messageries Maritimes) about monthly passenger sail- een Sydney and Noumea and Hebrides. Next Sydney sailings: Sept. 18.

from Sydney agents: Messageries, 36 Grosvenor Street, Sydney.

ey-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger thern Cross makes four round- voyages per year, two west- hen two east-bound, calling at Papeete every trip. Next voyage hampton is Sept. 10, via South or Sydney, arr. Oct. 16. Dep. Oct. 18, bound Southampton via n (Oct. 21-23), Suva (Oct. 27), Oct. 31-Nov. 1) and Panama.
from agents: Shaw Savill and o., Ltd., 8a Castlereagh Street,

Sydney; Burns Philp (SS) Co., Ltd., Suva, Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Govern- ment 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. 26, Seattle Aug. 28, San Francisco Sept. 2, Los Angeles Sept. 5, Papeete Sept. 17, Pago Pago Sept. 22, Apia Sept. 25, Suva Sept. 29, Noumea Oct. 2, Townsville Oct. 9, Pago Pago Oct. 19, Los Angeles Nov. 3, San Francisco Nov. 7.

Thorshall: Dep. New Westminster Sept.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA)
138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada
and

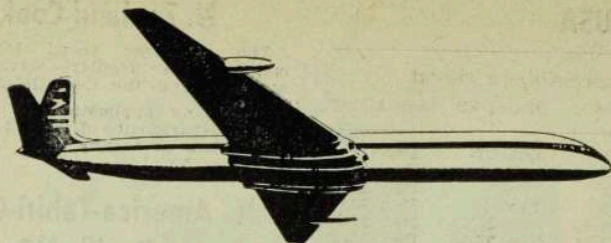
TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

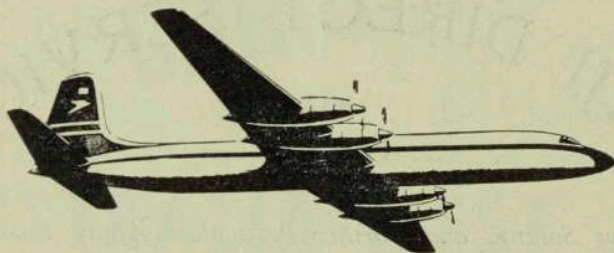
PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. SYDNEY—Birt & Co. (Pty.) Ltd.



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CHOOSE VALUE, fly BOAC next time you travel by air! BOAC has a world-wide reputation. That is why it builds its fleet with the world's finest airliners—such as the incomparable new *Comet 4* jetliners and the famous jet-prop *Britannias* on world-wide routes. That is why it makes sure that service aboard these airliners is unsurpassed — offering you a unique

blend of comfort, good food and truly *personal* attention. Thanks to BOAC's far-reaching route network, you can enjoy this supreme air travel right round the world. Make BOAC your link with cities on all six continents!

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World Leader in Jet Travel

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A10/AU

29, Seattle Oct. 1, San Francisco Oct. 9, Los Angeles Oct. 9, Papeete Oct. 27, Pago Pago Oct. 29, Suva Nov. 5, Noumea Nov. 5, Lae Nov. 10, Nov. 19, Los Angeles Dec. 4.

Details from General Steam Navigation Ltd., 432 California Street, San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks cargo service from Los Angeles to Ventura, Alameda, Sierra and Southern terminal ports vary with offering. Vessels call at Pago Pago and Suva, depending on season.

Next Sydney sailings: Sierra Nov. 2, Sonoma Sept. 30 (approx.), Ventura Oct. 2.

American Pioneer Line has a regular service (Pioneer Gem, Isle, Glen, Reef, Tide, Gulf) on Australia - Pacific Coast service with calls at Suva, Lautoka and Papeete on southbound voyage. Approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Sydney, a subsidiary of W. R. Carpenter & Co., operate a service three times a week with the 10,000 ton, 98-passenger vessel *Albatross* along the above route. Accommodation is entirely First Class, two-berth cabins with calls at Suva, Lautoka and Papeete. Next sailing from Sydney first week (approx.).

Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge Street, Sydney.

Sydney-(or NZ)-North America

Cargo vessels *Waihemu*, *Waitomo*, owned and operated by Union Steam Ship Co. of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and U.S. ports via Suva, Lautoka, Nukualofa and as cargoes offer. Occasional calls at Fanning Island. They have passenger accommodation. Last sailing: *Waitomo* July 18. Next sailings: *Kauri* Aug. 11 (approx.), second week Sept. (approx.).

The *Waitemata*, from NZ, ports 3-4 trips yearly to Vancouver (via Suva, Tonga and Papeete).

North America-Tahiti-Sydney-Fiji-Samoa-Hawaii

Matson Line's *Mariposa* and *Maui* make round passenger trips from San Francisco to North Coast American ports, New Zealand and Australia, via Pacific Islands.

Monterey: Dep. San Francisco Oct. 7, Los Angeles Aug. 27, Papeete Sept. 12, Auckland Sept. 12, Sydney Sept. 22, Suva Sept. 26, Pago Sept. 26, Honolulu Oct. 7, San Francisco Oct. 7.

Mariposa: Dep. Sydney Aug. 2, land Aug. 31-Sept. 1, Suva Sept. 5, Pago Sept. 5, Honolulu Sept. 10, San Francisco Sept. 16-23, Los Angeles Oct. 2-4, Auckland Oct. 10, Oct. 13.

from Matson Lines, Berger
Elizabeth Street, Sydney.

Iney-Tahiti-Europe

an Siltmar Line (Panama flag)
Fairsea, a passenger liner of
s. fully air-conditioned, will
Sydney for Europe, via Auck-
ete and Panama at irregular
providing a new, moderately
connection in the eastbound
only with Tahiti. Also on the
Line's Castel Felice.

rom Navcot Aust. Pty., Ltd.,
t St., Sydney.

Kingdom-Australia- Port Moresby

ral Steam Navigation Co., Ltd.,
ed its regular quarterly UK-
service to Port Moresby.

ls sail from Liverpool via Suez
Brisbane, Townsville, Cairns.
by.

Due Port Moresby Aug. 27

Due Port Moresby Oct. 29

agents: Birt and Co. Pty., Ltd.,
t. Port Moresby agents: Burns
Guinea), Ltd.

Fiji Shipping Service

ga Shipping Agency, as agents
nga Copra Board, operates a
month cargo and passenger
ween Nukualofa and Suva with
500 tons gross. Turn-round in
ually two days, and the Agents
V. R. Carpenter and Co. (Fiji),

AYS TIME-TABLES

PACIFIC SERVICES

ustralia (or NZ)-Fiji- awaii-N. America

and Tourist Class available
all Services)

AN-AMERICAN AIRWAYS

er 7 Clippers, using Sleeperettes
and Berths*)

. Melbourne (2 p.m.), Sydney
(a.m.), Nadi, Honolulu, Seattle,
connections at Honolulu for San
o or Los Angeles.

o. Seattle for Melbourne via
d (same route).

kymasters are used on a con-
service between Auckland and
table 18).

ANTAS EMPIRE AIRWAYS

(Boeing 707 Jets)

service between Sydney and San
will commence on Wednesday,
from Sydney at 4 p.m., calling
arr. 9.50 p.m.; dep. 11.30 p.m.),
(arr. 8.05 a.m.; dep. 10 a.m.),
cisco (arr. 5.50 p.m.). South-
day, July 31, dep. San Francisco
, 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 de-
livered from USA, and crews trained, they
will replace present Super Constellation
services. "Southern Cross" trans-Pacific
services will be fully jet operated after
Sept. 7.

(Super Constellations)

NORTHWARDS

Tues. and Sat.: Melbourne (9 a.m.),
Sydney (12 noon), Nadi (Fiji), Hono-
lulu, 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 be-
tween Nadi and Honolulu).

Qantas Super-Constellation aircraft,
under charter to TEAL, from Melbourne
and Auckland connect at Nadi on Wednes-
days with Qantas northbound flights, and
on Thursdays with southbound flights
(see table 17).

TEAL Super DC6 aircraft from Auck-
land, NZ, connect with the Qantas north-
bound flights at Nadi on Tuesday and
Saturday, and on Sunday and Wednesday
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 ser-
vices.

BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft)

Every Wed.: Sydney (dep. 3 p.m.), Auck-
land, 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. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 p.m.
Wed. & Sun.

Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Mon.
Dep. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 p.m.

Tues.
Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Thurs.

Dep. Sydney, 8 p.m. Arr. Brisbane, 10.15 p.m.
Dep. Brisbane, 11.15 p.m. Arr. Townsville, 2.15 a.m.

Dep. Townsville, 3.15 a.m. Arr. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

Tues.
Dep. Sydney, 9 a.m. Arr. Pt. Moresby, 4.15 p.m.
Dep. Pt. Moresby, 5.15 p.m. (for Manila and Hongkong).

SOUTHBOUND

First & Tourist

Fri.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. T'ville, 2.10 p.m.

Dep. Townsville, 3.10 p.m. Arr. Brisbane, 6 p.m.
Dep. Brisbane, 7 p.m. Arr. Sydney, 9 p.m.

First Class

Wed. & Sun.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.45 p.m. Arr. Sydney, 7.45 p.m.

First and Tourist Class

Tues.
Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.45 p.m. Arr. Sydney, 7.45 p.m.

Thurs.
From Hongkong and Manila
Dep. Pt. Moresby, 9.45 a.m. Arr. Sydney, 5 p.m.

* Between Lae and Port Moresby pas-
sengers are carried in DC4 aircraft.

PT. MORESBY-CAIRNS-TOWNSVILLE- PT. MORESBY

Douglas DC4. Dep. Port Moresby Sun.
12.15 p.m., arr. Cairns 3.05 p.m., dep.
Cairns 3.50 p.m., arr. Townsville 5 p.m.,
dep. Townsville Mon. 9.15 a.m., arr. Cairns
10.25 a.m., dep. Cairns 11.15 a.m., arr.
Port Moresby 2.05 p.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Neth. New Guinea)
(DC3)

Alt. Wed. (Aug. 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.
20, Sept. 3, 17, Oct. 1, etc.) dep.
Hollandia at 10 a.m., and, with calls
at Wewak and Madang, arrives Lae at
3.50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori:
Alt. Tues., returning same day via

Baimuru, Kerema, Yule Is. (Aug. 11, 25, Sept. 8, 22, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Aug. 18, Sept. 1, 15, 29, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (Aug. 27, Sept. 10, 24, etc.), ret. via Baimuru, Kikori, Kerema the following day (Aug. 14, 28, Sept. 11, 25, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs. returning same day via Balimo (Aug. 13, 27, Sept. 10, 24, etc.).

Via Kerema, Baimuru: Alt. Wed. (Aug. 19, Sept. 2, 16, 30, etc.), returning alt. Fri. (Aug. 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 (Aug. 12, 26, Sept. 9, 23, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Aug. 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. 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, Alyura, Rinteb, 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

Mon., Thurs.: Dep. Madang 10.30 a.m., Mt. Hagen and Minj, arr. Goroka 12.50 p.m., dep. Goroka 1.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues. and Fri.: Dep. Pt. Moresby via Goroka, Minj, arr. Mt. Hagen 11.40 a.m.; dep. Mt. Hagen for (either direct or via airfield) 11.40 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., Goroka, arr. Port Moresby 10.30 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., to Lae, arr. 8.15 a.m.

Wed., Sun.: Dep. Lae 10.30 a.m., to Rabaul, arr. 1.45 p.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., to Lae, arr. 8.15 a.m.

Tues., Fri.: Dep. Lae 10.30 a.m., to Rabaul, arr. 1.45 p.m.

RABAUL-BUIN-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., to Buin, arr. 10.50 a.m.

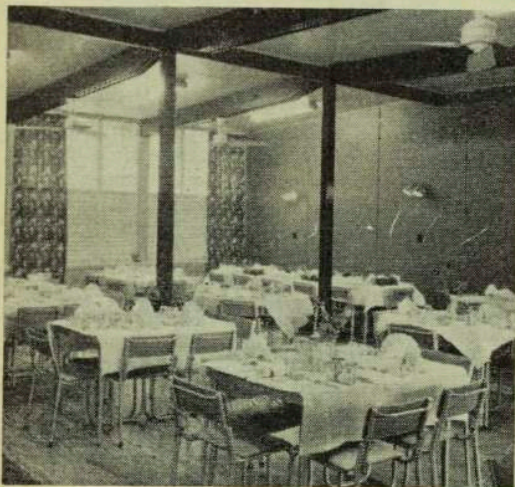
Buin 11.45 a.m., dep. Buin for Rabaul 1.10 p.m., dep. Rabaul 3 p.m.

Sept. 3, 17, Oct. 1, etc.).

RABAUL-HOSKINS-RABAUL

Alt. Thurs.: Dep. Rabaul 9 a.m., to Hoskins, arr. 11.40 a.m.

FIRST-CLASS HOTEL ACCOMMODATION IN PORT MORESBY



Well - Appointed Dining - Room, with Trained and Courteous Service.

A Glimpse of One of the Hotel's Cool and Pleasant Lounges.

BOROKO HOTEL

Phone: Port Moresby, 5181

Under the Personal Management of Mr. and Mrs. Wal. Morrissey.

The New, Modern, Bungalow-Type Hotel Established in the New Port Moresby Suburb of Boroko. Caters for Every Need.

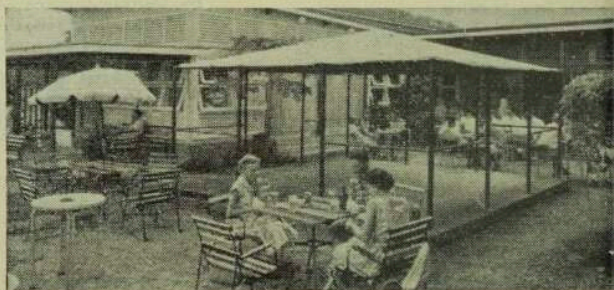
Beautifully-Appointed Dining-Room

Bar Planned to Carry Modern Equipment

Kitchen is Completely Electrical

Bedrooms Equipped to Provide Maximum Tropical Comfort

SPECIAL DINNER PARTIES ARRANGED :: ORCHESTRAL EVERY WEDNESDAY AND FRIDAY EVENING



inot Bay, arr. Hoskins 10.55 a.m.,
Hoskins 11.15 a.m., arr. Rabaul
p.m. (Aug. 13, 27, Sept. 10, 24,

FLIGHTS BY MANDATED AIRLINES

(Scheduled flights with DC3 Aircraft)
Depart Lae at 7 a.m. for Goroka,
Wewak, Madang, Rabaul—
arriving overnight. Depart Lae 7
p.m. for Goroka, Wau, Port Moresby,
Goroka, Lae.

Depart Rabaul at 7 a.m. for
Wewak, Madang, Goroka, Lae.
Depart Lae 7 a.m. for Goroka,
Wewak, Momote, Kavieng.
Depart Lae 7 a.m. for Goroka,
Port Moresby, Wau, Goroka, Lae.
Depart Rabaul 7 a.m. for Kavieng,
Wewak, Madang, Goroka, Lae.

Depart Lae at 7 a.m. for Goroka,
Wewak, Momote, Kavieng,
arriving overnight. Depart
Lae 7 a.m. for Goroka, Wau, Port
Moresby, Wau, Goroka, Lae.

Depart Rabaul at 7 a.m. for
Wewak, Momote, Wewak, Madang,
Goroka, Lae.

HOLLANDIA (By NNG Airlines)

Boendouf NV (Netherlands New
Guinea Airlines) commenced a fortnightly
service between Hollandia, Blak and Lae
with Dakota DC3 aircraft. The
company is a private company operated with
the assistance of the Dutch Government.
The first flight from Lae, NG, took place
on 18. Next flights Aug. 13, 27, Sept.

Post-Netherlands N.G.

KLM Royal Dutch Airlines
(Super Constellation Service)

Directly service between Sydney (dep.
p.m.) and Amsterdam with calls
(NNG) and Manila (Philippines).

Aircraft link Blak with Hollandia,
(above), Sorong, Merauke, Tenah
Manokwari, Noemfoer and Ransiki;
to Kokonao; and Twin Pioneer to

Aircraft dep. Blak Tues. and Sat.
p.m. for Japan, Alaska and Amster-

N. Guinea-Solomons

Qantas with DC3 Aircraft

Monday depart Lae 6 a.m.: Rabaul,
Munda, Yandina, Honiara (BSI),
arriving 5 p.m.

Tuesday depart Honiara 7 a.m.:
Munda, Munda, Buka, Rabaul, Lae.
arriving 3.45 p.m.

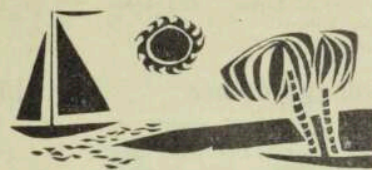
Paris-Saigon-Brisbane- Noumea-NZ-Fiji-Papeete

Transports Aeriens Intercontinentaux
Aircraft depart Paris every Wed. for
Cairo, Karachi, Saigon, Djakarta,
then Brisbane, Noumea, thence
Bora Bora. Transfer to flying-
boat for flight to Papeete. Dep. Papeete
return flight (calling at Auckland)
Sat.

Sydney-Lord Howe Is.

West Flying Boat Services Pty. Ltd.
with Sandringham Flying-boats
Flight usually each Tuesday and
Friday.

Relax—on an island
in the sun



Fly **TAI**

(LUXURY AIRLINE OF FRANCE)

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FIJI

TAHITI

by luxurious
Super DC.6B.

Within a few hours, you can be basking in the South
Sea sun! Fly TAI to Noumea, Fiji or Tahiti . . . enjoy
superb French food and wine and relaxing film shows
en route. For an unforgettable South Sea holiday,
fly TAI.

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BRISBANE: FRANCE AUSTRALIA CO. PTY. LTD., SCOTTISH UNION HOUSE,
127 EAGLE STREET. B 3737. **SYDNEY:** MESSAGERIES MARITIMES,
36 GROSVENOR STREET. BU 2654. TAI, 310 GEORGE STREET, SYDNEY.
BW 6194. **MELBOURNE:** TAI, 408 COLLINS STREET. MU 2998.

22/82 11

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).

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.



RABAUL, T.N.G.
Managing Agents: New Guinea Co.,
Ltd.
Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.
Colony of Fiji Branch Office:
W. R. Carpenter & Co. (Fiji), Ltd.,
Bldg., Suva.
Branch Manager: R. W. Connolly.

**Southern Pacific Insurance
Co., Ltd.**
Head Office: The Wales House,
66 Pitt St., Sydney.

TAI with DC3 Aircraft
 Mon. 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.

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.

TEAL, by Qantas (Charter)
Alt. Sat. (Aug. 1, 15, 29, Sept. 12, 26, etc.).
Return flight Norfolk (dep. 8 a.m.).
Auckland (arr. 11.45 a.m., dep. 1.15 p.m.).
Norfolk (arr. 4.15 p.m.). (See Table 8 above).

**Tasman Empire Airways, with
DC6 aircraft**

Daily except Sat.: Dep. Auckland 9.30 a.m.,
arr. Sydney 1.15 p.m.

Tues., Thurs., Sun.: Dep. Sydney 3 p.m.,
arr. Auckland 9.55 p.m.

Wed., Sat.: Dep. Sydney 10 a.m., arr.
Auckland 4.55 p.m.

**Tasman Empire Airways, with
DC6 aircraft**

Tues.: Dep. Christchurch 5 p.m., arr.
Sydney 8.35 p.m.

Fri.: Dep. Christchurch 7.45 p.m., arr.
Sydney 11.20 p.m.

Tues., Thur.: Dep. Sydney 8 a.m., arr.
Christchurch 3.05 p.m.

**Tasman Empire Airways, with
DC6 aircraft**

Thurs.: Dep. Christchurch 5 p.m., arr.
Melbourne 9.35 p.m.

Fri.: Dep. Melbourne 10.15 a.m., arr.
Christchurch 5.50 p.m.

**Tasman Empire Airways,
DC6 aircraft**

Mon.: Dep. Auckland 8 a.m.,
bourne 1 p.m.

Mon.: Dep. Melbourne 2.30
Auckland 10.15 p.m.

**Tasman Empire Airways,
Super DC6 aircraft.**
Sat.: Dep. Auckland 8.30 a.m.,
bane 12.35 p.m.
Sat.: Dep. Brisbane 2.30 p.m.,
land 9.50 p.m.

By Tasman Empire Airways
Super Constellation aircraft
chartered from Qantas
Wed.: Dep. Melbourne 7 a.m., ar.
land 2.45 p.m., dep. Aucklan
arr. Nadi 9 p.m. Return, sa
following day.
(Note: This service connects wi
Boeing 707 jet service from S
US.)

Tasman Empire Airways, with 8 aircraft and Qantas Super Con

Tues., Wed., Sat.: Dep. Auckland
arr. Nadi 9 p.m.

Wed., Sun.: Dep. Nadi 10.30
Auckland 3.30 p.m.

Thurs.: Dep. Nadi 10.30 a.m., a
land 3.45 p.m.

Wednesday flights ex - Auckl
Thursday flights ex-Nadi are op
Qantas under charter to TEAL.

**Tasman Empire Airways,
Solent Flying-boats**

Dep. Suva alt. Thurs., 9 a.m., cross
line, arr. Satapuala (Western)
Wed. 1.55 p.m.

Dep. Satapuala Mon. at 8 a.m.
Dateline, arr. Suva Tues. 10.55

(Dep. Suva Aug. 20, Sept. 3, 17,
Apia: Aug. 3, 10, 24, Sept. 7.

**Pan American Airways w
DC4 aircraft**
Alt. Fri.: Dep. Nadi 7 a.m., arr
12.30 p.m. (Thurs.).
Alt. Thurs.: Dep. Tafuna 1.30 p
Nadi 5.05 p.m. (Fri.).

(Note: This all-tourist class crosses International Dateline—way flight is actually made on day.)

* LATER ADVICE is to the effect this service has been discontinued no confirmation in Sydney.

Tasman Empire Airways, Ltd.
Solent Flying-boats
Dep. Suva 9 a.m. alt. Thurs., cross
national Dateline, arr. Satap

Brunton's
PLAIN AND
SELF RAISING
FLOUR
Ask for it!

ESTABLISHED 1868

Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.

a) 1.55 p.m. Wed.; dep. Satapuala
Thurs., arr. Aitutaki (Cook Is.)
a.m.; dep. Aitutaki 9.30 a.m. arr.
te (Tahiti) 2 p.m. Services dep.
Aug. 20, Sept. 3, 17, etc.
Papeete 7.30 a.m. alt. Sun., arr.
ki 11 a.m.; dep. Aitutaki 12.30
arr. Satapuala 5 p.m.; dep. Sata-
8 a.m. Mon., crosses International
ne, arr. Suva 10.55 a.m. Tues.
es dep. Papeete Aug. 23, Sept. 6,
2.

Fiji Internal Airways

ays, Ltd., with Heron and Drover
Aircraft

Li-Suva: Two flights daily—
ing and afternoon.
asa-Suva: One flight daily.
asa-Suva (via Matei, Taveuni):
ight—Mon.
asa-Suva (via Savusavu): One
—Mon., Thurs., Sat., Sun.
(Taveuni)-Suva (via Savusavu):
ight—Wed.
Li-Suva: One flight—Thurs., Sun.
Li-Suva: One flight—Sat.
savu-Matei-Suva: One flight—
atei - Labasa - Matei - Savusavu -
One flight—Fri.

I. Caledonia-Loyalty Is.

Internal Service

e Caledonienne de Transports
s (TRANSPAC), with Heron
and Rapide aircraft.

Mare: Tues. (dep. Noumea 2
Mare 4 p.m.) and Thurs. (dep.
ea 8 a.m., dep. Mare 10 a.m.).
Ouvea: Wed., Thurs. and Sat.
Noumea 8 a.m., dep. Ouvea 10.30

Lifou: Tues., Wed., Sat., (dep.
ea 8 a.m., dep. Lifou 10 a.m.),
(dep. Noumea 11 a.m., dep. Lifou
).

Koumle (Isle of Pines): Mon.,
(dep. Noumea 10.30 a.m., dep.
e, noon).

Koumac: Mon., Sat. (dep. Noumea
i., dep. Koumac 4 p.m.); Wed.
Noumea 2 p.m., dep. Koumac 5

Note: On this flight a call will
ade at Plaine des Gaiacs if re-

French Polynesia Inter- Island Service

au Aerien Interinsulaire with
flying-boats

weekly service to the Leeward
Papeete (dep. 7.30 a.m.), Huahine,
ea, Bora Bora, Raiatea, Papeete
4 p.m.).

Papeete (dep. 7 a.m.), Raiatea,
Bora (arr. 8.45 p.m.), Papeete
11.30 a.m.), Papeete (dep. 3.30
Bora Bora (arr. 4.45 p.m.).
Bora Bora (dep. 7.30 a.m.), Raiatea,
te (arr. 9.30 a.m.).

ag agents in Tahiti: Messageries
es, Qual Bir Hakeim. Papeete.

Hawaii-American Samoa

Trans Ocean Airways

second Wednesday, a Boeing
user operated by Trans Ocean
of Honolulu, Hawaii, makes a
light from Honolulu to Pago Pago
an 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 Govern-
ment. 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 Zea-
land, French Pacific francs). See
Exchange Rates page 167 this issue.

	FROM SYDNEY (Aust. currency) TO—			Single			Return Table		
	£	s.	d.	£	s.	d.	£	s.	d.
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	8	
Honiara	94	5	0	169	13	0	2	8	
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—			Single			Return Table		
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—			Single			Return Table		
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 con-
nection to Suva by Fiji Airways, Ltd.

* Tourist class service only.

Handy Sydney Addresses for Islands Visitors

AUSTRALIAN TERRITORIES DE-
PARTMENT, Commonwealth Buildings,
Circular Quay West (B-0537)—a massive
brown stone building on the right side of
lower George Street, Millers Point.

PAPUA-NG COPRA BOARD Representa-
tive (Mr. Winn, B-0537, extension 59-A)—
located in Commonwealth Building, above.

NEW ZEALAND GOVERNMENT offices:
Colonial Mutual Building, 14 Martin Place,
opposite G.P.O. Tourist Bureau on ground
floor. Trade Commissioner's Office and
library elsewhere in building.

FIJI GOVERNMENT Representative:
Dalgety & Co. Ltd., 15 Bent Street.
(B-0524, extension 342, Mr. Menzies).
Bent Street is an extension of Spring
Street.

SOUTH PACIFIC COMMISSION: City
office for publications etc.: 115 Pitt Street
(Tels. BW 3409/BW 5487). West side of
Pitt Street between Martin Place and
Hunter Street.

Honiara Gets Cargo By the 1,000 Ton Lot

Record cargoes have been re-
ceived in Honiara on the last two
calls by the MV *Tulagi* and MV
Pakhoi.

Calling within five days of each
other, the *Tulagi* arrived with 900
tons and the *Pakhoi* with 1,100 tons.
The *Pakhoi's* cargo was the largest
incoming cargo of one ship for
several years.

Prices are cheapest in Hong Kong

NEW !! BELL & HOWELL

"ELECTRIC EYE" Cameras available in 8
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BELL & HOWELL — 8 mm. and
16 mm. Silent and Sound Projectors and latest
models Slide-projectors, etc.

POLAROID "Land" Cameras.

GAMI 16 mm. Subminiature Cameras.

35 mm. AKAREX & ARETTE Cameras.

CASTLE — Home Movie Films.

Please write for catalogue and prices.

Sole Agents

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THE YORKSHIRE INSURANCE

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(Incorporated in England)

ALL CLASSES OF INSURANCE

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PAPUA AND NEW GUINEA BRANCH

James Arcade, Cuthbertson St.,

Port Moresby.

Manager: O. S. Pudney.

CHIEF ISLAND REPRESENTATIVES

Port Moresby . . . E. A. James & Co.

Rabaul . . . A.S.P. (N.G.) Ltd.

Lae . . . Paul Hyman

Madang . . . Roy Macgregor

Manus . . . Edgell & Whiteley Ltd.

Honiara, B.S.I.P. . . E. V. Lawson, Ltd.

Suva . . . Williams & Gosling Ltd.

Noumea . . . R. Laubreux

Norfolk Island . . . A. E. Martin

Apia . . . E. A. Coxon & Co.

Classified Advertisements

Per line, 3/-; Minimum, 4 lines.

STAMPS

NORFOLK ISLAND STAMPS — Serviced last-day covers are available from the Postmaster, Norfolk Island, for the 3d blue-green and 2/- violet stamps to be withdrawn from issue on August 17. The stamps depict the Landing of the Pitcairn Islanders and were issued in 1956 to mark the centenary of that event. Details of forthcoming new issues are also available from the Postmaster.

FOR EXCHANGE. Send any number Pacific Islands stamps receive same number my country. P. J. Lawler, 231 Liverpool St., Scone, N.S.W., 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.

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Philp— ing and Selling

is an interesting month for Philp & Co. Ltd., the 10th Pacific's oldest Big Firm. In July, the company, its General Manager, Mr. Mitchell, announced that it acquired all the shares in a insurance company—Equitable and General Insurance Co. Ltd. Late in the same month, the company was a party to one of its biggest real-estate deals, the Imperial Arcade and Arcadia were sold to a party of five Sydney business-people for £750,000; and some Pitt property, south of the Arcade, for an additional £100,000.

The acquisition of Equitable, BP now covers all fields of insurance, its two general insurance companies being Queensland Insurance Co. Ltd. and Bankers and Insurance Co. Ltd. Equitable Probate—whose name has been changed to Equitable Life General Insurance Co.—has been operating for 36 years, but the company plans further development. Said Mr. Mitchell on the acquisition: "Building a life business is essentially a long term proposition, and profits can only be obtained for many years after establishment."

Imperial Arcade Deal

Things have turned out in the same way since BP acquired the Imperial Arcade-Hotel Arcadia property. This investment has not been profitable as expected. The exact profit for this real estate (it was owned by Joynton Smith) has never been disclosed, but the guess is that it was somewhere between £500,000 and £600,000. Since the war has drained a large proportion of the value of the 1941 £, so by accepting the offer for the two lots of property, BP, at best, has done no more than break even.

The company evidently feels, however, that this money can now be made more profitably elsewhere. The Imperial Arcade, which runs on a steeply from Pitt Street down to Castlereagh Street, contains about 40 small specialty shops and a similar number of offices. At the time BP purchased it, the company intended to use it as a means of break-through into Sydney and New South Wales of its successful

Queensland chain-stores, Penneys. The war intervened, and a few years ago Penneys was bought by G. J. Coles and Co., a rival chain store company which was already represented in most of the other States.

It is suggested that the new owners of the Arcade property will sell the shops, etc., piecemeal over a lengthy period and in this way they should do very well. Although this is one of the biggest real-estate deals ever negotiated in Sydney, in view of the property's strategic position and in terms of 1959's very inflated money, the purchasers could do well out of the deal.

Big Drive For Oil, Minerals

An Australian government drive on a National scale to find oil and minerals in Australia and her Territories, was well under way in late July. Individual efforts extend from Mt. Lyall, in Tasmania, to Papua, and in some departments reaches beyond Australia to Fiji and the Gilbert and Ellice Islands where the search for phosphate deposits goes on. With only 30 or 40 years life left to the rich Oceanic Islands, and Nauru phosphate deposits, finding other sources of supply for this vital agricultural commodity is becoming urgent.

In the general drive, volcanological observatories such as the one in Rabaul; geophysical observatories, such as those in Darwin and Port Moresby; and resident geological staff such as those at Darwin, Alice Springs, Port Moresby, Wau and Rabaul, have all been brought into the effort.

The Commonwealth Government announced some time ago that it would provide another £3 million plus generous tax concessions to assist the search for oil.

BGD Profit Up

Bulolo Gold Dredging profit for the year ending May 30, 1959, was the equivalent of £A300,000; this is an increase of about £A114,000 over the same period last year and was partly attributable to the fact that earnings from gold dredging (only No. 5 dredge now remains in production) and from sluicing operations, were higher than last year.

Commonwealth - New Guinea Timbers yielded a dividend of 5 per cent., which was paid last November; and the operations of BGD's own timber mill at Lae (it provides cores for the C-NGT plywood as well as other sawn timber) were satisfactory.

Personal

Mr. James David Oswald Burns, son of chairman of directors, Mr. James Burns, has been appointed a director of Burns Philp and Co. Ltd., to fill a vacancy on the board.

Mr. J. Barsby, mining engineer, proceeded to Wau, New Guinea, on July 24, to join the gold-mining staff of Enterprise of New Guinea Gold and Petroleum Development NL. (Over)

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Papuan Oil Search Extends to Sea

Camelot Nominees Pty., Ltd., who in June were granted off-shore oil prospecting rights in the Gulf of Papua, will not be wasting any time in beginning work. Camelot's permit is for an initial 12 months' period.

A unit of the Murphy Corporation of Arkansas, USA, which is behind Camelot, will undertake a geophysical survey of the sea bed in the Gulf. The permit area is of over 9,000 square miles, and this will be the first time in the history of Papuan oil search that underwater prospecting has been attempted. Murphy Corporation has had much experience of oil prospecting in the Gulf of Mexico.

Plantation Co. Issue Was Rushed

The lists of Plantations Holdings, Ltd. (256,942 shares at 5/-) closed on July 21. The issue was heavily over-subscribed several days before that but was kept open to give people in P-NG opportunity to apply.

Whaling Co. Makes Plans Ahead

Norfolk Island and Byron Bay Whaling Company reported in July that the company has made forward contracts for the sale of this season's oil, meal and meat.

The company now operates three whaling stations—at Norfolk Island (where no difficulty is expected in filling this year's quota of 150 whales); Byron Bay, Northern NSW, where the quota of 150 is already filled; and Barrier Island, New Zealand, which has no specific quota this year, and where 40 whales had been taken up to July.

Shares and Name Change for Travel Co.

As a result of the collapse of White's Travel Service, Ltd., in New Zealand, the Fiji subsidiary has undergone some changes.

The Fiji shares previously held by the parent company have been acquired by Northern Hotels, Ltd., and the company has been renamed Fiji Tours and Travel Service, Ltd. The manager is Mr. R. Parkes, as before. Mr. Neil Ahlfield is manager at Lautoka and Mrs. Olga Hutchinson is representative at Nadi Airport. Sir Hugh Ragg is chairman of the board, and other members are Mr. David Ragg of Sydney, Mr. J. N. Falvey, Mr. Shiridhar Maharaj, and Mr. Parkes.

Timor Plans New Well

If all went according to plan, Timor Oil, Ltd.'s new well, 12 miles south-west of their first well at Alibata, Portuguese Timor, should have been spudded in by now. Last report from the area was to the effect that the work was going satisfactorily and the Brewster rig, which had been dismantled, was then in process of being transported to the new site.

New Guinea Goldfields Progress

The monthly progress report for July shows: Golden Ridges Mill, 988 fine oz of gold from 3,895 tons of ore treated; 1,318 oz of silver. Golden Ridges Alluvials: 25 oz bullion. Keranga Alluvials: 400 oz of bullion. Tributes: 74 oz of bullion. In the same period 165,140 super feet of timber were produced.

Economic Outlook

Probably the most interesting angle on Australian finance at the present moment is the number of take-over bids already accomplished or in course of accomplishment by big corporations bent on absorbing rival or ancillary industries.

Tactics adopted by them towards their victims range from amicable mergers of obvious mutual benefit, to what comes close to intimidation and stand-over tactics.

In all cases the shareholders in these take-overs stand to gain financially, but in the long-term view, the prospect of the octopus of Big Business swallowing and stifling all independent rivals, is not a pleasant one. It is just to mitigate against such circumstances that the United States has its Anti-Trust laws. Australia, unfortunately, has not; or if it has, they lie buried somewhere, and are never dusted off and used.

Australia's trusts, cartels and monopolies now range all the way from newspapers, radio and TV to retail trading and transportation.

Meanwhile, while we are having the biggest take-over spurge in years, the stockmarket rises to higher and higher levels. At end of the first week in August, the index for all ord. was 280.33, about 12 points higher than a month ago when that peak was considered something of a record.

Are stock-prices like brick-bats in that what goes up must come down? That, at present, is the gold-plated, 64-dollar question.

SYDNEY SALES PRICES

	July 8	Aug. 5
Burns Philp	92/-	91/6
Burns Philp (SS)	55/-	59/-
C.S.R.	£59/2/6	£64/7/6
Dylup Plantations	25/-	25/-
Hackshalls	52/6	55/-
Kauri Timber	20/-	21/6
Kerema Rubber	8/6	8/1
Koitaki	21/7½	19/6
Lolorua	8/4	10/-
Maribou	7/9	7/3
Norfolk Is. Whaling	4/1	4/3
Queensland Insurance	76/-	78/-
Rubberlands	6/6	6/6
Sthn. Pac. Insurance	18/-	19/-
Steamships Trading	58/9	64/6
W. R. Carpenter Hold.	20/-	20/9
Timor Oil	9/7	8/9

OIL AND MINING SHARES

	July 9, '58	July 8	Aug. 5
Emperor	b5/9	b7/9	s8/-
Loloma	—	b33/-	b39/-

PAPUA-NEW GUINEA

Bulolo	b35/-	b31/-
N.G.G. Ltd.	b1/9½	b2/4
Oil Search	b2/6	b6/5
Ent. of N.G.	b7d	b3½d
Papuan Apin	b9d	b3/9
do. opt.	b6½d	b1/10
Placer Dev.	b88/6	b100/-
Sandy Creek	b4d	b3d

ISLANDS PRO

(Unless otherwise stated, quoted in Australian currency. Aust. approximately 16/- Stg. N. Samoa: 18/- Fiji: 20/- Tonga: 8 WPHC areas: 168 Pac. Frs.; SUS

COPRA

The British Ministry of Food Contract, which governed Copra in Papua and New Guinea, Fiji, Samoa, Solomon Islands, and Cook Islands Colony (and to some extent Tonga and Cook Islands) expires on 31, 1957; since when the Ministry has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All copra is delivered to Copra Marketing Board controlled by six members, including planters' representatives; and directs distribution and sales, and payments to the producers.

Copra goes mainly to (a) Unilever (contract covering 1959), (b) Australia (local consumption) and (c) crude oil in Rabaul. Prices generally are in accordance with ruling rate in the market, with premiums for hot copra.

From July 22, 1959, P-N Board announced "Tentative Price" for copra delivered main ports: Hot, £A72/10/- per ton; FMS, £A71/10/-; Smoke-Dried, £A70 per ton.

FIJI:—No Government control—sell where they wish. Bulk of copra to crushing-mill in Suva, where on wharf, Suva, is announced. On Aug. 3, prices were: HAD, £F61, £F63/7/6; FM2, £F62.

WESTERN SAMOA:—Official Board receives all production, same and makes payments to producers. Large proportion goes to Unilever. Philippines FM grade rates, minimums up to £Stg.3 per ton for air dried. Prices announced in 1959, to operate till further notice, air dried, £S67/13/8 per ton; No. 1, £S65/3/8; sun-dried, £S61/13/8.

TONGA:—Sales are under Government control. Part of production goes to Unilever under arrangement with Unilever. Philippines prices, controlled by Philippines prices, on to open market.

SOLOMONS:—All production through official Copra Board, based on Philippines market. Declared in August: 1st grade, £A72; 3rd grade, £A68, f.o.b. RSTP ports.

GILBERT AND ELLICE:—Copra marketed in Europe through official Board, at prices based on Philippines rates, less "stabilisation fund" etc.

E. SAMOA:—Producers receive 4% (SUS\$9.6 or £A40 approx. per ton) Periodic bonus, if average price exceeds Govt. buying price and expenses.

NEW HEBRIDES:—Unchanged early July when local buying price £A45 per ton, delivered Vila/Suva. July 31, price was 103,000 Metric tons metric ton, c.i.f. Marseilles.

COOK IS./NIUE/TOKELAU:—For first half of 1959, by Abels, Auckland, who mill it, was announced.

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as follows: Standard Grade: 1/6 plus £1 for bags, plus premium, totalling £NZ69/0/6. Grade: £NZ66/15/6 plus £1 for 1/5/- premium, plus £1/5/- premium for hot air dried, total £70/5/6. f.o.b., Rarotonga. The prices have been adjusted half of 1959, but as it was not other they were f.o.b. Rarotonga, Auckland they cannot be printed (er clarified.)

OTHER PRODUCE

—Islands prices are based on the banana cocoa which, on August 6, 280 per ton, c.i.f., Sydney.

MOA:—Nominal price quoted in August 6, £S275, f.o.b., Apia. August 6, £A335 ex-wharf.

—P.-N.G.: August 6, good grade, per lb, 4/4 to 4/6; B to 4/5; C grade, 4/- to 4/3.

August, price quoted for Tanga-grade was £Stg.380; B grade, Undergradings, £Stg.275, all and c.i.f., Sydney. Uganda Roffering at around £Stg.219 c.i.f.

S:—P.-N.G.: August 6, kernels: anish, 1/7 lb; Virginia Bunch, Gray Peanut Board has recently price of kernels by 2d per lb.

t:—P.-N.G. price is based on rate, which August 5 was: No. pot, 104% Straits cents per lb. (ust.).

A BEANS: Victor Karp, Tulk & ey, reported in August that no ans available at present; new s expected later in month.

Australian):—Price from May 1, G.: Dry brown and dressed, gs, 5 tons and over, £61/10/- f.o.w.; under 5 tons £62 per mised and enriched white, 112 5 tons and over, £68 per ton, der 5 tons, £68/10/- per ton. Islands: Dry, brown, etc., £70 f.o.w., Sydney or Melbourne. ally-grown rice has been retail- uva at 11d Fijian per lb, with ported rice at 10d Fijian per eople regard the imported rice r to the Fiji product.

SHELL.—Quotations in August by nt M.O.P. shell agents were: A775, D £A575, E £250, EE (in store Sydney). Penrhyn (nominal), f.o.b., Rarotonga. lagoon will remain closed this less the reported plan to trans- hiki divers to Suwarrow atoll to black-lip M.O.P. eventuates, only quantities of pearl shell will be from the Cook Is. this year.

US.—Price fell during August ere was little demand. Nominal f. Sydney around £A260-£A270. recently, trochus was being t from 1/6 to 2/6 Fijian per lb, on quality (equal to £F168 to er ton, in store, Suva).

SNAIL SHELL.—Because of a from Japan, price has risen to ton. P.-N.G. and B.S.I. shell is supply. One Sydney agent says probably place a small quantity d and third grade.

London and US Quotations

London, August 6, Philippines in 22.50 c.i.f. UK/North European traits/Borneo, FMS, del. weights, C/North European ports, £Stg.78.

New York: August 6, Philippines \$220 c.i.f., Pacific Coast ports.

(£1 Australian is equal to about 2.25 US Dollars.)

Cocunut Oil:—London, August 5, Ceylon in bulk, £Stg.126, per ton, c.i.f., UK/North European ports. Straits, crude, c.i.f., in bulk, £Stg.123 per ton.

Rubber: London, c.i.f., August 5, RSS No. 1, 30%^d Stg. per lb; Oct./Nov. 29%^d Stg.; August, 1960, 30%^d Stg.

Exchange Rates

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-. Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak). BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopoi), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF ASIA. (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney July, 1959, quotes: Selling, Noumea, 195 Pac. francs to £ Aust., Papeete, 194.75 Pac. francs to £ Aust.; 243.75 Pac francs to £ Stg.; 89.05 Pac. francs to US \$. Selling 13.76 heavy francs (1,376 ordinary Metrop. francs) to £ Stg.

NG'S INFANT TEA-GROWING INDUSTRY

If figures quoted recently when the plan was announced to erect a tea factory at Garaina, New Guinea, are correct, it would take 6,000 acres of planted tea and 10,000 natives to give the Territory a £1,500,000 tea industry.

A present rate of consumption that would give Australia about one-tenth of her requirements (tea to the value of £14,017,000 was imported in the 11 months ending May, 1959; about half of it comes from Ceylon). However, if growing tea in the Territory on that scale is going to tie up 10,000 natives—about one-sixth of the present work force—it is obvious that P-NG would be better off without a tea industry. It has always been understood that when and if a tea industry developed there, it would have to be a mechanised one, which requires special cultivation methods in the plantations.

New Guinea's tea industry is in its early experimental stage. Some planters grow a little for local use but, as might be imagined, it is not as good as Ceylon tea. The new Garaina factory—which will cost something like £27,000—will turn out tea valued at about £16,000 per annum and will probably be sold locally as ration tea. It would, at any rate, be just a drop in Australia's tea-pot.

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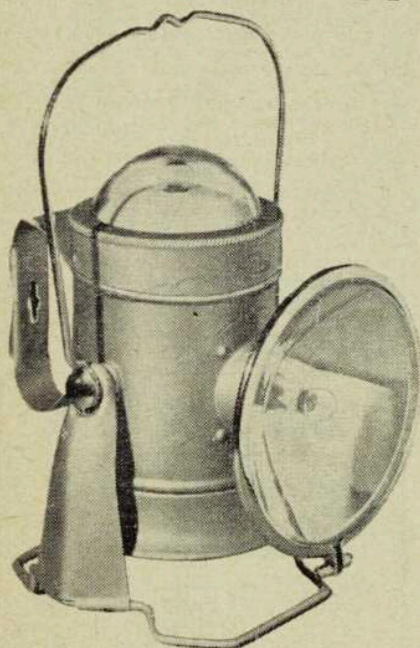
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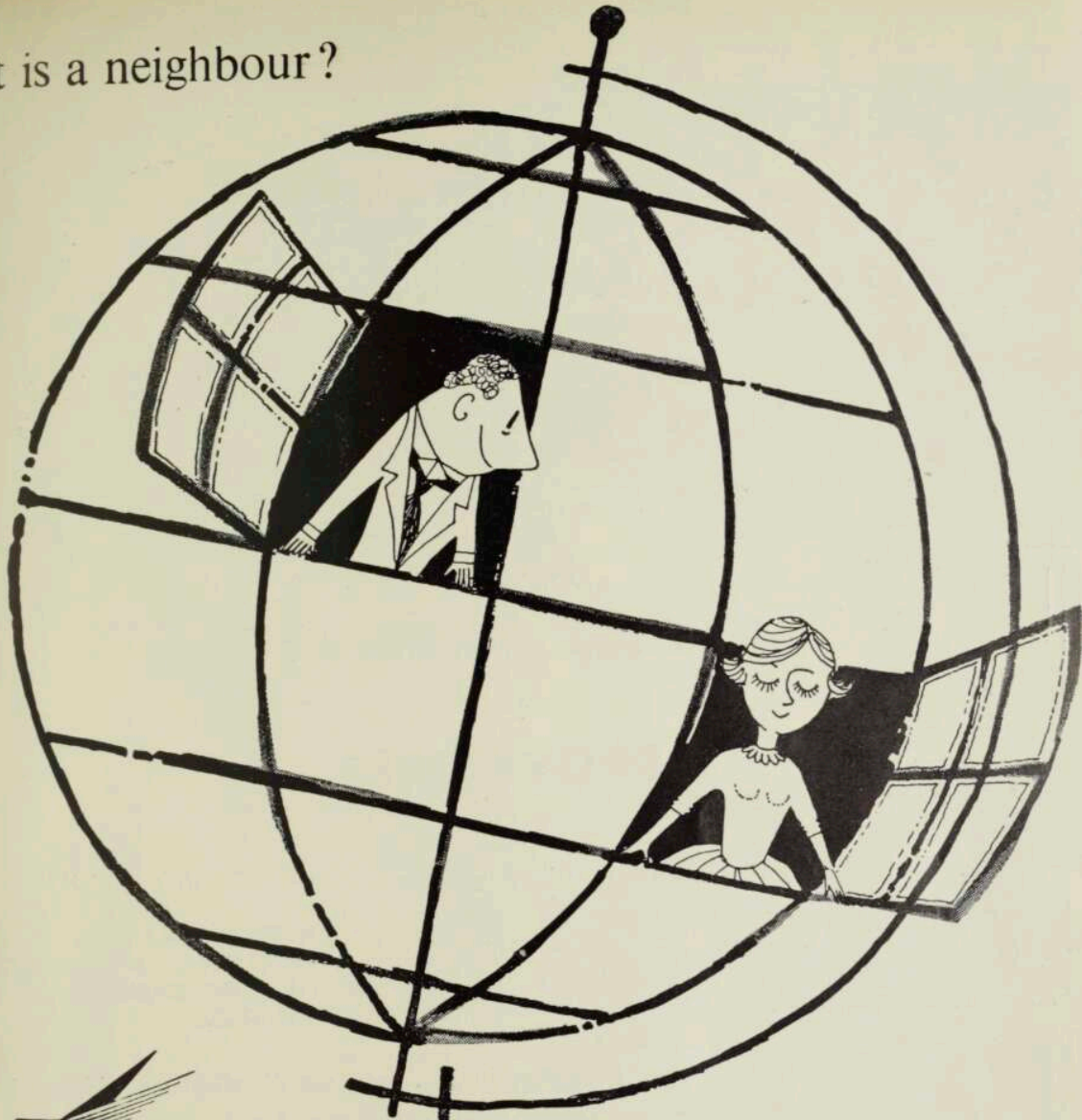
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